

# LOK SABHA DEBATES

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LOK SABHA SECRETARIAT  
NEW DELHI

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# LOK SABHA DEBATES

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## LOK SABHA

Tuesday July 19, 1977/Asadha 28, 1899  
(Saka)

*The Lok Sabha met at Eleven of the Clock.*

[MR. DEPUTY SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Performance of MRTP Commission

\*525 SHRI G. Y. KRISHNAN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Monopolies and Restrictive Trade Practices Commission's performance has not been found satisfactory in curbing the growth of monopolies and restrictive trade practices; and

(b) if so, what steps Government propose to take to achieve the objectives?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) and (b). The performance of the Monopolies and Restrictive Trade Practices Commission in curbing the growth of monopolies and restrictive trade practices is narrated in details in the five statutory Annual Reports pertaining to the execution of the provisions of the MRTP Act, 1969, which have already been laid on the Table of the House from time to time. However, a High Powered Expert Committee has been constituted recently by the Government to review the provisions of the MRTP Act, including the working of the MRTP Commission, to consider whether any, and if so, what changes are necessary.

SHRI G. Y. KRISHNAN : It has been mentioned that a high-powered committee to consider changes, if any, needed in the Act has been constituted. Who is the chairman of this committee, and who are its members? Secondly, in view of the contradictory policies of the Ministers in the Janata party government, i.e. contradiction between the Finance Minister who is siding with the

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capitalists, and the Industries Minister who is siding with the have-nots, can the provisions of the Act and the policy of restrictions on monopolists be implemented?

SHRI SHANTI BHUSHAN : I do not know what the hon. Member is implying. The suggestion that in the past, the objectives of the MRTP Act have not been implemented; or is he predicting something about the future? We would like to say that the Janata party government is keen to implement the Directive Principles of the Constitution in order to avoid concentration of economic power to the common detriment. Therefore, the policies of the government will be pursued with a view to seeing that the growth of monopolistic power is adequately curtailed.

SHRI G. Y. KRISHNAN : That is in the reply. I put the question regarding the contradictory policies of the Finance Minister and the Industries Minister.

AN HON. MEMBER : There is no contradiction.

SHRI G. Y. KRISHNAN : There are contradictions.

SHRI SHANTI BHUSHAN : I only wanted to say that if the hon. Member has seen something which does not exist, of course we are not able to help him.

SHRI G. Y. KRISHNAN : The proceedings of yesterday and day-before yesterday themselves indicate it.

DR. V. A. SEYID MUHAMMED : I understood that the Minister had been pleased to state that a high-powered committee has been constituted. If that is so, I would request the Minister to enlighten us whether, in view of the fact that some of the definitions like dominant undertakings and monopolistic undertakings are very restrictive and limited—I am referring to Section 2—are in view of the fact that the penalties are very mild—which we find when we compare the provisions of this Act with the corresponding laws in other countries e.g. in the U.S. anti-trusts and anti-monopolists law, including the Kefauver amendment—this high-powered committee will go into all these aspects so that the control over the monopolies will be more effective and more efficient.

**SHRI SHANTI BHUSHAN :** As I said earlier, the hon. Member may take it that the Government is interested in implementing the Directive Principles in the Constitution, namely, avoidance of concentration of economic power to the common detriment. Therefore, the policy of the Government would be directed at achieving those ends, and that is why the Committee has been appointed to go into these matters as to where there were failures and how to rectify them.

**DR. V. A. SEYID MUHAMMED :** What are the terms of reference?

**SHRI SHANTI BHUSHAN :** The terms of reference are included there. They have been published.

**श्री कवर लाल गुप्त :** मैं मंत्री जी से जानना चाहता हूँ क्या यह बात ठीक है कि कांस्टीट्यूशन के डायरेक्टिव प्रिंसिपल में यह बात हाँते हुए भी कि मांनोपाली नहीं होनी चाहिए, कांग्रेस के तीस माल के रेजीम में, यह कहने के बाद भी कि वे समाजवाद में विश्वास करते हैं, मांनोपाली हाउसेज की वेल्य हर साल बढ़ती चली गई, खास तौर से टाटा, बिड़ला, मफनलाल के मांनोपाली हाउमेज बढ़ते जा रहे हैं। इस तरह से वे कहते कुछ थे और उनके काम इस तरह के थे जिससे मांनोपाली बढ़ी। मैं पूछना चाहता हूँ क्या मंत्री जी कम से कम ऐसे दस बड़े बड़े हाउसेज के बारे में बता सकते हैं कि पिछले दिनों उनके पास कितनी वेल्य थी और आगे कैसे कैसे बढ़ी ?

मेरा दूसरा सवाल यह है कि क्या आप इस कानून में कुछ तब्दीली करने की बात भी सोच रहे हैं ?

**श्री शांति भूषण :** लार्ज हाउसेज जिनको ऐक्ट के अन्दर कहा जाता है उनके अमेटम पिछले 25 सालों में कितने बढ़े हैं, यह माननीय सदस्य ने पूछा है लेकिन पिछले 25 सालों के आंकड़े इस समय मेरे पास नहीं हैं। इस समय मेरे पास आंकड़े 1969 से 1974 तक के हैं यानी 1969 में उनके टोटल असेट्स क्या थे और

1974 के आखिर में उनके टोटल असेट्स कितने हो गए। 1969 में टाटा के टोटल असेट्स 505.58 करोड़ थे जो 1974 में 739.45 करोड़ हो गए। बिड़ला के 1969 में टोटल असेट्स 418.49 करोड़ थे जो 1974 में बढ़ कर 729.36 करोड़ हो गए। यहाँ पर मैं एक बात साफ कर देना चाहता हूँ कि कुछ ऐसी कम्पेन्स हैं जिनके बारे में मतभेद हैं कि वह बिड़ला ग्रुप की है या नहीं। कुछ लोग कहते हैं कि वह बिड़ला ग्रुप की है जब कि बिड़ला ग्रुप इसको डेनाई करता है। इस बात का इन्क्वायरी से पता लगाया जा रहा है कि वह बिड़ला ग्रुप की है या नहीं।

इसी तरह से 1969 में मफतलाल की टोटल असेट्स 163.01 करोड़ थी जो 1974 में 232.98 करोड़ हो गई। जे०के० सिंहानिया की असेट्स 1969 में 81.94 करोड़ थी जो 1974 में 186.36 करोड़ हो गई। थापर की असेट्स 1969 में 94.52 करोड़ थी जो 1974 में 167.56 करोड़ हो गई। 1969 में बांगर की असेट्स 102.59 करोड़ थीं जो 1974 में बढ़ कर 164.26 करोड़ हो गई। आईसीआई की 1969 में असेट्स 124.59 करोड़ थीं जो 1974 में बढ़ कर 160.92 करोड़ हो गई। सिंधिया की असेट्स 1969 में 70.11 करोड़ थीं जो 1974 में बढ़ कर 151.33 करोड़ हो गई। श्रीराम की असेट्स 1969 में 109.56 करोड़ थीं जो 1974 में बढ़ कर 144.09 करोड़ हो गई। इसी प्रकार ए सी सी की असेट्स 1969 में 121.97 करोड़ थी जो 1974 में बढ़ कर 140.96 करोड़ हो गई। इस समय मेरे पास यही आंकड़े उपलब्ध हैं।

**SHRI KANWAR LAL GUPTA :** Do you propose to change the provisions of the Act?

**SHRI SHANTI BHUSHAN :** A Committee has been appointed under the chairmanship of Shri K. S. Hegde, an hon. Member of this House, for the purpose of going into these questions, not only into the provisions and working of the MRTTP Act but also the Companies Act so that the entire matter will be gone into.

Some Hon. MEMBERS rose—

**Mr. DEPUTY-SPEAKER :** If you stand up and shout, you are not going to catch my eye. You can only catch my ear, but that does not help you.

**SHRI R. K. MJALGI :** What is the date of the appointment of this Committee and who are the Members of this Committee?

**SHRI SHANTI BHUSHAN :** The Committee was appointed on 23rd June, 1977. The names of the Members are: Shri K. S. Hegde, M. P., Chairman; Shri S. Ranganathan, M. P., Shri R. D. Gattani, M. P., Shri Bedabrato Barua, M. P., Shri F. S. Nariman, Senior Advocate of the Supreme Court, former Additional Solicitor General of India; Shri Sanjivan Desai, President of the Merchants' Chamber of Commerce and former President of the Institute of Chartered Accountants of India; Shri S. Srinivasa Rao, Professional Accountant (former President of the Institute of Cost & Works Accountants of India and also a Member of the Institute of Company Secretaries of India); Shri D. C. Kothari, Industrialist of Madras, former President of FICCI and President of the Asian Chamber of Commerce; Shri Keshav Mahindra, Industrialist, Bombay; Shri K. P. Tripathi, Labour leader; and Shri K. K. Ray, Secretary of the Department of Company Affairs. These are the Members.

**SHRI S. R. DAMANI :** I welcome the appointment of the Committee, but I want to draw the attention of the hon. Minister to the fact that certain provisions of the Act are so vague that many companies which have nothing to do with big houses are being brought under the MRTTP for having a common Director only. I want to know whether this fact has come to the knowledge of the hon. Minister and is going to be rectified at the earliest.

**SHRI SHANTI BHUSHAN :** If a common Director is a link between one concern and another, that is also a matter which needs to be looked into and therefore, it cannot be said that there is no reason to bring in these concerns within the purview of the Act, but, as I said, the whole matter would be gone into by the Committee.

**SHRI JYOTIRMOY BOSU :** In view of the fact that the Wancher Committee's Interim Report published in November, 1970, revealed that there was at least Rs. 9,000 crores of black wealth in circulation in the country, will the hon. Minister kindly try and enlighten this House, in the context of what he has said with regard to the growth of certain big business houses, as to what he understands by wealth in terms of black money and will he also be pleased to enlighten the House as to what is the growth rate of rupee companies owned by foreign monopoly and multi-national corporations?

**SHRI SHANTI BHUSHAN :** So far as black money is concerned, the hon. Member himself would appreciate that the very fact that money is black means that money is underground, not known to the public or to the Government, and, therefore, obviously the figures that I have given do not include black money. If anybody has black money in addition to his disclosed assets, they do not form part of the statement which I have made about the assets.

About the other question, I do not have the facts at the moment. If notice is given by the hon. Member, we shall try to get the information.

**SHRI JYOTIRMOY BOSU :** Will you take a short notice question on that?

**SHRI SHANTI BHUSHAN :** If we can collect the information, we shall.

**Mr. DEPUTY-SPEAKER :** This is not the way. First, Speaker will figure in as far as the short notice question is concerned.

**SHRI S. KUNDU :** I am indeed happy that the Minister has said that it is necessary to curb the growth of economic power because it is vitally linked with the growth of political power, particularly of certain individuals and that necessary steps will be taken in this regard. The figures which he gave show very revealing facts that within a period of five years, some big houses have grown in their wealth and assets by almost 100%. Does he know that during the period of emergency, ten big houses have also grown in their wealth and assets? Can he give the figures as to how much increase was there in their wealth and assets during the period of emergency i.e. from 1975 to March, 1977?

**SHRI SHANTI BHUSHAN :** I do not, at the moment, have the figures which really indicate what has been the increase of their wealth during emergency.

**SHRI K. LAKKAPPA :** I was a member of the Consultative Committee of the Ministry of Law, Justice and Company Affairs, in the last Lok Sabha. I know how the MRTP Act was by-passed because of certain vague procedures which were adopted then. The monopoly houses were not properly hooked by the Commission. I would like to know whether the present Government would plug those loopholes that are there in the MRTP Act. The appointment of this high level committee only shows that you want to by-pass these monopoly houses which will again have a very good opportunity to build up their resources and cheat this country. Therefore, what are the short term measures that you are going to take to list these monopoly houses in the terms of reference of this committee? Whether the monopoly houses would be hooked properly to see that they are curbed down in this country.

**SHRI SHANTI BHUSHAN :** The assurance that this committee shall act for this purpose to implement the directive principle namely, avoidance of concentration of economic power to the common detriment, is the fact that the Janata Party is wedded to it. This Committee is headed by an important member of the Parliament belonging to the Janata Party and, therefore, that is an assurance that the Committee shall direct its deliberations to that objective. So far as the detailed manner in which the Committee would progress, the Committee will take stock of such facts and such relevant material etc. which are necessary to assist it in coming to a conclusion and making its recommendations to the Government.

**SHRI SONU SINGH PATIL :** How much time, this high-powered committee will take to submit its report to the Government?

**SHRI SHANTI BHUSHAN :** The notification provides that the report of the committee shall be submitted to the Government of India not later than 31st December, 1977.

#### Firms Involved in Oil Import Racket

\* 527 **SHRI JYOTIRMOY BOSU :** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) names of the Directors and Managers of the 13 firms which have been involved in Oil import racket including the Godrej Soap Manufacturing Company and Apeejay (P) Ltd., Calcutta; and

(b) the relation between Apeejay Pvt. Ltd. and Aminchand Pyarelal Co., which was involved in Stainless Steel Import racket some years ago and other fullest detail with regard to the above mentioned firms?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) :** (a) Of the 13 firms referred to, it is found that only 5 are companies incorporated under the Companies Act. The rest appear to be partnership and/or proprietary concerns and the Department of Company Affairs have no information about them. A statement showing the names of the Directors of the 5 incorporated companies is attached.

(b) Inquiries reveal that a partnership firm by name M/s. Aminchand Pyarelal is connected with Apeejay Pvt. Ltd. through the latter's subsidiary Decor Steel Pvt. Ltd. which is a major partner of the said firm. No other details about this firm are available. A statement, showing details of M/s. Apeejay Pvt. Ltd. is attached.

#### Statement (a)

Name of the Company	Names of Directors
1. M/s. Godrej Soaps Private Ltd., Bombay	1. Sri Scrabji Pirojsha Godrej 2. Dr. Burjerji Pirojsha Godrej (Mg. Director) 3. Sri Naorji Pirojsha Godrej 4. Sri Adi Burjerji Godrej 5. Sri Nadir Burjerji Godrej
2. M/s. Vegetable Vitamin Foods Company Pvt. Ltd., Bombay.	1. Sri Godrej Palanjy Joshi 2. Sri Faraz Godrej Joshi 3. Sri Rustom Godrej Joshi

1	2
3. M/s. The Jai Hind Oil Mills Company (Bombay) Pvt. Ltd., Bombay.	1. Sri Devandas Kodumal Kishnani 2. Sri Nanikram Kotumal Kishnani 3. Sri Relumal Holaram Hemrajani
4. M/s. Prabhat Solvent Extraction Industries Pvt. Ltd., Gujarat.	1. Sri Dayalal Dhanji Vadalia 2. Sri Bhanji Dhanji Patel
5. M/s. Apeejay Private Ltd., Calcutta.	1. Sri U. V. Ramanamurty (Whole-time Director) 2. Sri Baij Nath Singh (Whole-time Director)

### Statement (b)

#### Details of M/s. Apeejay Private Ltd.

1. Incorporation	The company was incorporated on 4th May, 1959.
2. Present Business	The company deals with mainly steel pipes, textile goods and furnishing fabrics and, manufacture furnishing fabrics.
3. Directors	Shri U. N. Ramanamurty. Shri Baij Nath Singh.
4. Capital	The company's paid up capital is Rs. 15.00 lakhs consisting of 15,000 equity shares of Rs. 100/- each fully paid up.
5. Share-holders.	1. Kathua Steel Works(P) Ltd. 14,970 shares. 2. U. V. Ramanamurty 10 „ 3. Ram Singh Goel 10 „ 4. Baij Nath Singh 10 „ 15,000

SHRI JYOTIRMOY BOSU : I am sorry to say that the Minister has read out that no information is available with the Department. I am surprised because I can see, as it used to be, the friends of Aminchand Pyarelal, Apeejay, Jit Pal, Saraj Pal and Bhoothalingam are very much active in the Ministry. The matter was fully covered by two P.A.C. Reports, 50th Report and 56th Report, and, I think, these Reports were given during the Fourth Lok Sabha and, on the floor of the House, several statements were made and they had fixed the responsibility on persons like Bhoothalingam, Bam and others. Therefore, I am now positive that the followers of these people, the lobby-men and the contact-men, are very powerful in the Ministry. Otherwise, how could the Minister come out with that kind of a reply....

MR. DEPUTY-SPEAKER : What is your question?

SHRI JYOTIRMOY BOSU : I must deal with the statement because it is very surprising. All these criminals, anti-national and anti-social are there. Mr. Krishna Menon used to say that a capitalist can never be a vegetarian tiger. That is what it is.

MR. DEPUTY-SPEAKER : Please put your question.

SHRI JYOTIRMOY BOSU : The facts of the case are—I wish the Commerce Minister was here—that Rs. 526 crores worth licences were issued to private parties. The imports were not more than Rs. 45 crores. Apeejay, a subsidiary company of Aminchand Pyarelal of

which Mr. Jit Pal and Mr. Saraj Pal are the real owners—Mr. Sanjay Gandhi's money carriers abroad, I am told.. (Interruptions) I would like the Minister to cover the stainless steel import racket which figured in the debate on 19th December, 1968. Therefore, this reply is not clear. How, I would like to know...

AN HON. MEMBER : That was only a preliminary.

MR. DEPUTY-SPEAKER : I cannot be allowing that kind of a preliminary. What is your question?

SHRI JYOTIRMOY BOSU : I am only wanting to know how the erstwhile Commerce Minister was closely involved in the issuance of licences to 13 firms, what was the total value of imports firm-wise and what is the actual amount allocated in foreign exchange....

MR. DEPUTY-SPEAKER : What is your question?

SHRI JYOTIRMOY BOSU : 27 days, notice does not give enough time and opportunity. So, I have got to elaborate...

MR. DEPUTY-SPEAKER : No question of that. I am very sorry to say that you have already taken 5 minutes to put a question.

SHRI JYOTIRMOY BOSU : I am only assisting you.

MR. DEPUTY-SPEAKER : This is the Question Hour.

SHRI JYOTIRMOY BOSU : I would like to know, besides that, whether Mr. Godrej is the Chairman of the Import Export Advisory Committee and whether he is the founder and the past President of the Fair Trade Practices Association of India.

SHRI SHANTI BHUSHAN : The number of import licences granted for edible oil during the months of January—March, 1977 was 3,675 of a total value of Rs. 526 crores. The estimated imports upto the middle of May, 1977 were of the order of Rs. 45 crores.

SHRI JYOTIRMOY BOSU : Please give us firm-wise the actual amount allotted for importation and the actual amount utilised for importation. That is important.

SHRI SHANTI BHUSHAN : There are a very large number of licences, as I said, several thousands, and, therefore, those details of foreign exchange allocation in respect of each individual and other things are not available with me at the moment.

MR. DEPUTY-SPEAKER : You can give that information of the hon. Member.

SHRI SHANTI BHUSHAN : Yes, Sir.

SHRI JYOTIRMOY BOSU : Let him lay it on the Table of the House.

MR. DEPUTY-SPEAKER : He will give it to you.

SHRI JYOTIRMOY BOSU : Let him give it to me within three days.

In view of the misdoings by M/s. Aminchand Pyarelal, Saraj Pal and Jit Pal, I would like to know from the hon. Minister whether he would consider to institute an enquiry commission into this oil deal; if not, the reasons thereof? As far as this firm is concerned, I would like to know whether their income tax papers were seized by the Income Tax Department on the export contract of ground-nut seeds to USSR, Bulgaria and Sofia? I also want to know the number of such import licences between 1975-1977 (emergency period) and the progress of enquiry which has been instituted in the month of May as stated by the Minister in the Rajya Sabha?

SHRI SHANTI BHUSHAN : The enquiries are currently made in regard to these import licences. In the case of 13 firms. They are as follows :—

1. M/s. Godrej Soaps Ltd., Bombay.
2. M/s. Jamnadas Madhavji & Co., Jamnagar, Gujarat.
3. M/s. Jai Hind Oil Mills Co., Bombay.
4. M/s. Kamani Oil Mills Co., Bombay.
5. M/s. Shree Krishna Oil Mills, Bombay.
6. M/s. Karachikhopra Mills, Bombay.
7. M/s. Appejay (P) Ltd., Calcutta-16.
8. M/s. Prabhat Solvent Extraction Industries (P) Ltd., Manayadar.
9. M/s. Oceanic Solvent Industries, Badeshwar, Jamnagar.
10. M/s. Krishna Oil Cake Industries, Porbandar Road, Upleta.
11. M/s. Bajrang Lal Amithkumar, Calcutta-27.
12. M/s. The Vegetable Vitamin Foods Co. (P) Ltd., Plot No. 108, 109-B, Soin, Bombay-22.

13. M/s. Mulji Devshi Co., H. No. 116, Mulji Devshi Building, 116-Keshavji Naik Road, Bombay-9.

In the case of six parties, the matter has been referred to the Directorate of Enforcement for enquiry under the Foreign Exchange Regulations Act. These are as follows :

1. M/s. Godrej Soap Ltd., Bombay.
2. M/s. Jamnadas Madhavji & Co., Jamnagar.
3. M/s. Jai Hind Oil Mills, Bombay.
4. M/s. Prabhat Solvent Extraction Industries (P) Ltd., Manayadar.
5. M/s. The Vegetables Vitamin Foods Co. (P) Ltd., Plot No. 108-109B, Soin, Bombay-22.

6. M/s. Mulji Devshi & Co., H. No. 116, Mulji Divshi Building, 116-Keshavji Naik Road, Bombay.

SHRI JYOTIRMOY BOSU : He has not replied whether he is going to institute an enquiry under the commission of Enquiry Act against this firm; if not the reasons thereof.

SHRI SHANTI BHUSHAN : As I said, the enquiries are currently in progress and taking of action will depend upon the results of those enquiries.

SHRI JYOTIRMOY BOSU : Mr. Shanti Bhushan, there should be a proper enquiry by a Supreme Court Judge. This is not a matter which could be left in the hands of . . . (Interruptions)

श्री हुकम चन्द कछवाय : माननीय मंत्री जी ने उत्तर दिया कि 3675 लायसेंस लगभग पांच सौ करोड़ रुपये के दिए गये। क्या यह बात सही नहीं है कि जिन लोगों को लायसेंस दिये गये और जिन्होंने विदेशों में माल खरीदा उन्होंने अधिक मूल्य मिलने के कारण उस माल को बाहर ही बेच दिया? यदि यह सही है तो मैं जानना चाहता हूँ कि कितना माल विदेशों में खरीद कर, विदेशों में ही बेच दिया गया और कितना माल भारत में आया? जिन लोगों ने विदेशों में माल खरीद कर विदेशों में ही बेच दिया, उनके नाम क्या हैं?

श्री शान्ति भूषण : श्री लाइसेंसिंग प्रोसीजर जनवरी से अप्लाई किया गया। इसके अन्तर्गत यह था कि जो भी लायसेंस मांगे और जिस बैल्यू तक इम्पोर्ट करने का लाइसेंस मांगे उसको उस बैल्यू तक का लायसेंस दे दिया जाए। जिन लोगों को लाइसेंस दिये गये और जिन्होंने लाइसेंस यूटिलाइज करके तेल इम्पोर्ट किया, उन्हें फारन एक्सचेंज रिलीज किया गया। जिन्होंने तेल इम्पोर्ट नहीं किया उन्हें फारन एक्सचेंज रिलीज नहीं किया गया। यह इन्क्वायरी हो रही है कि किस ने खरीदने के बाद ऊँचे दाम पर बाहर बेच दिया। फारन एक्सचेंज एक्ट में यह है कि अगर इस तरह का कोई केस हो तो उसे रिपोर्टियेट करना पड़ता है। अगर कोई रिपोर्टियेट नहीं करता है तो वह फारन एक्सचेंज एक्ट का कंटावेंशन होता है। मैंने अभी बताया कि 6 कंसर्नस हैं जिनके केस डायरेक्टोरेट आफ एन्फोर्समेंट के पास भेजे गये हैं, जिनके बारे में इन्क्वायरी हो रही है कि उन्होंने माल खरीदा या नहीं खरीदा, खरीदा तो ऊँचे दाम पर बेचा या नहीं बेचा, अगर बेचा तो फारन एक्सचेंज रिपोर्टियेट किया या नहीं किया। अगर उन्होंने रिपोर्टियेट कर दिया तो कोई कंटावेंशन नहीं है।

श्री हुकम चन्द कछवाय : कितना माल भारत में आया?

श्री शान्ति भूषण : मैंने अभी बताया कि जिस किसी ने बाहर ही बेच दिया उसके फिगर्स मेरे पास नहीं हैं। लेकिन जो लायसेंस जनवरी से मार्च तक इश्यु किये गये वे 526 करोड़ रुपये के किए गये और 45 करोड़ रुपये का यहाँ माल आया।

DR. SUBRAMANIAM SWAMY : I would like to know, particularly, with regard to Godrej, which is in my constituency, what is the exact nature of the charge against them, whether they have represented to the Government and whether the Government has made up its..



mind how quickly it proposes to deal with this representation and come to a conclusion.

**SHRI SHANTI BHUSHAN** As I said, the matter is being inquired into, and as I further said, if somebody has purchased the oil in some foreign country and has sold it, without repatriating the profits here, then in that case that would involve contravention of the Foreign Exchange Regulations Act, and therefore, he would be actionable. But otherwise, after taking these licences if he has not imported at all nor has he purchased or sold for any reason, then in that case there would be no contravention.

**SHRI SHYAMNANDAN MISHRA** The hon. Minister was pleased to say, and it has been emphasized by some other hon. Members also that the parties associated with the grant of licences numbered about 3,675. One would like to know how many parties were associated with the grant of licences of the order of Rs. 45 crores, because, out of Rs. 526 crores, only Rs. 45 crores worth of licences were utilised. I want to know how many parties were associated with these Rs. 45 crores worth of licences and, secondly, how many parties' licences had been cancelled after that and what was the intention, if the hon. Minister could enlighten us, in granting licences of the order of Rs. 526 crores. Was it the intention that edible oil of this amount—Rs. 526 crores—should be imported into the country? What was the intention in granting licences of this order?

**SHRI SHANTI BHUSHAN** So far as this information solicited by the hon. Member is concerned, namely, how many parties were associated with these imports of the value of Rs. 45 crores which were, in fact made, I do not have the figures at the moment. So far as licences granted during January-March are concerned, as I said 3,675 licences were granted of a total value of Rs. 526 crores. If the hon. Member would so desire, I would get the information and supply that to him.

**SHRI SHYAMNANDAN MISHRA** How are we to know how many are the guilty parties against whom Government is proceeding, whether the parties against whom Government is proceeding is not smaller than it should have been?

**SHRI SHANTI BHUSHAN** If those who obtained licences have imported of this value then of course, no question arises because they obtained licences and then they imported of that value, therefore, no question of contravention arises. But those who obtained licences and thereafter in whose cases it has been discovered

**SHRI SHYAMNANDAN MISHRA** We would like to know the number of parties.

**SHRI SHANTI BHUSHAN** If hon. Member would give notice, we would supply all this information.

There was one more question which was asked by the hon. Member, as to what is now the present policy. I would indicate that, firstly, it has been decided that all licences which have already been granted and against which no firm commitments by way of opening of irrevocable letters of credit or any other irrevocable commitment to import goods have been made within three months from the date of issue of such licences, will be automatically deemed to have been invalidated for importation, secondly, licences for edible oils and oilseeds will now be granted on the basis of firm commitments entered into by the applicant with the overseas suppliers, thirdly, the value of licences the items to be imported and the validity period of licences will be in terms of the firm contracts entered into by the applicant with the overseas suppliers, fourthly, licences will be required to submit a report to the licensing authorities concerned as soon as the imports have been effected, and finally, the inability to effect import on the basis of licences issued for reasons beyond the control of the licensee should be reported to the licensing authorities concerned within ten days from the date on which the licence has failed to effect imports as per the original contract.

**श्री श्री बलवीर सिंह :** यह जो सवा पांच सौ करोड़ का बोझाला है जिस की इनकवारी एनफोर्समेंट स्टाफ से कराई जा रही है उससे इसकी इनकवायरी करवाने के बजाय क्या हाउस की कमेटी बना करके उससे करवाएंगे ताकि इनकवायरी ठीक ढंग से हो सके ? जिन के साथ मिल कर यह सारा काम हुआ है वही इनकवायरी करने वाले लोग हैं। वे कैसे ठीक ढंग से इनकवायरी कर सकते हैं ? ये जा अपोजीशन में बैठे हुए लोग हैं इनके भ्रष्ट बहुत पुराने हैं। और वह भ्रष्ट जो हैं उनसे वह काम लेते हैं और वही लोग इनकवायरी करते हैं। तो कोई बात हमारे पल्ले पड़ने वाली नहीं है। तो इसके लिए हाउस की कमेटी मंत्री महोदय बनाने को तैयार है ताकि इस सारे घपले में क्या-क्या हुआ है वह सारा

बातें पब्लिक के सामने आ सके और जो लोग जिम्मेदार हैं इस काम के लिए उनके खिलाफ बाकायदा ऐक्शन लिया जा सके ?

**श्री शक्ति भूषण :** मैं माननीय सदस्य के लिए एक बात साफ़ कर दूँ कि जब मैंने यह कहा कि 3675 लाइसेंसों जनवरी से मार्च तक ग्रांट हुए थे 526 करोड़ रु० की वैल्यू के तो मेरा यह मतलब नहीं था न मैंने यह कहा कि उन सब ने, 45 करोड़ का जो इम्पोर्ट हुआ है, बाकी सब ने वहाँ खरीद कर जरूर ही बेच दिया हो। बात यह है कि कुछ ऐसे हो सकते हैं कि जिन्होंने उसको नहीं खरीदा और नहीं इम्पोर्ट कर सके। लेकिन इसकी जानकारी की जा रही है जिन्होंने वहाँ खरीद कर बेच दिया और अगर उन्होंने वह रुपया जो एफ० ई० आर० ए० के अन्तर रिकवार्ड है कि उसको भारत में लायें और रिजर्व बैंक को रिपोर्ट करनी चाहिए। और अगर उन्होंने रिपोर्ट नहीं की तो इस फ्रैक्ट की इनक्वायरी करके जो उचित कदम होगा वह लिया जायगा।

**श्री चरी बलबीर सिंह :** आप हाउस की कमेटी बनायेंगे कि नहीं ?

**श्री शक्ति भूषण :** हाउस की कमेटी बनाने की कोई आवश्यकता नहीं है। सरकार के पास पूरी मशीनरी है, सब जानकारी करके पूरे कदम उठा सकती है।

**श्रीमती नृपाल गोरे :** जिन 6 फर्मों के खिलाफ एफ० ई० आर० ए० के अन्तर कार्यवाही हो रही है उसमें कितनी रकम इनवाल्ड है ?

**श्री शक्ति भूषण :** यह जानकारी अभी मेरे पास नहीं कि जिन 6 फर्मों के नैटर डायरेक्टोरेट आफ़ ऐनफ़ोर्समेंट को दिये गये हैं फ़ोरेन ऐक्सचेंज के कन्वेंशन में उसमें कितनी रकम है।

**श्रीमती नृपाल गोरे :** जिनको लाइसेंस दिया गया उन्होंने कितना रुपया फ़ोरेन के इन्वेंशन फंड में दिया है ?

**MR. DERUTY SPEAKER :** You have put your questions and he has answered them. You cannot ask another question.

**श्री राम भूति :** क्या सरकार के पास कोई ऐसी एजेन्सी है कि जो लाइसेंस दिये गये उनके देने के बाद लाइसेंस को देखें कि उनकी ऐक्टिविटी ठीक हो रही है या नहीं, कोई गडबड हो रही है या कैसे वह लाइसेंस इस्तेमाल में लाए जा रहे हैं ? अगर कोई एजेन्सी नहीं है तो बनाने की मंत्री जो सोचेंगे।

**श्री शक्ति भूषण :** जो इम्पोर्ट लाइसेंस दिया जाता है उसके माने यह होते हैं कि फ़ोरेन ऐक्सचेंज उतना रिलीज किया जायगा। जब वह इम्पोर्ट होता है तभी फ़ोरेन ऐक्सचेंज रिलीज किया जाता है, उससे पहले नहीं किया जाता है।

दूसरी बात यह है कि बिना लाइसेंस के भी आदमी बाहर खरीद सकता है और बेच सकता है अगर उसका वह रुपया फ़ोरेन ऐक्सचेंज रेगुलेशन ऐक्ट में रिपोर्ट कर के यहाँ ले आये तो कोई कन्ट्रावेंशन ला का नहीं होता। लेकिन हाँ यह हो सकता है कि यह लाइसेंस लेने से कुछ उनको इस तरह की खरीदफ़रोक्त करने में कुछ मदद हुई हो। लेकिन उसका जब इम्पोर्ट होता है तभी उसका कन्ट्रावेंशन होता है वरना नहीं।

Setting up of a petrochemical Complex at Haldia

\*53: SHRI SAMAR GUHA:

SHRI DINESH JOARDER:

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the attention of the government has been drawn to a report published on 29th April 1977 in Daily Ananda Bazar Patrika of Calcutta to the effect that instead of setting up of the Petrochemical

Complex at Haldia, the Government is thinking of taking a changed view of building such complex in the area of Bombay Port ;

(b) whether a foreign Multi-National Corporation proposes to invest Rs. 900 crores for the purpose; and

(c) if so, the facts thereof ?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H.N. BAHUGUNA) :** (a) to (c). A statement is laid on the Table of the House.

#### Statement

(a) Yes, Sir.

(b) No, Sir.

(c) With regard to the setting up of a petrochemical complex at Haldia, the position is that proposals have been received from the State Government of West Bengal from time to time for the setting up of a petrochemical complex at Haldia and for expansion of the capacity of the Haldia Refinery to provide for higher availability of Naphtha. The two questions of expansion of Haldia Refinery and the setting up of a petrochemical complex there are interlinked as the Naphtha available from the existing capacity of Haldia Refinery has already been tied up for use by the Fertilizer Unit of FCI and unless the refinery capacity is increased, Naphtha will not be available for setting up of a petrochemical complex. The proposals have also come up for discussion between representatives of the State Government and the Ministry of Petroleum (including at Minister's level) more than once. Government's view on the subject has been that the plans for expansion of refinery capacity/development of petrochemical industry shall have to take into account many factors and the setting up of any new petrochemical unit will inter-alia depend upon the availability of resources. More recently, the West Bengal Industrial Development Corporation had applied for industrial licence for setting up of naphtha cracker and downstream units at Haldia. An inter-departmental committee and the licensing committee went into these proposals and decided that before any decision could be taken on the proposals, the West Bengal Industrial Development Corporation would have to furnish further data and this would have to be appraised by the Planning Commission to ascertain whether the proposals were economically viable.

Some entrepreneurs under the name and style of M/s Technical Works and Industrial Link Ltd. had some time back come forward with a proposal for setting up a Rs. 700 crores petrochemical complex in Western Region. The proposal envisages the setting up of an export oriented petrochemicals complex. No final decision on the proposal has been taken so far. It is, however, mentioned that the proposal involves setting up a petrochemical complex whose products are substantially and predominantly for export and that this complex is not by way of substitution for any petrochemical complex that might be set up at Haldia.

**SHRI SAMAR GUHA :** Although the hon. Minister has said 'No' in reply to my second part of the Question in his statement, but in the last part of it, he has directly admitted that Messrs. Technical Works and Industrial Link Ltd. had already applied for setting up a Rs. 700 crores petrochemical complex at Bombay. For the last five-six years, talks have been going on interminably and assurances have been given on innumerable occasions in this House that different complexes including ship-building and petrochemicals would be developed at the new port of Haldia. Almost every session, questions are brought here and assurances are given in this respect. But I now find that the hon. Minister has given a reply as if it is interlinked with the production and availability of naphtha and as naphtha is not available, therefore, the petrochemical complex cannot be developed. It appears so.

I want to know from the hon. Minister whether for the petrochemical complex that has been proposed by some multinational—their name is not given—if at all a licence is given to that company, even if it is export-oriented, why such a petrochemical complex should not be allowed to be set up at Haldia? Because Haldia has also equal advantage of industrial and engineering base behind it like Calcutta, Howrah, Jamshedpur, Kharagpur, etc. and all the requirements are there. Therefore, I want to know from the government that, if at all any licence is given and even if it is export-oriented, as it is linked with the employment creation programme of West Bengal, it will be considered that it should be set up at Haldia.

**SHRISHYAMNANDAN MISHRA :** Why should you ignore Barauni?

**SHRI H.N. BAHUGUNA :** I am second to none in trying to do what this government can do for Haldia. I have said and promised the chief Minister of West Bengal also that we are

trying to locate naphtha and if we can locate naphtha without prejudice to the requirements or claims of those places where it is available, we will certainly have or try our best to have something of a solution for this problem.

So far as this particular concern is concerned, in 1975 they applied but they could not put up the plant. Now this whole complex will cost anywhere about Rs. 800 crores. This particular firm has never done any work of more than Rs. 30 lakhs over a period of 8 years of their existence. So, their credibility or capability is rather in doubt. Therefore, the question of our relying on them has not been one of something which has excited me.

I can assure the hon. Member, Shri Samar Guha that we are at it. I have not said, 'No'. My reply should not mean to say, 'No', but I must say that I cannot do it at the cost of Barauni or Matruh or at the cost of others. And, yet, Haldia has locational advantages. Haldia has, from many other points also, many advantages and West Bengal's needs are second to none and Haldia too is in the picture. But let me first locate naphtha and as soon as I do it, we shall certainly have a petro-chemical complex there.

**SHRI SAMAR GUHA :** I offer my heartfelt thanks for the sympathetic attitude the Minister has taken about the Haldia petro-chemical complex because the reason is as I said, the acute unemployment problem in West Bengal and that can be eased to some extent. That is one reason. There are two parts about setting up a petro-chemical complex.

I want to know from the hon. Minister whether the Central Government themselves will initiate some project. (2) Recently the West Bengal Government have come with a concrete proposal to the Central Government for their approval. But I find in the reply that there are two lacunae. (1) They have asked for further data. What type of data they ask again and again, I do not know.

(2) Approval of the Planning Commission, God alone knows. Even for small thing, the Planning Commission takes days and days and months and months for approval.

I want to know whether the Central Government will themselves take initiative to set up the petro-chemical complex. Secondly, with regard to the West Bengal Government's proposal to expedite it, something has to be done. Will a decision be taken quickly about the proposal made by West Bengal?

**SHRI H.N. BAHUGUNA :** The Central Government or the State Government cannot act in isolation in this matter. Both have to be involved. Therefore, the question of isolating one against the other does not arise.

So far as the Planning Commission is concerned, it comes into the picture even if we give it to the private sector. The question of foreign exchange and so many other things are involved. Therefore, we find out whether the kitty will permit and if the kitty does not permit, the Planning Commission will come into the picture. We cannot avoid it. But I can assure the hon. Member that it is not a fault of the Planning Commission or a fault of the West Bengal Government. From 1971, I think, the West Bengal Government have always been writing to us something or the other and the Government of India has been writing to them, 'No'. It is for the first time, now that the Janata Government is there, that we will try to find a way to help. Earlier they were saying 'We cannot do it'. Then, the West Bengal Government used to write, 'All right. Increase the capacity of your plant at Haldia.' The Government of India said, 'We have only 1.5 million tonnes.' They said, 'Make it 3.5 million.' Again, the reply was, 'No'. We cannot do it because whatever naphtha we get at Haldia is committed to Durgapur factory. It is committed elsewhere. I cannot take Durgapur Fertilizers. That will not give West Bengal better employment position. Then the Government of West Bengal said—make it 7 million tonnes capacity refinery. Where have we to get crude from? Even if we cannot have naphtha cracker, we can have downstream things so that we can make naphtha. Everything has to be worked out in the interest of Haldia.

**DR. SUBRAMANIAM SWAMY :** A news item is there saying that the people of Bombay have had a lung full of pollution caused by Petro-Chemical complex. Will priority be given to anti-pollution work?

**SHRI H.N. BAHUGUNA :** I am beholden to the hon. member for extending me his co-operation and help. I will certainly make use of that help.

Pollution has been there for a very long time. Some steps have been taken. I have promised hon. members that we will have a joint meeting with Maharashtra Government, their anti-pollution Board, hon. members in Bombay, particularly Mr. Subramaniam Swamy in whose realm I have taken Bombay.

**SHRI KRISHANA CHANDRA HALDER:** It is absolutely necessary to have a petrochemical complex in Haldia to remove regional imbalance. The Minister is very sympathetic to remove the difficulties. I would like to know from the hon. Minister whether he will issue order for expansion of Haldia Refinery so that the Haldia Petro-Chemical Complex can be constructed in the shortest possible time.

**SHRI H. N. BAHUGUNA:** At the outset, I had said that the difficulty with Haldia is that we do not have more crude to refine it there. Existing capacity and expansion programme in the country is good enough to process crude by the year 1993-84. Therefore expansion of Haldia is not immediately really there in the picture.

I am saying it is not a question of Haldia. If you think of Haldia expansion only, take it from me this complex will never improve. We have to think of all parts of the country. We are finding other methods to do it.

It is not a question of regional imbalance or sympathy. It is our duty to look to the interest of every part of the country and Government is willing to do it.

**DR. KARAN SINGH:** Sir, the question of pollution and how pollution technology has been raised. May I ask the hon. Minister, when these projects are sanctioned or expansion takes place, whether the National Committee for Environmental Planning and Coordination which was set up, particularly, to ensure that in a developing nation we should try to take full advantage of new pollution technology, whether the experts associated with this committee, will be involved very carefully in any such expansion?

**SHRI H. N. BAHUGUNA:** As far as this Government is concerned, the decision is that the mechanism for taking foolproof anti-pollution measures will be in-built in any plant that we sanction any project that we sanction hereafter so that nothing is going to happen. What we are facing is the neglect of some past periods.

**DR. SUSHILA NAYAR:** May I ask the hon. Minister whether it is not a fact that the State Government are so keen to have big industries that the safety aspect and the new pollution aspect is given a go-by and whether it is also not a fact that his own officers ride rough-shod over the advice of the experts? For instance, for Mathura Refinery, the

experts' opinion was that it would be dangerous for the people of Agra and those living down-stream to drink Jamuna water if the refinery is located at Mathura. I am glad that a new look is being given to that proposal. But, Sir, I want an assurance from the hon. Minister that the advice of the experts will not be ignored and further, may I also ask him whether it is a fact that in Chambur the health survey shows that 55 to 75% of our children are suffering from lung infection, because of the pollution of the atmosphere there. What does he propose to do in order to undo the damage that has already been done by setting up industries indiscriminately without full precautions for taking care of the atmospheric pollution?

**SHRI H. N. BAHUGUNA:** Sir, the hon. Dr. Nayar has raised two or three questions, perhaps, three. The first part of her question is: whether Government officials, in their excitement, ride rough-shod over the opinions of experts. I have made it very clear that the expert opinion, hereafter, will be final and binding so that no pollution is caused by any project which we put up. The second part of her question is: whether the pollution in Chambur is caused because of this or not. I agree that pollution is being caused. But, I cannot vouchsafe for the figures because they have not really come in that way to me. But, I have already promised her in this House about that. In fact, we had fixed the date but we had to shift it because the date which we thought would be suitable to some of the people there was not suitable to the Maharashtra Government and so, we are changing the date. And some time, in the first week of August, we would have to take these particular types of study, sit there along with the public and other representatives and finalise the matter to take steps. Some steps are already under way. There has been a study of it to see what more requires to be done. Money will not be any more a consideration in the matter of making it a study. But, certainly, this cannot be done in one year—it will take a long period of years. I can assure the lady Member that I am second to none in taking effective anti-pollution measures.

The last part of her question was: whether this Mathura Refinery will effect downstream, that is the people living down-stream Jamuna, beyond Mathura. Full precautions are being taken. I can satisfy her on the proposals for taking anti-pollution measures. But because of the rising cost, we have decided that the water which comes out of the refinery, the effluent, will be so treated that it shall cease to have any pollution effect.

**MR. DEPUTY-SPEAKER :** Mr. Dinan Bhattacharya.

**SHRI SAMAR GUHA :** Sir, I want to ask a question. I only want half a minute.

**MR. DEPUTY-SPEAKER :** I have already called Mr. Bhattacharya.

**SHRI SAMAR GUHA :** Sir, I only want to say that it was because of the pressures of the capitalists, that the Congress Government did not bring forward the Anti-pollution Bill.

**SHRI DINEN BHATTACHARYA :** Sir, this House has discussed this project on a number of times and we got the assurances also so many times. Today the Minister is saying that he has all sympathy and will make efforts to see that the Haldia project comes up. But here I find from his statement that he has asked the West Bengal government to supply further data. May I know as to what data are required and also the reaction of the State government thereto?

**SHRI H.N. BAHUGUNA :** The hon'ble Member has referred to some past promises. I can assure him that the promise I make today is subject to scrutiny by him that we are locating naphtha and also seeing whether we can have naphtha cracker and downstream units at Haldia. In connection with that we are asking for details as to whether the State government is prepared to go along with that. I have written to the Chief Minister of West Bengal that I propose to go to Haldia myself and invite him there and discuss on the spot.

**SHRI VASANT SATHE :** In view of the fact that the hon'ble Minister has just now promised that money will be no consideration where life of the people and also, I believe, of our culture is concerned, I would like to know whether has he got the report of National Environment Research Institute which has said that the waters of the Yamuna will be polluted by the Mathura Refinery and it will be hazardous to the life of the people and no amount of effort that you may put in will prevent sufficiently this pollution?

Secondly, the same report says that the Taj will be completely damaged over a period of 50 years by sulphur dioxide that may flow from the Mathura refinery and you cannot stop it. Will you after 50 years talk of shifting the Taj and insist on not shifting the Mathura refinery for financial consideration? What is your attitude?

**SHRI H. N. BAHUGUNA :** Sir, the foundation stone of the Mathura Refinery was laid by the then Prime Minister and more than Rs. 60 to 80 crores have already been spent. I can assure Mr. Sathe that we will see to it that not a drop polluted water enters the the Yamuna and we will take actions subject to satisfaction of such bodies which are concerned with keeping of environment. As far as the Taj is concerned, I have answered the question in this House earlier. I say it again that there are expert opinion that the Taj will not be affected. But one or two experts raised some more questions. We have again gone to the Committee to see what action should be taken. Sulphur dioxide is one thing which can be treated completely and taken care of by solami, by so many things, to see that not an ounce of vapour can be allowed to come out. A little more investment will be needed for this purpose. So, we will take all the precautions to see that the Taj will not be harmed. What I would expect from Mr. Sathe is that he had been as alert as he is today about the Taj Mahal when both he and I were on the same side.

#### SHORT NOTICE QUESTION

#### Strikes and Labour Agitations in Thumba Space Research Centre

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**S.N.Q. 21. SHRI SAMAR GUHA:**  
**SHRI VASANT SATHE:**  
**SHRI OM PRAKASH TYAGI:**  
**SHRI C. K. CHANDRAPPA:**

Will the Minister of SPACE be pleased to state :

(a) whether Thumba Space Research Centre is facing strikes and other labour agitations causing fall of efficiency of the centre from 100% to 30% ;

(b) if so, facts thereabout and the reasons for such labour troubles ; and

(c) the steps taken or proposed by Government to deal with the situation ?

**THE PRIME MINISTER (SHRI MORARJI DESAI) :** (a) There have been recent incidents when a section of employees of the Vikram Sarabhai Space Centre (VSSC) resorted to agitations including strike and gherao. While the normal working of the Centre gets inevitably dislocated when employees resort to such agitations, there is nothing to show that efficiency of the Centre has fallen from 100 percent to 30 percent.

(b) Two incidents occurred recently :

(i) On June 27, 1977, a tool-don strike was organised by a large section of employees as a protest

against shifting of a Horizontal Boring Machine on 25th June, 1977 from VSSC to the ISRO Centre at Sriharikota where it was urgently required. Normal functioning of the Centre was dislocated. The Strike lasted till the evening of June 27, 1977. No untoward incident occurred.

- (ii) On July 8, 1977 about 200 employees organised a gherao of a Head of Division and Head of a Section in VSSC insisting on the withdrawal of a Memo of warning issued to a helper who had attended office late without prior permission and, when questioned, is alleged to have used abusive language and threatened his Supervisor. The gherao continued till late in the afternoon when the police gave protection and removed 13 employees who directly obstructed the officers. These employees were released the same evening on their personal security.

(c) The employees, who are Government servants, have been warned that such agitations are in contravention of Government Servants Conduct Rules and may render them liable for disciplinary action. Every effort is being made to ensure that the work of the Centre proceeds smoothly. Suitable machinery exists at VSSC to deal with matters like employee relations, redressal of genuine grievances, staff welfare, etc.

**SHRI SAMAR GUHA :** As an humble student of Science, I am very much interested in the Atomic Research Institute, a specially the Vikram Sarabhai Space Centre. I put this question with the intention to see that at least in such specialised institutes and Centres, this kind of agitation on behalf of the employees does not occur. As I have already said that since it is a specialised research centre, the Government should take special care to evolve a certain kind of machinery - a reconciliation machinery - so that whenever there is a dispute between the labour and the authorities of the Research Centre, a prompt measure can be taken for the solution or the redressal of the employees. Here it has been mentioned that appropriate machinery has been set up. I want to know from the hon. Minister the nature of that machinery for dealing with grievances of labour and the composition of that machinery and the objective of that machinery?

**SHRI MORARJI DESAI :** In the first place it is necessary to see that these trade unions cease to exist. There is no scope for trade union activities in research institutions; they are not industries and therefore they are not covered under that law. They can have associations as there are associations of government servants under the government servants' conduct rules where no outsiders can get leadership. That is what has happened there and therefore this kind of thing has taken place. We have the usual machinery which is in all government departments to ensure that the grievances of employees are heard promptly and after taking into account the conditions there whatever has to be given has been given. That machinery is there.

**SHRI SAMAR GUHA :** We expect from the Janata government that the kind of machinery should be changed; the attitude should be changed. This kind of a reply becomes a specialised reply. 13 persons were removed and it says here that they were released on personal security. If persons are removed, there is no question of their release on personal security. That means they were arrested. In that case why the word 'arrest' was not used. This shows that the same mentality, the same attitude is continuing. If they had arrested, the word 'arrested' should be used and not 'removed'. I want to impress upon the hon. Ministers one thing. I quite agree that in research institutions the usual type of labour agitations or labour relationship should not be there. But at the same time government should also adopt a certain kind of attitude, certain measures so that the employees would be assured that their grievances would be promptly and justly attended to by the authorities. That is why I had put the question. Unfortunately the answer was only the usual form, in the form in which it used to be at the time of the Congress Government. I want to know whether that outlook, that usual form will be changed in the days of the Janata government.

**SHRI MORARJI DESAI :** If my hon. friend thinks that when government changes everything changes, he is very much mistaken. There are many things common to all governments, common with the past government. I am not one of those who say that everything that was done by the former government was wrong; I would never say that would be a totally wrong attitude.

**SHRI SAMAR GUHA :** See they are clapping. I was only pleading that the mentality should be changed.

**SHRI MORARJI DESAI :** You have given them food for clapping. We should be careful in not giving them food for clapping. Why blame them for clapping when they have an opportunity to clap. I cannot say anything about it. I had explained it. The hon. Member need not have put the question I have said at the end of my reply : suitable machinery exists to deal with matters like employer-employee relations, redressal of genuine grievance, staff welfare, etc. But if he wants a description of that machinery let him put another question and I shall certainly supply him with it.

**SHRI VASANT SATHE :** In view of the fact that the suitable machinery exists for the redressal of the grievances of the employees as the hon. Prime Minister has just now said, how is it that the conditions have deteriorated to such an extent that the efficiency has fallen down from 100% to 30% after the demise of Shri Vikram Sarabhai. It is reported that the efficiency has fallen from 100% to 35%. It is also reported that the scientists and engineers appear to be developing a fear complex. I am a king on the basis of the report. Is it a fact that the scientists and the engineers appear to have developed a fear complex because they have received anonymous telephone calls and letters to them elvies and their families? I would also like to know whether because of these tensions in the local labour, lower-class employees and the supervisory and the technical staff, because of the reduction in efficiency, there is any possibility of the decision to put up an orbit, in December next year being put off. What has the Prime Minister got to say for this?

**SHRI MORARJI DESAI :** As I have said already, there is no lessening of efficiency. It is existing only in the imagination of some people. That is all I can say. Work can be lessened for the time being. That always happens. That does not effect the efficiency of the Centre at all. The space work is going on. The satellite work will also go on.

**श्री श्रीम प्रकाश त्यागी :** मैं जानना चाहता हूँ कि क्या यह सही है कि यह जो टूल डाऊन स्ट्राइक हुई, उसके पीछे एक मजदूर की घटना नहीं है? मेरी जानकारी में बताया है कि वहाँ बी० एस० एस० सी० में मशीन बेकार पड़ी हुई है वहाँ का कार्य बाहर ठेके पर कराया जा रहा है, वहाँ तीन शिफ्टों की एक शिफ्ट कर दी गई है। मेरी जानकारी में यह भी बताया है कि इसकी

बजह से मजदूरों में असंतोष है और वह चाहते हैं कि बाहर काम न कराया जाए बी० एस० एस० सी० में ही एक शिफ्ट की बजाय दो शिफ्ट चलाई जाएं। मेरी जानकारी में यह भी बताया है कि वहाँ जो स्कूल है उसमें स्टाफ के बच्चे भी पढ़ते हैं और मजदूरों के बच्चे भी पढ़ते हैं। स्कूल की एक बस है जिसमें स्टाफ के लोग मजदूरों के बच्चों को नहीं जाने देते हैं? क्या ये सब शिकायतें वहाँ हैं? यदि है तो क्या प्रधान मंत्री जी आश्वासन देंगे कि इन सबको तुरन्त दूर किया जाएगा?

**श्री मोरारजी देसाई :** मुझे पता नहीं कि ऐसी शिकायतें माननीय सदस्य कहां से ले आया। ऐसी वहाँ कोई बात नहीं है। बाहर से कोई काम कराया जाता है यह सरासर गलत है। उनकी डिमाण्ड यह थी कि हेलपर्स को जो नोटिस दिया था, वारनिंग दी थी, उसे वापस लिया जाए। दूसरी बात जो चलाई गई है, उनमें सम्मानित सदस्यों को नहीं जाना चाहिए ऐसी मेरी प्रार्थना है।

**SHRI C. K. CHANDRAPPA :** Sir, the Hon. Minister has stated that when the Space Centre wanted to remove the horizontal boring machine from Vikram Space Centre to Sriharikota there was a tension. I would like to inform the hon. Minister that there is a great fear in Kerala, which is the basis of all these troubles, that this space centre may be removed from Kerala. Therefore I would like the hon. Minister to remove that fear. That will remove the major hurdles and the major problems in regard to the present tense situation there.

I would also like to know from the Prime Minister whether it is a fact that the workers have so many grievances which they have placed before the authorities and very unsympathetic consideration is being given to their problem. May I know whether the government will look into the matter and whether the problems will be solved in a manner that a good atmosphere will be created there?

**SHRI MORARJI DESAI :** There is no question of shifting the centre from that State. I do not know how this has arisen. But what some of my friends are insisting is that all such new activities must come to Kerala, to which I am never



going to agree. What is the meaning of it. I cannot understand. Every new centre will have to be opened where it is considered necessary to do so and where it is efficient.

**SHRI C. K. CHANDRAPPA** : I did not say so.

**SHRI MORARJI DESAI** : You did not say so, but that is what you imagine.

**SHRI C. K. CHANDRAPPA** : It is not in my mind at all.

**SHRI MORARJI DESAI** : I am thankful to you and I am sorry to attribute it to you. But this is what is reported to me. That is what the workers said. (Interruptions). Why become so impatient?

If there are grievances which have not been sympathetically considered and if I know about them, I will certainly look into them. But sympathy does not mean that all demands deserve sympathy. Those demands which do not deserve sympathy will receive no sympathy. Let me make it clear.

**SHRI VAYALAR RAVI** : The Prime Minister made some observation regarding the functioning of the units also. I hope he knows that I am connected with the union there. I take this opportunity to assure the Prime Minister that from the side of the workers, we will try our utmost to give all co-operation. But he must give an assurance that he will look into the problems of the employees. The Prime Minister may be knowing that ISRO was an independent organisation during the time of Shri Vikram Sarabhai, before it was taken over by the Department of Space. The later leader of the CPI(M), Shri A. K. Gopalan, was the President of one union. I am the President of another union. We were functioning there and there was no trouble. Even the normalisation has been done very smoothly. There is no tension. I have no complaint generally, but only in certain departments there is some tension. Only on two occasions there was some tension. One was on the question of shifting. So far as the recent gherao is concerned, I myself did not approve the tool down strike by the workers. I am sorry for what happened. But the head of the department used some unparliamentary words against the workers.

**MR. DEPUTY-SPEAKER** : But that is not Parliament.

**SHRI VAYALAR RAVI** : I cannot repeat them here. They are abusive words. That was the provocation. My surprise is, the Prime Minister went to the extent of saying that police protection had to be given and so on. There is no such situation. The Prime Minister stated that there is no work being given on contract. I believe the Prime Minister has been given baseless information by the officers. There were three shifts. That was reduced to one. I am bringing the facts before you. The question is whether the Prime Minister will verify whether it is a fact that there were three shifts and they were reduced to one and still many works have been given on contract and also at the same time, whether it is a fact that a deliberate attempt has been made by some people in the ISRO to bring discredit to the Vikram Sarabhai Space Centre with an ultimate motive to shift as well as to make any further expansion in that area as said by the Prime Minister impossible.

**SHRI MORARJI DESAI** : Sir, the gherao at that place was organised by the union with which the hon. Member is connected and therefore, I can understand his apology for that. But he should not be there at all. As an hon. Member he ought to know that Government servants cannot have trade unions like this. They cannot have outsiders and he is an outsider there, not here of course. But there he is and as long as such outsiders continue such troubles will continue.

**SHRI VAYALAR RAVI** : I take strong objection to your statement. I do not expect such a statement from the Prime Minister that I myself apologised this House. He said I should apologise. I told him there was no trouble because of my association with it. I am so sorry the Prime Minister made such a statement. If I want to create trouble I can and you cannot do anything. Do not threaten me, Mr. Prime Minister.

**SHRI MORARJI DESAI** : I cannot prevent you here, but I can prevent you there.

**SHRI VAYALAR RAVI** : For six years there was no strike. You please look into the files. I helped the Government. I know it is an international institution. I want to maintain proper order there. I am very sorry, you cannot remove me from there.

(Interruptions)

I represent that constituency and I am a responsible parliamentarian. I am very sorry that even with all my cooperation, you are talking like this.

**SHRI MORARJI DESAI :** The hon. Member throws to the winds all rules of procedure even in this House. When I am standing, he gets up and talks. He has no right to get up when I am speaking. I am not giving way to him.

If he does like that here, I do not know what must he be doing there. Therefore, one has to be careful about it. He is trying to threaten me with all trouble. But I know how to put down trouble. It is no use threatening me. I do not threaten him at all. I do not want to threaten anybody. But I do not accept any threats from anybody. That also he must understand.

**MR. DEPUTY SPEAKER :** He got excited.

**SHRI MORARJI DESAI :** He got excited because there was some conscience pricking from inside. What could I do? Let him hear what he has to hear. As I said, there is no place for trade unions there and as there is no place for trade union, there is no place for him to lead that union. Therefore, he has to know that and as a Member of Parliament, he ought to set an example.

(Interruptions)

Therefore, that is not the question. If what he says that there are three shifts working, now there is only one shift and some other things are being done is a fact, let him give it to me in writing. I will certainly enquire about it. If I find that they are wrong I will certainly haul them up. But if he is wrong, he must then apologise. On this condition only I will look into it.

Then the question is that when a Centre starts, the works starts and if its undererection, there are always more people employed. There are different kinds of people. When the Centre begins to function, there will be less people, most certainly. It cannot be helped. Therefore, what he says is not quite correct, and not in accordance with facts; but if what I say is not correct, let him write to me. I will certainly go into it very carefully; and if he is right, I will do justice and also tell him that I am wrong.

**SHRI KANWAR LAL GUPTA :** The Prime Minister has rightly assured this House and the country that he would give proper attention to all the grievances of government servants, or otherwise. May I ask the Prime Minister whether he will confirm that *gherao* has no place in this country, whether in government institutions, or otherwise?

**SHRI MORARJI DESAI :** That has been made clear from time to time. It does not require any further clarification. Only action is required. And proper action will be taken against every *gherao*. Let me make this clear once and for all.

# WRITTEN ANSWERS TO QUESTIONS

## घाट में चल रही शाखा लाइने

\* 526. श्री महावीर सिंह शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे की बहुत सी शाखा लाइने घाटों में चल रही है; और

(ख) यदि हाँ, तो उनकी संख्या कितनी है और इस घाटे को रोकने के लिए सरकार ने क्या कार्यवाही की है ?

रेल मंत्री (प्रो० मधु बंडोपाध्याय) : (क) जी हाँ।

(ख) ऐसी लाइनों की संख्या में वर्षानुवर्ष भिन्नता होती है। वर्ष 1975-76 में ऐसी 132 शाखा लाइने थीं जो घाटों में चल रही थीं। संभालन व्यय में ब्यासम्भव कमी करने के लिए प्रयास किए गए हैं। अनेक जगहों पर भ्रमण-भ्रमण माल तथा यात्री गाड़ियों के बदले मिली-जुली गाड़ियाँ चलायी गई हैं। व्यापारिक संगठनों के साथ निकट सम्पर्क बनाए रखा जाता है। खाली डिब्बों की समय पर सफाई करने की व्यवस्था की जाती है और माल डिब्बों के संचालन तथा उन्हें खाली किए जाने के काम पर निगरानी रखी जाती है। शरद्वसन-

समय को कम करने के लिए प्रयास किए जाते हैं। बिना टिकट यात्रा की रोक-बाम के लिए बांच के काम में तेजी लायी गई है।

from Trivandrum to Bombay to meet the high number of passengers; and

(b) if so whether Government propose to start daily Express train service between Bombay and Trivandrum?

#### Train service between Bombay and Trivandrum

\*528. SHRI K. A. RAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that there is lack of train facilities

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). At present, No. 81/82 Bombay-Ernakulam/Mangalore bi-weekly Jayanti Janata Express provides convenient connection at Ernakulam for travellers between Bombay VT and Trivandrum Central as indicated below :-

No. 81 Jayanti Janata Express		No. 82 Jayanti Janata Express	
15.55	D. Bombay VT	A.	04.25
06.10	A. Ernakulam	D.	10.35
No. 19 Madras-Trivandrum Mail		No. 374 Trivandrum-Ernakulam Venad Express	
7.45	D. Ernakulam	A.	10.00
12.00	A. Trivandrum	D.	06.00

In addition, one I class and one II class 3-tier sleeper coaches are also running between Dadar and Trivandrum Central by 11/12 Dadar-Madras Express and connected trains.

In response to the persistent demand from the public, it has been decided to increase the frequency of 81/82 Bombay-Ernakulam/Mangalore Jayanti Janata Express from bi-weekly to a daily service with effect from 1-10-1977.

#### New Areas for Oil Drilling in Gujarat

\*529. SHRI AHMED M. PATIL : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) the new areas selected for oil drilling during the next two years in the Gujarat State ;

(b) the parties in collaboration with whom work will be undertaken; and

(c) the terms and conditions of the collaboration ?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) during the years 1977-78 and 1978-79, the ONGC plan to drill new exploratory locations at Rupwadi, Jotana, Umra, Dahej, Amod, South Dadhar, Malpur, South Malpur, Sarbhan, Matar, Anand, Warason, Khwao, Linch and Mehsera Horst. Locations at Arrey, Sultri, and Rajkot are also under consideration for drilling during these years.

(b) ONGC will undertake this work of drilling operations on its own without any collaboration with any other Indian or foreign party.

(c) Does not arise.

#### Train Derailment on Sabarmati Botad Line

\*530. SHRI PRASANNBHAI MEHTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether 14 wagons of a goods train derailed on the Sabarmati-Botad line of the Western Railway on 20th June, 1977, in Ahmedabad;

(b) whether the train was carrying soda ash and common salt;

(c) whether any enquiry has been made in this regard and if so, findings thereof;

(d) whether all the goods in the train were damaged; and

(e) if so, total loss suffered by the Railways?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Twelve wagons of 657 Up Goods train derailed between Gandhigram and Sabarmati stations on 19-6-1977.

(b) Yes, sir.

(c) Yes, sir. The report of the Inquiry Committee is awaited.

(d) No, sir.

(e) The cost of damage to the goods has been estimated at approximately Rs. 5,000/- and to Railway property at Rs. 65,000/-.

#### Imports of Crude, Petroleum and Petroleum Products

\*532 SHRI DHARAMA VIR VASISHT : SHRI MANORANJAN BHAKTA :

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) the steps if any taken to cut down the imports of crude oil, petroleum and petroleum products in view of drain on our foreign exchange reserve; and

(b) the steps taken and the success achieved in striking rupee-basis agreements, if any for the import of these items together with the names of countries and the nature of the agreements reached?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :

(a) Although the demand for petroleum products in India in the past (1968-69 to 1973-74) had been rising at a compound rate of 8% per annum, a number of fiscal and regulatory measures have been taken in the wake of the phenomenal increases in crude prices since 1973 to curb the inessential consumption of petroleum products without affecting the essential needs of the economy. Amongst the important measures are :—

(i) Efforts are being made to increase the production of indigenous crude oil. Exploration activities both

on-land and offshore have been intensified, and with the discovery of crude oil in the Bombay offshore area, the prospects of attaining self-sufficiency have improved.

(ii) Fiscal and regulatory measures have been taken to curb the consumption of motor gasoline, kerosene and diesel and increase the production of naphtha for use mainly as feed stock for the fertilizers and petrochemical industries.

(iii) Through various optimisation exercises, the yield pattern of crude in the refineries has been adjusted to get the maximum yield of middle distillates (High Speed Diesel, Kerosene etc.).

(iv) Considerable switch-over from furnace oil to coal has been achieved in various power plants of the country.

(v) Major industries consuming furnace oil have been advised to adopt measures for improvement of efficiency in the use of furnace oil.

(vi) Studies for greater efficiency in utilisation of high speed diesel in the transport sector have been initiated.

(vii) State Governments have been advised to statutorily impose speed limits for passenger transport vehicles within cities and towns and on road transport vehicles in order to achieve efficiency in diesel consumption.

(viii) State Governments have also been requested to control goods and passenger vehicles with high smoke exhausts.

(ix) An improved kerosene wick stove has been devised by the Indian Oil Corporation Ltd., possessing a thermal efficiency of about 66% as compared to the normal thermal efficiency of about 40 to 45% in similar kerosene stoves. This stove is expected to reduce the kerosene consumption by about one-third.

(b) The following bilateral trade arrangements exist covering import of crude oil and petroleum products during 1977 on rupee-basis;

Item	Country	Quantity in million tonnes.
Crude oil	U.S.S.R.	1.0
Crude oil	Egypt	0.3
High speed diesel/ Kerosene	U.S.S.R.	1.4

### **Doubling of Delhi-Ahmedabad Railway Line**

\*533. SHRI D. D. DESAI : Will the Minister of RAILWAYS be pleased to state :

(a) when does he expect to complete the doubling of the Delhi-Ahmedabad line;

(b) whether he expects improvement in train services following this work; and

(c) if so, details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) to (c). A length of 204 Km. out of the total length of 933 Km. of Delhi-Ahmedabad metre gauge route is already doubled. Alternative proposals for increasing the line capacity on the route to meet the growing traffic requirements are currently under consideration.

### **Setting up of a net-work of Fertilizer Plants**

\*534. SHRI D. B. CHANDRA GOWDA : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether Government have requested certain foreign firms to set up a net-work of fertilizer plants in the country; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) No, Sir.

(b) Does not arise.

### **Book Stalls on Railway Platforms by unemployed educated persons**

\*535. SHRI C. K. CHANDRAPAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are continuing the policy of giving facilities to educated unemployed to run book stalls on the Railway platforms as a part of self-employment scheme;

(b) if so, how many people of this category have been given these facilities in the last three years, year-wise; and

(c) whether Government have any proposal to further promote this scheme so that in future the book stalls run on Railway platforms by unemployed youths will replace the big book sellers who are monopolising the trade on Railway platforms?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) This facility has been given to unemployed graduates.

(b) During 1974, 1975 and 1976, bookstalls have been allotted to 10, 10 and 41 unemployed graduates respectively.

(c) The present policy for the award of bookstall contracts at railway stations is that all fresh allotments of bookstalls will be given to individual unemployed graduates within the age group 18 to 30 years, their partnerships, associates and cooperatives, at :

- (i) stations where there is no bookstall at present but a bookstall may be considered necessary in future;
- (ii) new stations which may be opened in future; and
- (iii) new platforms added after 1-1-1976 to existing stations, even where there is already a bookstall contractor.

Bookstall contracts at 256 stations have already been earmarked for the unemployed graduates, their partners, families, associations and cooperatives. Based on the response from the unemployed graduates and their performance in running the bookstall contracts, a decision will be taken on this subject at an appropriate time.

### **Reservation of Berths from Calicut**

\*536. SHRI TULSIDAS DASAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the travelling public is suffering great hardship to get reservation of berths from Calicut to Delhi, Madras, Bombay and Calcutta; and

(b) whether in view of such hardship, Government propose to increase the reservation quota from Calicut to these four cities?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE): (a)  
At present, the following quotas are

carmarked for passengers seeking reservation at Calicut for Delhi, Madras, Bombay and Calcutta.

Train No.	Quotas allotted in	
	First class	Second class
For Madras Central . . . No. 2 Mail . . . . .	14	92
. . . . . No. 28 West Coast Express . . . . .	2	25
For Bombay VT . . . . . No. 28/14 Janata . . . . .	—	18 (in through coach)
. . . . . No. 84 Janata (Bi-weekly) . . . . .	—	90
For New Delhi . . . . . No. 131 Jayanti Janata (5 days in a week) . . . . .	—	58
. . . . . No. 28/15 G.T. . . . .	1	— (in through coach)
For Howrah . . . . . No. 142 Coimbatore Express (Bi-weekly) . . . . .	—	4

(b) The quotas mentioned above for Bombay, Delhi and Madras are considered adequate to cater to the present level of traffic offering at Calicut. For the facility of Howrah bound passengers, however, it has been decided to allot a quota of 2 second class sleeper berths to Calicut with effect from 20-7-1977 by No. 38 Madras-Howrah Janata Express.

the Indian and foreign drug manufacturers, therefore, does not arise.

Small scale drug manufacturing units having turn-over not exceeding Rs. 50 lakhs are, however, at present exempt from the purview of Drugs (Prices Control) Order, 1970.

#### Price control on medicines of common use

\*537. SHRI OM PRAKASH TYAGI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether he is aware that both the indigenous and foreign drug manufacturers are charging arbitrary prices of the medicines of common use, thus endangering the lives of poor patients;

(b) if so, whether Government propose to control the prices of the medicines of common use; and

(c) the time by which it would be done?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). The prices of drugs are already statutorily controlled under the provisions of Drugs (Prices Control) Order, 1970. The prices once fixed by the Government under the said order cannot be increased by the manufacturers without the prior approval of the Government. The question of charging arbitrary prices of drugs by both

#### Licence for constructing a chemical plant at Haldia

\*538. SHRI SAUGATA ROY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Hindustan Lever has been granted a licence for constructing a Chemical Plant at Haldia; and

(b) if so, the progress in the project so far?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. Hindustan Lever has been granted a licence for the manufacture of Sodium Tripolyphosphate at Haldia. Their application for import of capital goods has been cleared. Land for the project has been acquired and orders for 25% of indigenous machinery have been placed. Construction work on the site has started.

### **Oil Drilling by American Companies in Kutch**

\*539. SHRI ANANT DAVE: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the American companies have started oil drilling in the Kutch region in Gujarat State;

(b) if so, the progress thereof;

(c) whether any contract between the Indian Government and American companies was signed for the purpose; and

(d) if so, what are the terms and conditions of the contract?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (d). A contract was awarded on May 24, 1974 to Reading and Bate Group of USA for oil exploration of the continental shelf in the Kutch basin. The main features of this contract, *inter alia*, were given in reply to Unstarred Question No. 1238 answered on June 21, 1977.

The contractor conducted reconnaissance seismic survey/detailed seismic surveys during October, 1974—May, 1975 and commenced drilling of a well in October, 1975. The well was drilled to a depth of 4500 mts. But had to be abandoned as a dry well in January, 1976. Having fulfilled the obligations for Phase I of the contract, comprising three years ending 31-7-1977 and not having discovered hydrocarbons in this basin, the contractor exercised the option for termination of the contract effective from 1-8-1977.

Results of the surveys and drilling carried out by the Contractor in Kutch are being evaluated by the ONGC on which would depend the possibility of further oil exploration in the basin.

### **Nationalisation of foreign Firms and abolition of brand names of selected Drugs.**

\*540. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether nationalisation of foreign firms and abolition of brand names of selected drugs were recommended by the Hathi Committee; and

(b) by what time these will be implemented?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The Committee on Drugs & Pharmaceuticals Industry in their report recommended by a majority view that the multi-national firms should be taken over forthwith. It also recommended that, having regard to the present stage of development of the drugs industry, for the purpose of FERA guidelines this industry should not be eligible for a preferential treatment for items specified in Appendix-I to the Industrial Licensing Policy, 1973. Foreign undertakings operating in this country should be directed to bring down their equity to 40% forthwith and further reduce it progressively to 26%. In regard to abolition of brand names, the Committee have recommended that brand names should be abolished in a phased manner and that a beginning should be made for a change-over to generic names starting with the 13 drugs identified by the Committee. The recommendations of the Committee are under consideration and a final decision is likely to be taken soon.

### **Use of Placentas and Placental Blood in Manufacturing of certain Medicines**

\*541. SHRI K. PRADHANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether human placentas and placental blood are being used for the indigenous manufacture of certain medicines for treatment of jaundice, measles, mumps etc.;

(b) whether any research has been conducted in this regard; and

(c) whether any drugs have since been patented and if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir, for the manufacture of Human Gamma Globulin.

(b) The manufacture of Human Gamma Globulin from Human Placenta and Placental Blood has been well established and no research is required to be conducted on this particular aspect.

(c) Messrs Curewell (India) Limited, who are the major producers of Human Gamma Globulin, have not taken out any patent for this so far. As to whether any other company have obtained patent, is being ascertained.

### Construction of sheds of Porters

\*542. PROF. P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to State:

(a) whether Government are considering any proposal to construct some residential open common sheds at and near important bigger railway stations for the convenience of the hundreds of 'helpties' and helpless authorised railway porters; and

(b) if so, the salient features thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). There is no proposal to provide residential accommodation for licensed porters at and near railway stations. However, Rest Shelters with beds and drinking water facilities are being provided on a programmed basis at important railway stations for the use of licensed porters.

**अशोधित तेल की रायल्टी के मुततान के सम्बन्ध में गुजरात सरकार की ओर से सुझाव**

\*543. श्री धर्म भाई पटेल : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि : अशोधित तेल की रायल्टी का भुगतान करने के लिए इस समय क्या मापदण्ड अपनाया जाता है और क्या गुजरात सरकार ने इसमें परिवर्तन करने के लिए कोई सुझाव दिया है और यदि हा, तो इस सम्बन्ध में क्या कार्यवाही करने का विचार है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमबती नन्हन बहुगुणा) : कच्चे तेल पर स्वामित्व की दर अन्य बातों के साथ-साथ बेल्टेड (कृप-मुख) भयबा तेल क्षेत्रों, जैसा भी मामला हो, में कच्चे तेल के देशी उत्पादनकर्ताओं को जिस बिक्री मूल्य की अनुमति दी जाती है को ध्यान में रख कर निर्धारित की जाती है। कच्चे तेल और केसिंग-हैड कंस्ट्रिक्टेड पर रायल्टी की दर में घाट सितम्बर, 1976 से 15 रुपये प्रति बी० टन से बढ़ा कर 42 रुपये प्रति बी० टन तक कर दी गई थी। गुजरात सरकार

ने सुझाव दिया है कि रायल्टी की दर मध्य-पूर्व देशों के कच्चे तेल की पूर्ण अंकित सम-तुल्य मूल्य का कम से कम 10 प्रतिशत पर निर्धारित की जानी चाहिए। तेल क्षेत्र (विनियमन तथा विकास) अधिनियम 1948 के उपबन्धों के अन्तर्गत रायल्टी की दर में 14 वर्ष में केवल एक बार वृद्धि की जा सकती है।

### श्रीवधियों के मूल्य

\*544. डा० लक्ष्मी नारायण पाण्डेय: क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न श्रीवध निर्माता कम्पनियों ने बहुत सी श्रीवधियों के मूल्य में वृद्धि करने की मांग की है ;

(ख) क्या हाथी समिति ने यह सिफारिश की है कि कुछ श्रीवधियों के मूल्यों में कमी की जानी चाहिए; और

(ग) यदि हा, तो उस पर सरकार की क्या प्रतिक्रिया है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमबती नन्हन बहुगुणा) : (क) श्रीवध निर्माता कम्पनियों से विभिन्न श्रीवधों के मूल्यों में वृद्धि के लिए कोई आम मांग प्राप्त नहीं हुई है। तथापि, प्रपुज श्रीवधों और सूत्रयोगों के मूल्य संशोधन के लिए बिजिष्ट आवेदनों पर, श्रीवधों के लागत और मूल्य व्यूरो द्वारा अर्पणित लागत जांच के बाद, श्रीवध (मूल्य नियन्त्रण) आदेश, 1970 के प्रावधानों के अन्तर्गत विचार किया जा रहा है।

(ख) हाथी समिति ने अपनी रिपोर्ट में प्रपुज श्रीवधों और सूत्रयोगों के मूल्यों की मुक्ति संगत बनाने के बारे में सिफारिशें की हैं।



(ग) समिति की सिफारिशें विचारधीन हैं और शीघ्र, अन्तिम निर्णय लिये जाने की संभावना है।

**Representation from employees of National Rayon Corporation**

3929. SHRI PUNDALIK HARI DAVE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received a written representation of the Employees Association of National Rayon Corporation of Bombay dated 31st March, 1977 regarding gross mismanagement in the concern;

(b) if, so what action have Government taken or propose to take; and

(c) if Government have taken the action, the result thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Yes, Sir.

(b) and (c). The Company Law, Board has already taken a decision on the 11th July, 1977 appointing 8 Directors on the Board of the Company under section 408(1) of the Companies Act, 1956.

**जैतवारा रेलवे स्टेशन पर उपरि-पुल के निर्माण का प्रस्ताव**

3930. श्री सुखेन्द्र सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में सतना जिले के अन्तर्गत जैतवारा रेलवे स्टेशन पर उपरि-पुल न होने के कारण सब लोगों के जीवन को खतरा बना रहता है और अब तक बहुत से लोगों की मृत्यु हो चुकी है; और

(ख) क्या सरकार का विचार उपरि-पुल का निर्माण शीघ्र प्रारम्भ करने का है और यदि हाँ, तो इसे कब तक बना दिया जायेगा ?

रेल मंत्री (प्रो० मधु बंधनते) : (क) जी नहीं। एक बूढ़ महिला जिसने

29-2-1976 को 4 डाउन-हाउस-बम्बई मेल के सामने आकर आत्महत्या कर ली थी, के अलावा पिछले चार वर्षों के दौरान किसी भी व्यक्ति के कुचले जाने की कोई घटना नहीं हुई है।

(ख) इस स्टेशन पर बहुत कम यात्री यातायात को दृष्टि में रखते हुए ऊपरी पैदल पुल के निर्माण का कोई प्रस्ताव नहीं है। अब और डाउन प्लेटफार्मों के बीच में रेल पथ पार करने के लिए इस स्टेशन पर यात्रियों के लिए स्लीपरों की एक पगडंडी पहले से ही मौजूद है।

**भागलपुर और धाना बीहपुर के बीच स्टीमर सेवा**

3931. डा० रामजी सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) ऐसी क्या परिस्थितियाँ हैं जिनके कारण गत तीन-चार वर्षों में भागलपुर और धाना बीहपुर के बीच रेलवे स्टीमर सेवा संचालन को धीरे धीरे बंद करने के प्रयास किये जा रहे हैं हालांकि भागलपुर के निकट गंगा नदी पर रेलवे-ब-सड़क पुल अभी तक नहीं बनाया गया है; और

(ख) क्या सरकार को पता है कि भागलपुर से धाना बीहपुर के बीच चल रही रेलवे स्टीमर सेवा के बंद होने की स्थिति में भागलपुर से बीहपुर जाने वाले यात्रियों को बरौनी के रास्ते से जाने पर 150 मील की दूरी तथा फरक्का के रास्ते से जाने पर 200 मील की दूरी तय करनी पड़ेगी जब कि भागलपुर से बीहपुर तक के बीच की दूरी केवल लगभग 20 मील है ?

रेल मंत्री (प्रो० मधु बंधनते) : (क) पूर्वोक्त रेलवे के धाना बीहपुर-भागलपुर खण्ड पर महादेवपुरबाट और बरौनीबाट के बीच बाट उतराई सेवाएं चलाने

में होने वाली क्षतिपूर्ति हानि के कारण और संसद की प्रावधान समिति की सिफारिशों के अनुसार, महादेवपुर बाट और बरारीबाट के बीच रेल विभाग द्वारा चालित बाट उतराई सेवा बन्द करके इसे बिहार की राज्य सरकार को सौंप देने का विचार है।

(ख) चूंकि महादेवपुरबाट और बरारीबाट के बीच, राज्य सरकार द्वारा लाइसेंस पर दी गई प्राइवेट बाट उतराई सेवा पहले ही मौजूद है, इसलिए रेल विभाग द्वारा चालित बाट उतराई सेवा बन्द कर देने से यात्रियों को कोई असुविधा नहीं होगी।

#### Offshore Oil exploration in Ratnagiri

3932. SHRI BAPUSAHEB PARULEKAR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether off-shore exploration in Ratnagiri area on West coast of Maharashtra State has yielded any promising result from the exploratory well;

(b) if so, whether any decision to continue further exploration in that area has been taken; and

(c) the number of wells proposed to be drilled and the prospects thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (c). The results from the one off-shore exploratory well off Ratnagiri area have been inconclusive. The data from the geological and seismic surveys as also from the drilling of the well are being evaluated on which would depend further exploration in the area.

#### Labourers indulging into pilferages and thefts at Naini and Allahabad

3933. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the details of labourers detected indulging in pilferages/thefts in Goods Sheds at Naini, Allahabad and Parcel Office at Allahabad during the last three years;

(b) whether cases have been registered against such labourers under Railway property Unlawful Possession Act;

(c) whether such labourers found indulging in pilferage/theft cases were/are working under Cooperative Societies functioning at Naini and Allahabad; and

(d) if so, what action has been taken against the Societies for employing criminals?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No. of labourers detected indulging in pilferages/thefts during the last three years are as under:—

Naini Goods Shed . . . . .	4
Allahabad Goods Shed . . . . .	14
Allahabad Parcel Office . . . . .	6
TOTAL . . . . .	24

(b) Yes.

(c) They were working with the Societies but after they were found indulging in pilferages/thefts, they were removed from service and are no longer in service of the Cooperative Societies.

(d) Does not arise, since the labourers concerned were removed from service by the Societies after they were found indulging in pilferages/thefts.

#### Mathura refinery and its ancillary units.

3934. SHRI SATISH AGARWAL: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) when will the Mathura Oil Refinery complex start production and is it lagging behind the targeted schedule of its implementation, if so, what are the reasons;

(b) whether the Central Government or the State Governments of Rajasthan or Uttar Pradesh made many surveys/proposals to list the ancillary and downstream industrial units on the basis of this refinery, if so, what action is taken or proposed now, if not, is there any proposal for such a survey; and

(c) whether Government have decided that ancillaries to the refinery should be promoted in private sector, if so, what will be the share of Rajasthan which borders Mathura?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) As per the Schedule approved by the Government Mathura Refinery is to be mechanically completed by the end of 1979 and ready for commissioning by April, 1980. The implementation of the Project is keeping to the schedule and as on date the above target date of commissioning the Refinery appears quite feasible.

(b) Various agencies of the U.P. Government have been in touch with IOC Project authorities for setting up of ancillary and downstream industries based on Mathura Refinery. In view of the type and design of the Refinery, no ancillary industry can solely depend upon the needs of the Refinery. Accordingly, the setting up of an ancillary complex for the refinery was not found feasible. Mathura Refinery will produce petroleum products such as motor gas, kerosene, aviation turbine fuel, high speed diesel and furnace oil. The Refinery will also produce some residual products (low sulphur heavy stock/hot heavy stock which is already earmarked as feed stock for the fertilizer plants at Nangal, Bhatinda and Panipat. Two units for the manufacturing of Carb black based on a product called clarified oil have been proposed; one at Ghaziabad in the private sector and another under the U.P. Industrial Development Corporation. In case after the manufacture of motor gasoline and after meeting the requirement of fertilizer plants, existing or under construction, any surplus Naptha becomes available, the avenues of utilization of such surplus Naptha will be explored.

(c) Does not arise.

**स्टेशनों पर बिकने वाली चाय की दरें**

3935. श्री बटेश्वर हेमरम : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या, सरकार को इस बात की जानकारी है कि वाणिज्यिक अधिकारियों ने इलाहाबाद डिवीजन के रेलवे स्टेशनों पर बिकने वाली चाय की दो भिन्न दरें निर्दिष्ट की है;

(ख) क्या प्याले में चाय 30 पैसे एवं कुल्हड़ की चाय 25 पैसे में इलाहाबाद डिवीजन के स्टेशनों पर बिकती है जबकि

गाधियाबाद तथा अन्य स्टेशनों पर कुल्हड़ में 30 पैसे में चाय बिकती है; और

(ग) क्या सरकार का बिचार सभी रेलवे स्टेशनों पर बिकने वाली चाय की दरों में कमी करने का है ?

रेल मंत्री (प्रो० मधु दंडवते) :  
(क) जी हाँ।

(ख) जी हाँ। बेकी गई चाय की मात्रा के अनुसार कीमत ली जाती है।

(ग) जी नहीं।

**Rail link between Orai and Phaphund  
Via Jalaunauriya**

3936. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Late Shri Lal Bahadur Shastri the then Minister of Railways had assured the people of district Jalaun for linking Orai to Phaphund via Jalaun-Auriya in U.P. by constructing a new railway line;

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

(c) whether Government are aware that there is no other rail line which can cater to the need of this area; and

(d) if so, what steps Government propose to take to construct this line in view of its importance for movement of passengers and goods to the biggest two main Mandis of Jalaun and Auriya ?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** (a) and (b). Government are not aware of any assurance having been given by Late Shri Lal Bahadur Shastri regarding construction of railway line from Orai to Phaphund. However, a traffic survey for construction of a railway line from Orai to Jalaun was undertaken in 1957-58.

(c) and (d). Due to paucity of funds it will not be possible to consider construction of railway line between Orai and Phaphund at this stage.

**Concession for hill station return journey tickets from New Delhi**

3937. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to give concessions on hill station return journey tickets for the passengers travelling from New Delhi to Simla and New Delhi to Pathankot and Joginder Nagar in Himachal Pradesh;

(b) if so, the details thereof; and

(c) whether Government propose to make Hill concession tickets available for the passengers for their journey to hill stations covering a distance of 400 and more km. as was available earlier?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). Hill concession return tickets at single journey fares for 1st and 2nd class are introduced from year to year. For the present, this facility is available upto 31st December, 1977. It can be availed by passengers travelling to Simla, Pathankot and Joginder Nagar railway stations from July to September, 1977 from stations from where the chargeable distance is not less than 800 kms. and from October to December, 1977 from stations where the chargeable distance is not less than 500 km. Accordingly, this concession can be availed from New Delhi to Simla and Joginder Nagar during October to December, 1977 only. It cannot be availed from New Delhi to Pathankot as the chargeable distance is less than 500 km.

(c) No.

**Proposal to put restrictions on expansion of big business houses**

3938. SHRI VAYALAR RAVI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any proposal to put restrictions on the expansion of big business houses in the country;

(b) if so, the details of the proposal; and

(c) the action taken thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Apart from the restrictions already imposed under the *Reserve Industrial Licensing policy* and measures to check the growth

of big business houses as provided in the MRTP Act, there is no proposal at present to put any additional restrictions on the expansion of such houses in the country. However, a high-powered Expert Committee has recently been set up by the Government to undertake, *inter alia* a comprehensive review of the MRTP Act and recommend changes which are required to be made in the procedural administration and operation of the said Act.

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

**भोपाल में मध्य प्रदेश उच्च न्यायालय की बेंच**

3939. श्री राघव जी : क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को भोपाल में मध्य प्रदेश उच्च न्यायालय की बेंच स्थापित करने सम्बन्धी कोई ज्ञापन प्रेषित या ब्यावेदन प्राप्त हुआ है,

(ख) यदि हा, तो उस पर सरकार ने अब तक क्या कार्यवाही की है; और

(ग) क्या सरकार का विचार भोपाल में उच्च न्यायालय की बेंच स्थापित करने का है ?

बिधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) जी हां । भोपाल बार एसोसिएशन से एक अभ्यावेदन नवम्बर, 1976 में और फिर मई, 1977 में प्राप्त हुआ था ।

(ख) और (ग). नवम्बर, 1976 में जो अभ्यावेदन प्राप्त हुआ था वह राज्य सरकार के पास, उसके विचार जानने के लिए भेज दिया गया था । राज्य सरकार ने फरवरी, 1977 में अपना जो उत्तर भेजा उसमें वह मुख्य रूप से इस आधार पर उस प्रस्ताव के पक्ष में नहीं थी कि अन्य स्थानों से इसी प्रकार की मांग की रोकना कठिन हो जाएगा । उसके बाद राज्य सरकार से कोई प्रस्ताव प्राप्त नहीं हुआ है ।

### सम्बन्धी यात्रा की गाड़ियों में भोजनयानों के लिए ठेके

3940. श्री नवाब सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सम्बन्धी यात्रा के लिए एक्स-प्रेस गाड़ियों के भोजनास्थानों के ठेके प्राइवेट ठेकेदारों को दिये जाते हैं या रेलवे स्वयं इन भोजनयानों का संचालन करती है ;

(ख) पिछले दो वर्षों में कितने ठेकेदारों को इन भोजनयानों का ठेका दिया गया और उनके ठेकों की शर्तें क्या थीं ,

(ग) क्या सरकार का विचार आपात स्थिति के दौरान जिन व्यक्तियों को मध्य तथा पश्चिमी रेलवे की गाड़ियों के भोजनयानों के प्रबन्ध का ठेका दिया गया उनके मामले पर पुनर्विचार करने का है; और

(घ) यदि हां, तो क्या ये ठेके भारी घनराशि ले कर दिये गए हैं; यदि हां, तो तत्सम्बन्धी तथ्य क्या है ?

रेल मंत्री (प्रो० मधु दंडवते) :

(क) सम्बन्धी दूरी की गाड़ियों में भोजनयानों का प्रबन्ध, रेलों द्वारा विभागीय तौर पर और साथ ही प्राइवेट ठेकेदारों द्वारा किया जाता है ।

(ख) पिछले दो वर्षों के दौरान भोजन रसोई भंडार यानों के 4 ठेकेदारों को प्रावर्तित किये गए थे ये ठेके 5 वर्ष की अवधि के लिए सामान्य शर्तों पर दिये गए थे । रसोई-भण्डार यानों के विषय में, ठेकेदारों को "परोसने के लिए तैयार" भोजन उन रसोईघरों से, जहाँ इनकी व्यवस्था है, लेना पड़ता है ।

(ग) आपातकाल के दौरान मध्य और पश्चिम रेलों पर खान-पान/रसोई भण्डार यान के लिए कोई ठेका प्रावर्तित नहीं किया गया था ।

(घ) प्रश्न नहीं उठता ।

### Construction of overbridges/Rail bridges/level crossings on Kanyakumari-Trivandrum line

3941. SHRI KUMARI ANANTHAN : Will the Minister of Railways be pleased to State :

(a) the number of overbridges/Rail bridges/level crossings being constructed on the Kanyakumari-Trivandrum line;

(b) the estimated expenditure to be incurred on the approach roads for the level crossings and the amount the State Governments have agreed to share; and

(c) the time by which the first phase of the line will be completed ?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE :

(a) No. of overbridges	32
No. of under bridges	8
No. of railbridges	347
No. of level crossings	82

(b) The estimated expenditure to be incurred on the approach roads for level-crossing in Trivandrum-Kanyakumari section is Rs. 13.26 lakhs. The entire cost is to be borne by Railways and no portion of the expenditure is to be shared by the State Government.

(c) The first phase of the line from Trivandrum to Nagercoil is expected to be completed by 1979.

### Train from Kolhapur to Viramgam-Gandhidham

3942. SHRI ANNASAHEB GÖTKHINDE : Will the Minister of RAILWAYS be pleased to state :

(a) Whether there is a demand for a through train from Kolhapur to Viramgam-Gandhidham and vice-versa ; and

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

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :

(a) Yes.

(b) The proposal has not been found feasible for lack of traffic justification.

### काठघर से गोट स्टेशन तक बन विभाग को बी गई भूमि

3943. श्री मही लाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने काठघर से गोट रेलवे स्टेशन तक की सीटर गेज रेल लाइन के दोनों तरफ की भूमि बूझ लगाने के लिए बन विभाग को दी है ;

(ब) यदि हाँ, तो क्या इसके परिणाम-स्वरूप इस लाइन को बड़ी लाइन में बदलने के लिए रेल लाइन के दोनों ओर मिट्टी डालना संभव हो जायेगा; और

(ग) यदि हाँ, तो क्या सरकार का विचार बन विभाग को दिये गये उक्त आदेश को रद्द करने का है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) जी नहीं ।

(ख) और (ग). प्रश्न नहीं उठता ।

**औराही रेलवे स्टेशन पर उपरि पुल के निर्माण के लिए योजना**

3944. श्री राम चरण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या उत्तर प्रदेश के जालौन जिले में औराही रेलवे स्टेशन पर उपरि पुल का निर्माण करने की कोई योजना है ; और यदि हाँ, तो इसे कब तक क्रियान्वित कर दिया जायगा ?

रेल मंत्री (प्रो० मधु बंडवले) : इस समय ऐसा कोई प्रस्ताव विचाराधीन नहीं है ।

**Elections to Lok Sabha and State Assemblies**

3945. SHRI B.C. KAMBLE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of seats each political party or group or individuals won in recent Lok Sabha Elections and Assembly Elections in each State and each Union Territory out of (i) reserved seats of Scheduled Castes and Scheduled Tribes; and (ii) general seats ;

(b) per centage of votes each political party or group secured in the elections mentioned in part (a) above in each State and Union territory ; and

(c) how do figures as mentioned in parts (a) and (d) above compare with those of the General Elections held since election of 1952 ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) to (c). The information is being collected and will be laid on the Table of the House.

**Representation by B.D.R. Railway users' Association, Bankura**

3946. SHRI BIJOY MONDAL : Will the Minister of Railways be pleased to state what action is being taken by his Ministry on the representation submitted to the Railway Minister on the 10th June, 1977 by the B.D.R. Railway Users' Association, Bankura ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : The Bankura Damodar Railway Users' Association has represented about the gauge conversion of Bankura Rainganj line to broad gauge and its extension up to Tarkeshwar. They have been advised that it will not be possible to consider the resources.

**वीरमगम छोखा पोरबन्दर लाइन को बड़ी लाइन में बदलने का काम पूरा करने के बारे में जापन**

3947. श्री धर्मे सिंह चाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वीरमगम-छोखा-पोरबंदर मीटर गेज लाइन को बड़ी लाइन में बदलने का काम पूरा करने के बारे में कोई जापन प्राप्त हुए है, और

(ख) यदि हाँ, तो किससे और ये जापन कब प्राप्त हुए थे तथा उन पर सरकार ने क्या कार्यवाही की है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) और (ख). वीरमगम-छोखा-पोरबंदर मीटर लाइन को बड़ी लाइन में बदलने का काम पूरा करने के बारे में एक जापन हाल ही में 9-5-77 को राजकोट चैम्बर ऑफ कामर्स, राजकोट से प्राप्त हुआ है । इस परियोजना को शीघ्र पूरा करने के लिए पूरा प्रयास किया जा रहा है, लेकिन यह संसाधनों की उपलब्धता पर निर्भर करेगा । तदनुसार चैम्बर को सूचित कर दिया गया है ।

**Institute for Constitutional and Parliamentary Studies**

3948. DR. VASANT KUMAR PANDIT : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) Whether it is a fact that there are complaints of malpractices, mismanagement and victimisation of Research scholars and administrative staff at the Institute for Constitutional and Parliamentary Studies (ICPS) at Delhi ;

(b) how much grant or financial assistance is given by the Law Ministry to the ICPS ;

(c) how much grant or financial assistance ICPS received from Foreign Foundations ; and

(d) whether there is a proposal for the take over of ICPS by the Government ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) Yes, Sir.

(b) During the financial years 1969-70 to 1975-76 the Institute received from the Ministry of Law, Justice and Company Affairs (Department of a Legal Affairs) annual grant-in-aid of Rs. 2 lakhs and Rs. 4 lakhs in 1976-77.

(c) According to the available information during the period 1967 to 1970 the Institute received a total grant of about \$ 4,89,700 from the Ford Foundation, U.S.A.

(d) No, Sir.

**Non-Payment of overtime to staff of Asavati Railway Station (Central Railway)**

3949. CHAUDHARY HARI RAM MAKKASAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether for the last three years no payment of overtime to the staff of Asavati Railway Station (C.R.) has been made ;

(b) whether in spite of several requests, the concerned staff did not prepare the bills of overtime for the above period ; and

(c) If so, the action being taken in the matter ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :

(a) to (c) . Payment of current overtime due to the staff of Asavati Railway

Station has been made regularly during the last three years. However, the arrears of additional overtime wages wherever due to these employees in view of the revision of the rules with retrospective effect from 1-8-1974 could not be paid . The Railway administration has taken necessary steps to arrange for these payments to the employees concerned as early as possible.

**Harijans and Adivasi Employees in Barauni Refinery**

3950. SHRI RAM VILAS PASWAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the number of Harijans and Adivasi employees in various posts category-wise in the Barauni Oil Refinery ?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H.N. BAHUGUNA) : The number of Scheduled Castes and Scheduled Tribes employees in various posts category-wise in the Barauni Refinery is as follows :—

**SCHEDULED CASTES**

Scales Rs. 725—1405 No.

Instrument Engineer . . .	1
Mechanical Engineer . . .	1

Scale Rs. 400—826

Stock Verifier . . .	1
Mason Gr. I . . .	1

Scale Rs. 355-683

Boiler Operator 'B' . . .	1
Operator 'B' . . .	1
Technician-II (Maint) . . .	2
Mason Gr. II . . .	1

Scale Rs. 300—570

Operator (Far d S) . . .	1
Jr. Teacher I . . .	1
Steno-Typist . . .	1
Sr. Clerk . . .	1
Technician-III (Elect) . . .	2
Operator 'C' . . .	3
Tech. Gr. III (Rigging) . . .	3
Tech. Gr. III (Automant) . . .	1
Mason Gr. III . . .	1

## Scale Rs. 245—440 No.

Bolter Cleaner . . . . .	1
Tech.—IV (Elect.) . . . . .	2
Tech. IV (T.C.) . . . . .	2
Operator 'D' . . . . .	3
Chamberman . . . . .	5
Tech. IV (Maint.) . . . . .	3
Rigger . . . . .	1
Tech. IV (Inst.) . . . . .	2
Plumber-IV . . . . .	1
Typist/Clerk . . . . .	3
Jr. Teacher-II . . . . .	4

## Scale Rs. 215—376

Sampler . . . . .	4
Spl. Yardman . . . . .	14
Dup. Machine Operator . . . . .	1
Ferro Printer . . . . .	1
Loco Shunter-cum-Helper . . . . .	3
Yardman . . . . .	35
Coak-Bearer . . . . .	2
Helper . . . . .	1

## Scale Rs. 180—277

Bus Conductor . . . . .	2
Helper, Labour Mazdoor . . . . .	44
Hospital Attendant . . . . .	3
Malaria Khalasi . . . . .	2
Muli-cum-Chowkidar . . . . .	1
Messenger . . . . .	2
Sweepers . . . . .	87

## SCHEDULED TRIBES

## Scale Rs. 1025—1625

Senior Mech. Engineer. . . . .	1
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## Scale Rs. 400—826

Head Mistress . . . . .	1
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## Scale Rs. 300—570

Staff Nurse . . . . .	2
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## Scale Rs. 245—440

Tech. IV (Inst.) . . . . .	1
Typist/Clerk . . . . .	2
Jr. Teacher-II . . . . .	6

## Scale Rs. 180—277

Helper . . . . .	
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एक स्थान पर 5 वर्ष से अधिक समय से कार्य कर रहे राजपत्रित अधिकारी

3951. श्री हरिकेश बहुगुण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पब्लिक रेलवे, गोरखपुर में ऐसे भी राजपत्रित अधिकारी हैं जो 5 से 20 वर्षों से एक ही स्थान पर कार्य कर रहे हैं ;

(ख) यदि हाँ, तो उनकी कुल संख्या क्या है और वे एक ही स्थान पर कितने वर्षों से काम कर रहे हैं एवं इसके क्या कारण हैं ; और

(ग) सरकार द्वारा इस बारे में क्या कार्यवाही करने का विचार है ?

रेल मंत्री (प्रो० मधु बंखर्जे) : (क) जी हाँ।

(ख) और (ग). इनकी कुल संख्या 65 है। ऐसे अधिकारियों एवं उनके एक स्थान पर रहने की अवधि इस प्रकार है :-

5 वर्षों से	5
6 वर्षों से	8
7 वर्षों से	13
8 वर्षों से	13
9 वर्षों से	5
10 वर्षों से	4
11 वर्षों से	6
12 वर्षों से	3
13 वर्षों से	2
14 वर्षों से	2
15 वर्षों से	2
19 वर्षों से	1
21 वर्षों से	1



अधिकारियों के एक स्थान पर रहने की कोई अन्यथा अवधि निर्धारित नहीं की गयी है। प्रशासनिक आवश्यकताओं को ही ध्यान में रखते हुए स्थानान्तरण किये जाते हैं।

#### Excess Production of Bulk Drugs

3952. SHRI S. R. DAMANI : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) the number of cases with their details that have come to the notice of Government about excess production of bulk drugs and some non-essential drugs outside the licensed capacity by foreign drug units during the last two years; and

(b) the action Government have taken or propose to take against such erring units ?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS ( SHRI H. N. BAHUGUNA ) : (a) Information regarding production of bulk drugs in excess of licensed capacity during 1975 and 1976 is being collected and will be laid on the Table of the House as soon as possible. The production of drug formulations is not being monitored at present.

(b) The question of excess production of drugs and pharmaceuticals was considered by the Committee on Drug and Pharmaceuticals and the Committee's recommendations on the regulation of excess capacity in regard to bulk drugs are under the consideration of Government.

#### Conversion of Metre Gauge LI into Broad Gauge

3953. SHRI K. PRADHANI : Will the Minister of RAILWAYS be pleased to state :

(a) what is the total mileage of metre gauge railway lines in the country and whether any scheme for their conversion into broad-gauge is under Government's consideration;

(b) the time likely to be taken for the conversion of the entire metre gauge lines into broad-gauge ; and

(c) the factors which determine the priority for conversion of metre-gauge into broad-gauge in a particular area ?

#### THE MINISTER OF RAILWAYS

(PROF. MADHU DANDAVATE): (a) and (b). The total route length of metre gauge railway lines in the country is 25,426 km. The cost of conversion of all these lines to broad gauge will be exorbitant and no target can, therefore, be fixed for their conversion.

(c) The following are the important factors among others which are considered while determining the priorities for conversion of a metre gauge line to broad gauge ;

- (i) density of traffic and degree of saturation of the line ;
- (ii) the extent of transhipment of goods involved and the capacity to handle it;
- (iii) the level of development of the area served and the impact of the conversion project on the economic growth of the area ;
- (iv) the financial viability of the project.

#### M/s. Swadeshi Cotton Mills Co. Limited, Kanpur

3954. DR. B. N. SINGH : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) Whether it is a fact that some near relations of the Directors of the Swadeshi Cotton Mills Co. Limited Kanpur, have been and are drawing huge amounts in the form of Guarantee Commission ;

(b) if so, the names of these drawees and the amount involved in each case ;

(c) whether prior approval of the Company or the Central Government about the payment of such remuneration to the relations of the Directors had been obtained; and

(d) if not, the action which Government propose to take against the company for violation of the provisions of the Companies Act, and recover the amounts wrongly drawn by such persons ?

#### THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS.

(SHRI SHANTI BHUSHAN) (a) and (b). During the course of inspection of the books of accounts of the company under section 209(A) of the Companies Act, 1956 carried out in February-March, 1976, it came to notice that a total amount of Rs. 8,00,871.42 being guarantee Commission payable in respect of years 1966 to 1974-75 to Sh. M. R. Jaipuria father of

Dr. R.R. Jaipuria, Managing Director, of the Company, had been provided in the company's books of accounts. Out of the said amount, a sum of Rs. 4,35,114.34 has already been paid to him.

(c) Approval of the Company in General Meeting has not been obtained. Approval of the Central Government, was not required upto 31st January 1975.

(d) The Company has been asked to recover the amount from the said persons.

**वर्कशॉपों में बैंगनों की मरम्मत तथा ओवर-हॉलिंग**

3955. श्री सीटालाल पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कितने बैंगनों की मरम्मत की आवश्यकता है और कितने विभिन्न वर्कशॉपों में इस समय पड़े हैं अथवा उनकी मरम्मत हो रही है ;

(ख) इस बारे में सरकार द्वारा क्या ठोस कार्यवाही की जा रही है ; और

(ग) क्या सरकार के विचाराधीन ऐसी कोई योजना है जिसके अनुसार बैंगनों की ओवरहॉलिंग बिना बिलम्ब समय पर हो ?

रेल मंत्री (श्री० नरेश चंडवते) : (क) औसतन बड़ी लाइन के 8400 और मीटर लाइन के 2700 माल डिब्बों (चौपहियों में) की प्रतिमाह प्राथमिक ओवरहाल अपेक्षित है। अप्रैल, 1977 के दौरान औसतन बड़ी लाइन के 5215 और मीटर लाइन के 1589 माल डिब्बे (चौपहियों में) रेलवे कारखानों में मरम्मत किये जा रहे थे या मरम्मत के लिए पड़े थे।

(ख) माल डिब्बा स्टॉक के प्राथमिक ओवरहाल की आवश्यकता को पूरा करने के लिये रेल कारखानों में पर्याप्त क्षमता उपलब्ध है।

1811 LS-3.

(ग) माल डिब्बों की प्राथमिक ओवरहॉलिंग बिना किसी बिलम्ब के हो रही है। 1976-77 के दौरान प्रति माह औसतन बड़ी लाइन के 8573 और मीटर लाइन के 2825 माल डिब्बों की (चौपहियों में) ओवरहॉलिंग हुई थी।

#### **Visits to Foreign Countries by Judges of Supreme Court**

3956. PROF. P. G. MAVALANKAR : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Hon'ble Chief Justice and/or other Hon'ble Judges of the Supreme Court visited one or more foreign countries during the years 1974, 1975, 1976 and January-June, 1977;

(b) if so, whether the said Judges travelled at the invitations of the concerned foreign Governments or organisations ;

(c) whether Government of India incurred any expenses, including foreign exchange, on this account ; and

(d) the facts thereof ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) Yes, Sir.

(b) to (d). The information is given in the statement laid on the Table of the House. (Placed in Library. See No. LT 748/77).

#### **Allotment of Indane Gas Agencies in U. P.**

3957. SHRI RAM KANWAR BERWA : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) the total number of Indane Gas Agencies allotted in the State of Uttar Pradesh upto 31-3-1977 giving district-wise break-up;

(b) the number of agencies referred to in (a) above allotted to the members of the (i) Scheduled Tribes (ii) Scheduled Castes and (iii) other communities; and

(c) whether Government proposes to encourage the persons belonging to Scheduled Tribes and Scheduled Castes communities by giving them gas agencies ?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILISERS (SHRI H.N. BAHUGUNA : (a) The total number of Indane Gas Agencies allotted in the State of Uttar Pradesh upto 31-3-1977, District-wise are as under :—

Sl. No.	Civil Districts	Number of agencies.
1.	Allahabad . . . .	3
2.	Vaunasi . . . .	3
3.	Gorakhpur . . . .	2
4.	Faizabad . . . .	1
5.	Mirzapur . . . .	1
6.	Agra . . . .	3
7.	Dehradun . . . .	4
8.	Saharanpur . . . .	2
9.	Bareilly . . . .	3
10.	Aligarh . . . .	1
11.	Nainital . . . .	1
12.	Deoria . . . .	1
13.	Meerut . . . .	2
14.	Ghaziabad . . . .	3
15.	Muzaffarnagar . . . .	1
16.	Jhansi . . . .	1
17.	Rai-Bareilly . . . .	1
18.	Farukhabad . . . .	1
19.	Lucknow . . . .	10
20.	Kanpur . . . .	10
Total . . . .		54

(b) The agencies referred to in (a) above have been allotted as under :—

(i) Scheduled Castes and Scheduled Tribes . . . .	Nil
(ii) Defence Category . . . .	27
(iii) Others . . . .	27

(c) Effective from 1-1-1974, 25% of Indane Gas Agencies have been reserved for Scheduled Castes and Scheduled Tribes on all-India basis, and as on date this reservation has been met.

रतलाम डिवीजन (पश्चिम रेलवे) में  
माल डिब्बों की उपलब्धता

3958. डा० लक्ष्मीनारायण पांडेय :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के रतलाम डिवीजन में मंडसौर, जावरा, पिपल्या तथा नीमच जैसे स्टेशनों पर 'स्माल्स' के लिये लदान हेतु माल डिब्बे उपलब्ध करने में बड़ी कठिनाई का अनुभव किया जा रहा है ;

(ख) क्या इस बारे में व्यापारियों को बहुत कठिनाई हो रही है ; और

(ग) सप्लाई में कमी के क्या कारण हैं और कमी दूर करने के लिये क्या कदम उठाये गये हैं ।

रेल मंत्री (प्र० मधु दंडावते) :  
(क) से (ग). रतलाम मंडल के स्टेशनों से फुटकर माल की बुकिंग में कोई अधिक कठिनाई नहीं हुई है। लेकिन मई के महीने में जावरा स्टेशन से खंडवा होकर सभी मीटर लाइन मार्ग के स्टेशनों के लिए, जिनके लिए उस समय प्रतिबंध था, फुटकर माल की बुकिंग न किये जाने के बिरुद्ध एक शिकायत मिली थी। शिकायत मिलने पर पश्चिम रेलवे के प्राधिकारियों ने आवश्यक बुकिंग की व्यवस्था कर दी थी।

Conversion of Guntakal-Bangalore line into Broad Gauge

3959. SHRI P. RAJAGOPAL NAIDU : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken up the conversion work of Guntakal-Bangalore metre gauge line into broad gauge; and

(b) if so, when will it be completed ?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :

(a) Yes.

(b) By 1980.

**L.O.C. Officers on Mass Casual Leave**

3960. SHRI M. RAM GOPAL REDDY : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the officers of Indian Oil Corporation had gone on mass casual leave on 24th June, 1977; and

(b) if so, the reason therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) No, Sir.

(b) Does not arise. ■

**Direct Line From Muzaffarpur to Sitamarhi**

3961. SHRI GIRIJANANDAN SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no proper rail communication facility in West Sitamarhi sub-division of Sitamarhi District in Bihar;

(b) whether there is no direct rail connection between Muzaffarpur and Sitamarhi and the existing rail connection is via Samastipur and Darbhanga district;

(c) whether a scheme of providing direct line from Muzaffarpur to Sitamarhi was under consideration of the Government some years back and necessary survey work was also undertaken; and

(d) if so, whether Government propose to take up the scheme at the earliest?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) and (b). Muzaffarpur and Sitamarhi are at present linked with each other via Samastipur and via Raxaul but there is no direct railway line linking them.

(c) No traffic survey for construction of Muzaffarpur-Sitamarhi line has been undertaken after 1928.

(d) Due to paucity of funds, it will not be possible to consider the scheme at present.

**Tube Railway in Calcutta**

3962. SHRI P. K. KODIYAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Works regarding the construction of Tube Railway in Calcutta is in progress as per schedule; and

(b) the details thereof?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):**

(a) The original schedule to complete the project by 1979 had to be revised due to constraint of resources. The Planning Commission have indicated that only limited funds will be available for this project in the remaining years of the fifth plan.

(b) Civil Engineering contracts have been awarded in nine sections out of twenty nine and the over-all upto date progress of work is 11%.

**Caustic Soda Factory at Palamau in Bihar**

3963. SHRI RAMANAND TIWARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have given clearance to Bihar State Industrial Development Corporation to set up a caustic soda factory at Palamau in Bihar; and

(b) if so, the total expenditure, total output contemplated and the tentative date by which it will start functioning?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). A letter of intent No. LI: 160(74) dated 28th February 1974 for the manufacture of following items in the District of Palamau in the State of Bihar has been issued in favour of M/S. Bihar State Industrial Development Corporation.

Item of manufacture	Annual capacity
(i) Caustic Soda	32,000 tonnes
(ii) Chlorine	28,480 tonnes

The total capital cost of the project including the working capital requirements is estimated at Rs. 1655 lacs which includes a foreign exchange component of Rs. 215 lacs for the purchase of machinery etc.

It is not possible at this stage to indicate the date by which the plant will go into production.

**Funds Allotted for Hassan-Mangalore Railway Line**

3964. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state whether the Railway authority had diverted any portion of the funds allotted for the construction of Hassan-Mangalore Railway resulting in undue delay in execution of the project?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): There has been no diversion of funds from Hassan-Mangalore project and in fact the allotment in the Final Budget for 1977-78 has been increased to Rs. 3 crores from Rs. 2 crores provided in the Interim Budget.

बिहार के पिछड़े इलाकों का विकास करने के लिए प्रतिबेदन भेजा जाना

3965. श्री ईश्वर चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 10-15 वर्षों से बिहार के पिछड़े इलाकों का विकास करने के बारे में केन्द्रीय सरकार को बराबर प्रतिबेदन भेजे जा रहे हैं ;

(ख) यदि हाँ, तो देश के विभिन्न भागों को पिछड़े इलाकों से रेल लाइनों द्वारा जोड़ने के लिए जो योजना इस समय सरकार के विचाराधीन है, उसकी रूपरेखा क्या है; और

(ग) सरकार इस संबंध में अंतिम निर्णय लेकर अपनी नीति की घोषणा करेगी ?

1. Wani-Chanaka

2. Bassein Road-Diva

3. Hardigarh-Damua

4. Howrah-Sheakhala

5. Kathua-Jammu

6. Shahdera-Saharanpur.

7. Rohtak-Bhiwani

8. Gohana-Panipat (Restoration)

9. Dalmau-Daryapur (Restoration)

10. BG link to Ramnagar and Kathgodam

11. MG line between Sakri and Hसनपुर

रेल मंत्री (प्रो० मधु दंडावते) : (क) जी हाँ।

(ख) और (ग) : लोक लेखा समिति की 171 वीं और 191 वीं रिपोर्टों में की गयी इस सफाई को, कि नयी लाइनों के निर्माण के लिए एक व्यापक दीर्घकालीन सुस्पष्ट योजना बनायी जाय, सरकार ने स्वीकार कर लिया है और संबंधित मंत्रालयों के परामर्श से इसे अंतिम रूप दिया जा रहा है। अंतिम रूप दे देने के बारे में नीति संसद में प्रस्तुत कर दी जायेगी।

Non-Completion of new and Extension of Railway Lines during 1976-77

3966. SHRI SUKHDHO PRASAD VERMA : Will the Minister of RAILWAYS be pleased to state:

(a) which of the new and extension of railway lines as proposed in Railway Budget for the year 1976-77 have not been completed so far; and

(b) the reasons for non-completion of these railway lines.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) and (b). The work on the following new railway lines which were included in the budget for 1976-77 is still incomplete. Construction of new Railway lines takes a few years even if sufficient funds are available. Further delays have taken place in completing the project on account of paucity of funds :—

Line opened to traffic.

Residual work in progress.

Line opened to traffic.

Residual work in progress.

Line opened to traffic.

Residual work in progress.

12. MG line from Jhanjharpur to Laukahabazar .      Line opened to traffic.  
Residual work in progress.
13. Saraighat-Raghu pur-Pratapganj MG line  
(Rest station)      Line opened to traffic.  
Residual work in progress.
14. Pratapganj-Forbesganj MG line (Restoration)      Do.
15. Bagaha-Chitauni M.G. line (Rest station) .
16. Mangalore-Hassan . . . . .
17. Torngallu-Mudukulapenta. . . . . Line opened to traffic. Residual work in progress.
18. Tirunelveli-Trivandrum via Nagarcoil with a branch line from Nagarcoil to Kanyakumari
19. Nadikode-Bibinagar
20. Rail link to Haldia P. R. . . . . Line opened to traffic.  
Residual work in progress.
21. Cuttack-Paradeep . . . . . Do.
22. H wrah-Amts including Bengachia-Champadanga Branch.
23. Banspani Jakhapura
24. Sabarmati-Gandhinagar. . . . . Line opened to traffic.  
Residual work in progress.

**Demands of Train Users' Association of Tanur (Kerala)**

3967. SHRI G. M. BANATWALLA : Will the Minister of Railways be pleased to state :

(a) whether he has received a representation dated 19th April, 1977 from the Train Users' Association of Tanur (District Malappuram, Kerala) regarding their persisting complaints and demands;

(b) if so, what are their main demands; and

(c) what action, if any, has been taken thereon?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE):

(a) Yes.

(b) and (c) A statement indicating the main demands made by the Association and the action taken/proposed to be taken thereon is attached.

**Statement**

Main demands of the Association	Action taken
(b) and (c) :	
(1) To change timings of 59 Shoranur-Calicut passenger to arrive Calicut by 9:00 or 9:15 hrs.	(1) The timing of 59 passenger have been changed to arrive Calicut at 9-10 hrs. from 10-7-1977.
(2) To ensure right time start of 60 Calicut-Shoranur passenger and avoid unnecessary detentions enroute.	(2) 60 Calicut-Shoranur passenger had a late start on a few occasions in May and June 1977. A halt of 30 minutes has to be given to this train at Parapanangadi for operational reasons during which precedence is given to No. 2 Mail. Efforts are being made to ensure punctual running of this train.

- (3) To attach additional bogies on 59/60 Shoranur-Calicut passenger and ensure proper maintenance of lights and fans.
- (4) To give later start of No. 62 passenger Ex. Calicut from 12.15 hrs. to 13.00 hrs.
- (5) To restore trains cancelled due to shortage of coal on Shoranur-Calicut section.
- (6) To avoid detention to passenger trains for crossing goods trains.
- (7) To introduce shuttle service between Tirur and Calicut.
- (8) To enforce strict ticket checking in passenger trains.
- (3) Running of these trains with the full complement of 8 coaches and per per maintenance of lights and fans will be ensured.
- (4) Later start of this train at 13.00 hrs. Ex. Calicut will cause inconvenience to the present users on Shoranur-Cimbatore section and hence it is not desirable.
- (5) No. 63 Shoranur-Cimbatore passenger and No. 66 Cannanore-Cochin passenger trains were not restored on Shoranur-Calicut section due to poor patronisation. The existing services on Shoranur-Calicut section are considered adequate.
- (6) No passenger train is detained for crossing goods train. Occasional uncheduled crossings are however, unavoidable due to late running of some trains.
- (7) No shuttle trains were running between Tirur and Calicut in the recent past. Introduction of proposed shuttle services is also not operationally feasible for lack of terminal facilities at Tirur.
- (8) Ticket checking drives have been intensified.

**रेल दुर्घटनाओं में हताहत कर्मचारियों के आश्रितों को रोजगार दिया जाना**

3968. श्री हरगोविन्द कर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने रेल दुर्घटनाओं में हताहत कर्मचारियों के आश्रितों को रोजगार देने का निश्चय किया है ; और

(ख) यदि हा, तो इसको कब क्रियान्वित किया जायेगा ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) और (ख). रेल दुर्घटनाओं में मारे गये रेल कर्मचारियों के आश्रितों को अनुकम्पा के आधार पर रेलवे में नौकरी दी जाती है। जो घायल हो जाते हैं और आगे नौकरों के लिए अयोग्य घोषित किये जाते हैं उनके आश्रितों के बारे में भी अनुकम्पा के आधार पर नियुक्ति के लिए विचार किया जाता है।

**प्रशिक्षु लिपिकों को छपाने के लिए वेनल**

3969. श्री नरसिंह यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रशिक्षु लिपिकों को परीक्षा के लिये कितनी बार बुलाया गया था और क्या उन्हें यात्रा खर्च दिया गया था ;

(ख) क्या 26 जून, 1977 को बड़ौदा हाऊस में हुई परीक्षा में अधिकारियों एवं उच्च परिवारों के उम्मीदवारों को नकल की सुविधा प्रदान की गई थी ;

(ग) क्या उन्होंने इस आशय की घोषणा की थी कि प्रशिक्षु लिपिकों को नियमित करने के लिये दी गयी बातों के भीतर एक वेनल तैयार किया जायेगा और यदि हाँ, तो वेनल तैयार न करने के क्या कारण हैं ; और

(घ) प्रशिक्षु लिपिकों को प्रशिक्षण काल के दौरान प्रतिमास कितना वेतन दिया गया

और इस सम्बन्ध में उत्तर रेलवे की बर्ष में कितनी खनराशि खर्च हुई ?

रेल मंत्री (श्री० मधु दंडावते) : (क) वाणिज्यिक ट्रेडों में प्रशिक्षित प्रशिक्षुओं की लिखित परीक्षा 22-5-77 को होनी निश्चित की गयी थी, लेकिन इसे 26-6-77 के लिए स्थगित कर दिया गया था। प्रशिक्षुओं को यात्रा भत्ता नहीं दिया गया था।

(ख) जी नहीं।

(ग) रेल प्रशासनों को हिदायतें दी गयी थी कि प्रवरण का काम दो माह के भीतर पूरा कर लिया जाये। जो प्रवरण 22-5-77 को होने वाला था, उसे 26-6-77 के लिए स्थगित कर देना पड़ा, क्योंकि जो प्रशिक्षु मई और जून, 1977 में अपना प्रशिक्षण पूरा करने वाले थे, उनमें अभ्यावेदन प्राप्त हुए थे।

(घ) प्रशिक्षुओं को 130 रुपये प्रति माह के हिमाव से बजीका दिया गया था। प्रतिवर्ष प्रशिक्षुओं के प्रशिक्षण पर कुल खर्च लगभग 10.36 लाख रुपये होता है।

#### Passenger Train from Tata Jamshedpur to Bolani

3970. SHRI GOVINDA MUNDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representations from the citizens of Bolani for running a passenger train from Tata Jamshedpur to Bolani; and

(b) if so, action taken thereon ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) Yes.

(b) Barsajamda-Barabil/Bolani Khadan is a single line electrified section and is primarily meant for clearance of mineral traffic for Steel Plant as well as for export. The present capacity on the section is fully taken away by the present level of goods traffic carrying iron and manganese ore. Since only goods trains run on the section, facilities for running passenger

trains, like platform watering and terminal facilities for the maintenance of coaches etc. have not been developed. The present level of passenger traffic is adequately cleared by convenient road services. In view of the importance of the section and the need to carry ore traffic in the interest of the economy it is not proposed to run a passenger train on this section.

#### Narpatganj Railway Station

3971. SHRI MAHENDRA NARAYAN SARDAR : Will the Minister of RAILWAYS be pleased to state :

(a) the revenue earned on account of passenger and goods traffic from Narpatganj Railway Station on the Forbesganj-Saharsa railway line in a year;

(b) whether he has received any representations from the people for stopping any Express train at Narpatganj station; if so, the action proposed to be taken by Government thereon; and

(c) whether stoppage of some of the Express trains at Narpatganj station would be provided in the new railway Time Table ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :

(a) The revenue earned at Narpatganj railway station during 1976-77 from passenger and goods traffic was as under :—

Passenger	Rs. 1,12,753
Goods	Rs. 5,243

(b) Yes. The demand was duly examined but was not found justified.

(c) No.

#### विदेशों में व्यापारिक संस्थानों में बिड़ला ग्रुप के शेयर

3972. श्री तुलसीदेव नारायण शास्त्र : क्या बिड़ला, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि विदेशों में कितनी व्यापारिक संस्थानों में बिड़ला ग्रुप के शेयर हैं और उक्त संस्थानों द्वारा किस प्रकार का व्यापार किया जाता है।

बिड़ला, न्याय और कम्पनी कार्य मंत्री (श्री शांति नूतन) : विदेशों में उन कम्पनियों के नाम, जिन कम्पनियों में बिड़ला समूह



की कम्पनिया, जैसा कि तुलन-पत्र में प्रकट की गई सूचना के अनुसार होकर धारण करती हैं और इस प्रकार की विदेशी कम्पनियों के व्यापार की प्रकृति, जहां तक उपलब्ध है, को दर्शाता विवरण पत्र सभा पटल पर रख दिया गया है। [प्रश्नालय में रखा गया। देखिए सभा एलटी. 749/77]।

सरकार से फीस के रूप में एक लाख रुपए या इससे अधिक धनराशि पाने वाले वकील

3973. श्री कंवर लाल गुप्त : क्या बिजि, न्याय और कम्पनी कार्य मंत्री न्यायालयों में केन्द्रीय सरकार और सच राज्य क्षेत्रों का प्रतिनिधित्व करने वाले वकीलों के बारे में 28 जून, 1977 के प्रतारकित प्रश्न सभा 2060 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) उन वकीलों के नाम क्या हैं जिनको सरकार ने फीस के रूप में गत तीन वर्षों में एक लाख रुपया या इससे अधिक धनराशि दी,

(ख) प्रत्येक वकील को कुल कितना रुपया दिया गया और तत्सम्बन्धी व्यौरा क्या है, और

(ग) सरकार इन वकीलों को कब तक बदल देगी ?

बिजि, न्याय और कम्पनी कार्य मंत्री (श्री शक्ति प्रसाद) : (क) और (ख) जानकारी इकट्ठी की जा रही है और सदन के पटल पर रख दी जाएगी :

(ग) उच्चतम न्यायालय में नए महा-न्यायाधीश, महासालिसिटर, अपर महा-सालिसिटर तथा दिल्ली उच्च न्यायालय में नए स्थायी काउन्सेल और अपर स्थायी काउन्सेल की नियुक्तियाँ की जा चुकी हैं। अन्य स्थानों के लिए, यह विषय विचार-धीन है।

### Construction of Over-Bridge and provision of a Stoppage of Rourkela-Howrah Express at Bisra Station.

3974. SHRI D. AMAT : Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that Government have received representation for the completion of construction work of incomplete railway overbridge and for providing stoppage of Rourkela-Howrah Express Train both up and down at Bisra Railway Station on the South Eastern Railway sector, and

(b) if so, the action proposed to be taken in the matter

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE)

(a) There is no overbridge at Bisra, the construction of which has been left incomplete

In Feb 1976, the local public at Bisra represented to the General Manager of the Railway for extension of the existing foot-overbridge as well as stoppage of express trains at Bisra Railway Station

Another representation was also received in September 1976 from the Pan-chayat Samiti, Bisra, asking for extension of the same foot-overbridge, the construction of which was completed in Sept., 71

(b) Foot-overbridge at Bisra Railway Station

The request for extension of the foot-overbridge was gone into but was not found justified in view of the low level of traffic at this Station

Stoppage of Rourkela-Howrah Express Train at Bisra Station

Bisra Station is at present served by two pairs of passenger trains. Stoppage of Rourkela Express at Bisra is not justified due to meagre offering of long distance traffic there

### Upgradation of Kurmadanga Halt

3975. SHRI GADADHAR SAHA : Will the Minister of RAILWAYS be pleased to state

(a) whether the proposal for upgradation of Kurmadanga halt on A. K. (N. G.) to full-fledged station is under consideration of his Ministry, and

(b) if so, the date by which it is likely to be done ?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :

- (a) No.  
(b) Does not arise.

**Rail Connection Between Berhampur and Bolangir in Orissa State**

3976. SHRISRIBATCHADIGAL :  
Will the Minister of RAILWAYS be  
pleased to state :

(a) whether Government have any proposal under consideration to link by railway Berhampur with Bolangir in the state of Orissa; and

(b) if so, the progress made in this regard?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :  
(a) and (b). There is no proposal at present under consideration for construction of a railway line from Berhampur to Bolangir.

**भारतीय तेल निगम के एल० पी० जी० वितरक**

3977. श्री शिव नारायण सरसूनिया :  
क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय तेल निगम ने पूरे देश के लिए 385 एल० पी० जी० वितरक नियुक्त किये हैं ; और

(ख) इनमें से कितने वितरक अनुसूचित जातियों के हैं और इन जातियों से अधिक वितरकों की नियुक्ति के बारे में सरकार की क्या नीति है ?

पेट्रोलियम, रसायन और उर्बरक मंत्री  
(श्री हेमबती नन्धन बहुगुणा) : (क) मार्च, 1977 के अंत तक भारतीय तेल निगम (आई ओ सी) ने 449 एल० पी० जी० वितरकों की नियुक्ति की थी। मार्च, 1977 के अंत में इनकी संख्या 385 थी।

(ख) 1 जनवरी, 1974 से सरकार ने अनुसूचित जाति/जन जातियों के लोगों के

लिए आई ओ सी की कुल एल० पी० जी० एजेंसियों का 25% भाग का भारक्षय करने का निर्णय लिया था। 1-1-76 से 31-3-77 के दौरान 177 नियुक्ति पत्र जारी किये जा चुके थे। इनमें से 33 नियुक्ति पत्र वर्तमान उप एजेंसियों के स्तर को ऊपर उठाकर पूर्ण रूप से वितरक बनाने तथा 68 नियुक्ति पत्र महा निदेशक पुनर्वासि द्वारा अर्पण सुरक्षा कर्मकों, युद्ध में मारे गये सैनिकों की विधवाओं आदि के लिए भारक्षय स्कीम के अन्तर्गत मनोनीत व्यक्तियों के सम्बन्ध में जारी किये गये थे। शेष 71 में से क्रमशः 13 और 5 नियुक्ति पत्र अनुसूचित जाति और अनुसूचित जन जातियों के लोगों को जारी किये गये थे।

**पश्चिम बंगाल में डायमण्ड हारबर में तेल की खोज**

3978. श्री भागीरथ भवर : क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री बताने की कृपा करेंगे कि :

(क) क्या तेल तथा प्राकृतिक गैस आयोग ने डायमण्ड हारबर (पश्चिम बंगाल) में तेल की खोज के लिए कोई योजना बनाई है, यदि हाँ, तो उसकी रूपरेखा क्या है ;

(ख) क्या यह कार्य इस वर्ष मार्च महीने में आरम्भ होना था और क्या इस सम्बन्ध में देरी राजनीतिक कारणों से हुई ; और

(ग) पश्चिम बंगाल में उन अन्य क्षेत्रों के नाम क्या हैं जिनमें सरकार यह खुदाई कार्य कर रही है और इस पर कितनी लागत आने की सम्भावना है ?

पेट्रोलियम, रसायन और उर्बरक मंत्री  
(श्री हेमबती नन्धन बहुगुणा) : (क) और (ख). तेल तथा प्राकृतिक गैस आयोग डायमण्ड हारबर में 5500 मीटर की प्रायोजित गहराई तक एक कुंघा खोदने की योजना

बना रहा है। व्ययन स्थल पर रिग का निर्माण कर दिया गया है और सिविल निर्माण कार्य पूरा हो चुका है। बस्पाई तौर पर तेल तथा प्राकृतिक गैस आयोग की इस कुएं के व्ययन कार्य को करवरी 1977 में आरम्भ करने की योजना थी, परन्तु अब कुछ सामग्रियों का आयात करने के पश्चात् इस कुएं की अग्रस्त-सितम्बर 1977 में खोदे जाने की सम्भावना है। इस कार्य में किसी प्रकार की राजनैतिक विचारधारा के कारण विलम्ब नहीं हुआ है।

(ग) इस समय तेल तथा प्राकृतिक गैस आयोग मालसी संरचना में एक कुएं की खुदाई कर रहा है। इस कुएं को लागत लगभग 76 लाख रुपये होने की सम्भावना है।

**Shifting of Income Tax Appellate Tribunal from Cuttack to Calcutta**

3979. SHRI SARAT KAR:

SHRI S. KUNDU:

SHRI GOVINDA MUNDA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether an order has been issued to shift the Income-tax Appellate Tribunal from Cuttack to Calcutta;

(b) if so, why such an order had been issued in spite of the fact that the Tribunal has not only been helpful for the taxpayers of Orissa but also it has enhanced Government's revenue;

(c) whether Government have received any representation in this regard; and

(d) if so, action taken thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (d). For administrative considerations it was proposed as a temporary arrangement, that the Cuttack Bench may sit at Calcutta and come to Cuttack as and when required to dispose of the cases filed before the Cuttack Bench. Some representations were received. On consideration, the proposal is not being pursued.

**Award of Goods/Parcels Handling Contracts on Eastern and Northern Railways**

3980. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the details of Goods/Parcels handling contracts awarded to Railway Station Porters' Co-operative Labour Contract Society Ltd., Allahabad on Eastern and Northern Railway together with date of award of contracts during the last three years;

(b) the monthly valuation of each contract and also whether these contracts were awarded through negotiations or by open tenders; and

(c) whether the agreement executed by the Society contains a clause for payment of "Fair Wages" to the workers?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). A statement is attached.

(c) Yes.

**Statement**

*Details of Goods/Parcel Handling Contracts on Eastern and Northern Railways awarded to Railway Station Porters' Co-operative Labour Contract Society Ltd., Allahabad*

S. No.	Details of Goods and Parcels handling contracts	Period of contract	Monthly valuation of the contract	Whether contract awarded through negotiations and/or open tenders
Rs.				
1	2	3	4	5
<b>EASTERN RAILWAY</b>				
1	Parcels handling at Mughalsara	1-11-75 to 31-10-78	6839.46	Negotiations
2	Goods handling at Mughalsara	1-11-76 to 31-10-79	15,044.00	Negotiations

1	2	3	4	5
<b>NORTHERN RAILWAY</b>				
3	Parcel handling at Allahabad . . . . .	1-8-75 to 31-7-77	21,175.00	Negotiations
4	Parcel Handling of Moredabad Zone No. 1 (Hapur, Gujraula, Pilkhus, Amroha, Chandausi, Hardoi, Rampur, Sandila and Bulandshahr.)	8-6-77 to 7-6-79	16,525.00	Negotiations
5	Parcel Handling Moredabad Zone No. 4 (Dehradun, Harwar and Rishikesh) .	16-6-77 to 15-6-79	3,950.00	Negotiations
6	Goods Handling of Delhi Division on Zone No. 3 (from Ghaziabad to Saharanpur) . . . . .	1-7-76 to 30-6-78	12,750.00	Negotiations
7	Goods Handling of New Delhi Goods Shed . . . . .	1-2-77 to 31-1-79	23,450.00	Negotiations.

#### Recruitment of vendors and helpers on Railways

3981. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) what is the procedure regarding recruitment of vendors and helpers on the Railways;

(b) whether recruitments are made strictly in accordance with the procedure laid down by the Railway Administration;

(c) whether any seniority list of helpers who become eligible to be recruited as vendors and when the vacancy arises is maintained by the Railways;

(d) if not, the reasons therefor; and

(e) the number of vendors appointed on Allahabad Division out of turn and whether in such cases correct procedure was followed by the Officers?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) For the recruitment of vendors, applications are invited through Press Notifications and notices displayed at conspicuous places at railway stations. The applicants are then interviewed by a Selection Board consisting of two or more Assistant Officers. The competent authority on recommendation of the Selection Board, recruits the persons found most suitable as vendors. The vendors engage

their own helpers to assist them in their work and Railway Administration is not concerned with the recruitment of helpers.

(b) Yes.

(c) No.

(d) Since helpers are engaged by vendors themselves and not by the Railways, seniority list of helpers is not maintained.

(e) Twenty three persons were recruited as vendors on Allahabad Division on ad-hoc basis to conduct additional work pending selection by the Selection Board. A selection of vendors is in progress.

**दादर स्टेशन में चाय और अन्य वस्तुएं बेचने वाले ठेकेदार**

3982. श्री नबाब सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे के दादर स्टेशन में चाय और अन्य वस्तुएं बेचने वाले ठेकेदारों के नाम क्या हैं ;

(ख) इन व्यक्तियों की पहली बार कब ठेके दिये गये थे और उन व्यक्तियों के नाम क्या हैं जिन्हें गत दो वर्षों के दौरान इस स्टेशन पर चाय बेचने के लिये ठेके दिये गये थे ;

(ग) क्या गत दो वर्षों में इस स्टेशन पर ठेके देने के लिये धावेदन-पत्र आमंत्रित किये गये थे; और

(घ) यदि हाँ, तो धावेदन-पत्र प्रस्तुत करने वाले व्यक्तियों के नाम क्या हैं और उन व्यक्तियों के नाम क्या हैं जिनके धावेदन-पत्र मंजूर किये गये थे और ठेके दिये गये थे ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) (ख). अन्य रेलवे के दादर स्टेशन पर चाय और अन्य वस्तुएं बेचने वाले ठेकेदारों के नाम तथा तारीख, जब उन्हें पहली बार ठेके दिये गये थे उनका ध्योरा इस प्रकार है :—

कम संख्या: ठेकेदार का नाम तारीख, जब पहली बार ठेका आवंटित किया गया था

- |  |          |
|--|----------|
| 1. मेसर्स श्याम लाल एंड संस                        | 5-4-35   |
| 2. श्री एम० के० कश्यप                              | 1-6-63   |
| 3. केटरिंग एंड वेंडिंग कोम्पारेटिव सोसाइटी लिमिटेड | 10-11-72 |
| 4. श्री भोम प्रकाश जैन                             | 18-3-76  |

गत दो वर्षों के दौरान इस स्टेशन पर चाय की बिक्री के लिए कोई ठेका नहीं दिया गया था।

(ग) जुलाई, 1975 में दादर स्टेशन पर विविध वस्तुओं के ठेके के आवंटन के लिए टेंडर आमंत्रित किये गये थे।

(घ) निम्नलिखित व्यक्तियों ने टेंडर प्रस्तुत किये थे :—

1. श्री भोम प्रकाश जैन
2. मैसर्स एस० के० अग्रवाल एंड कं०
3. श्री के० एन० अग्रवाल
4. श्री एम० के० कश्यप
5. श्री धार० बी० अग्रवाल
6. श्री के० एस० नागोरी

श्री भोम प्रकाश जैन को जिन्होंने सबसे ऊंची बोली दी थी, ठेका दिया गया था।

मुरादाबाद-काशीपुर-हलद्वानी मीटर-गेज लाइन कोब डो लाइन में बदल जाना

3983. श्री महीलाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार मुरादाबाद-मीटर-काशीपुर-हलद्वानी मीटर गेज लाइन को बड़ी लाइन में बदलने का है; और

(ख) यदि हाँ, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) और (ख). लालकुर्मा से हलद्वानी तक एक समानान्तर बड़ी लाइन सहित मुरादाबाद-राम नगर और काशीपुर-लालकुर्मा लाइनों के भ्रामान परिवर्तन के काम अनुमोदित कार्य हैं और मुरादाबाद-रामनगर लाइन पर निर्माण कार्य शुरू किया जा चुका है। धन की कमी के कारण इन परियोजनाओं को पूरा करने के लिये कोई निश्चित तिथि तय करना संभव नहीं हो पाया है।

#### National Rayon Corporation

3984. SHRI RAMANAND TIWARY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to institute a judicial enquiry into the gross mismanagement of financial affairs of National Rayon Corporation; and

(b) if so, when will the commission of enquiry be constituted and what would be its composition

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir. The Company Law Board has already considered the matter and has appointed eight directors on the Board of the Company under sec. 408(1) of the Companies Act.

(b) Does not arise

भारतीय तेल निगम के मार्केटिंग तथा अन्य  
डिवीजनों में काम करने वाले कर्मचारी

3985. श्री महीलाल : क्या पेट्रोलियम,  
रसायन और उर्वरक मंत्री यह बताने  
की कृपा करेंगे कि :

(क) दिल्ली नई दिल्ली स्थित भारतीय  
तेल निगम के मार्केटिंग डिवीजन, रिफाइनरी  
डिवीजन तथा चैयरमैन के कार्यालय में भ्रमण-  
भ्रमण श्रेणीवार तथा पदनाम-वार कुल कितने  
कर्मचारी एवं अधिकारी हैं ;

(ख) उनमें से अनुसूचित जाति तथा  
अनुसूचित जनजाति के कितने-कितने कर्म-  
चारी हैं और उनको प्रतिशतता क्या है ;

(ग) क्या नई दिल्ली, दिल्ली स्थित  
भारतीय तेल निगम के उपरोक्त तीनों डिवीजन  
में अनुसूचित जाति तथा अनुसूचित जनजाति  
के व्यक्तियों के लिये भारीभट्ट कोटा पूरा भर  
लिया है और यदि नहीं तो इसके क्या कारण  
हैं ;

(घ) क्या इन कार्यालयों में काम करने  
वाले अनुसूचित जाति तथा अनुसूचित जन  
जाति के कुछ व्यक्तियों ने अपनी पदोन्नति  
के लिये अभ्यावेदन दिये हैं ; और

(ङ) यदि हां, तो पदोन्नतियों में  
भारक्षण के प्रावधानों को ध्यान में रखते  
हुए सरकार ने उनके अभ्यावेदनों पर अब  
क्या कार्यवाही की है ?

पेट्रोलियम; रसायन और उर्वरक मंत्री

(श्री हेमवती लाल बहुगुणा) :

(क) से (ङ) अपेक्षित सूचना एकत्र की जा  
रही है तथा यथा समय सभा पटल पर  
रख दी जायेगी ।

#### Reduction in the prices of Drugs

3986. SHRI ANANT DAVE: Will the  
Minister of PETROLEUM, CHE-  
MICALS AND FERTILIZERS be plea-  
sed to state:

(a) the extent of response by the drug  
manufacturing industry towards his ad-  
vice for reducing the prices of drugs;

(b) the extent to which the prices have  
been reduced after the drug industry had  
assured their co-operation to the advice  
of the Minister; and

(c) the further steps proposed to be  
taken to ensure quick reduction in prices  
of drugs to give benefits to the poor  
people ?

THE MINISTER OF PETROLEUM,  
CHEMICALS AND FERTI-  
LIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Government's keen desire to  
ensure that the shortage of drugs do not  
occur and that prices are brought down  
was conveyed to the Associations of Phar-  
maceutical Industry in a meeting held on  
20-4-1977. The representatives of the  
industry appreciated Government's con-  
cern and offered whole-hearted co-ope-  
ration in achieving this desire. No offer for  
voluntary reduction of prices or sequent  
to the meeting has been received so  
far.

(c) Prices of certain bulk drugs im-  
ported by State Chemicals & Pharma-  
ceutical Corporation of India Ltd. as well as  
those produced in the country were re-  
duced during the year 1976-77. A State-  
ment I showing such reduction in prices  
is attached. In public interest Government  
have exempted 12 m relife saving  
drugs and medicines (list at Statement-  
II) from the payment of the whole of the  
duty, of customs including the additional  
duty, if any, leviable thereon under the  
Customs Tariff Act, 1975, with effect  
from 11th December, 1976. The con-  
sumers are since then enjoying the benefit  
of exemption from custom duty on these  
life saving drugs and medicines.

Government also reduced excise duty  
on patent or proprietary medicines or in-  
taining the following bulk drugs from 12½  
per cent to 2½ per cent with effect from  
10th May, 1977:—

- (i) Chloroquin Phosphate
- (ii) Amodiaquin
- (iii) Clofazimine
- (iv) Tolbutamide (Oral anti-diabe-  
tic)
- (v) Metronidazole
- (vi) Diethyl Carbamazepine Citrate
- (vii) Piperazine and its salts
- (viii) Rifampicin
- (ix) Tetracycline Hydrochloride.

Reduction of excise duty will have an  
effect towards reducing the prices of  
formulations and the benefit will be

passed on to the consumers as soon as the revised excise duty is levied on the new batches cleared by the excise authorities. Ministry of Finance have also constituted Indirect Taxation Enquiry Committee which is looking into the indirect taxes on all the commodities including drugs and medicines. Custom duty on bulk drugs, finished medicines

and drug intermediates will also fall within the scope of study by the said Committee.

The Committee on Drugs and Pharmaceutical Industry (Hathi Committee) in their report had made several recommendations in regard to the rationalisation of prices of drugs. Government is likely to take a decision on the recommendations of the Committee shortly.

### Statement-I

#### Reduction in prices of Bulk Drugs

S. No.	Name of the Drug	(Rs./ Kg.)	
		Earlier Prices	Present Prices
1	Ampicillin Anhydrous . . . . .	1952.76	1540.00 (from 1-8-76)
2	Ampicillin Sodium . . . . .	2121.55	1300.00 (from 1-8-76)
3	Ampicillin Trihydrate . . . . .	1427.65	1213.05 (from 1-8-76)
4	Chloramphenicol Powder . . . . .	562.42	524.60 (from 1-8-76)
	(Pooled Price)		
5	Erythromycin Stearate . . . . .	1481.50	1300.00 (from 1-8-76)
6	Analgin . . . . .	175.02	155.30 (from 31-7-76)
	(Pooled Price)		
7	Paracetamol Plain . . . . .	276.11	172.81 (from 31-7-76)
	(Pooled Price)		
8	Nicotine . . . . .	410.00	244.02 (from 24-7-76)
9	Xylometazoline/Lignocaine . . . . .	296.00	281.00 (from 4-9-76)
10	Oxytetracycline . . . . .	950/1000 (i)	729.00 for sale to others.
			(ii) 749.00 for sale to others.
			(from 8-9-76)
11	Diloxanide Furoate . . . . .	666.67	450.00 (from 10-9-76)
12	Tartaric Acid . . . . .	29.00	20.89 (from 10-1-76)
13	Tetracycline Hol. . . . .	850.00	650.00 (from 10-9-76)

### Statement-II

Additional list of saving Drugs and Medicines exempted from whole of duty of Customs including additional duty if any leviable thereon under the Customs Tariff Act, 1975 (51 of 1975).

(1) Amantadine Hydrochloride capsules.

(2) Potassium P-Aminobenzoate/Caps.

(3) Sodium Cromoglycate Spincaps & Cartridges.

(4) Solution of Nucleotides and Nucleosides for Inj.

(5) Carbidopa with Levodopa Tab./Caps.

(6) Beclamide Tab.

(7) Levodopa with Benserazide Tab./Caps.

(8) Specific Desensitizing Vaccine.

(9) Salbutamol Sulphate (T.b.)

(10) Desferrioxamine Mesylate.

(11) Halothane liquid.

(12) Injectable methylprednisolone."

### माल पासल कुलियों की मजूरी का भुगतान

3987. श्री जगदम्बी प्रसाद पाण्डे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मुगल सराय, नई दिल्ली, हावड़ा और कानपुर स्टेशनों पर माल एवं पासल चढ़ाने-उतारने वाले कुलियों को किन किन दरों पर मजूरी का भुगतान किया जाता है और क्या ये दरें सरकार द्वारा निर्धारित दरों के बराबर हैं, और ;

(ख) सरकार उचित मजूरी की दरों के भुगतान के बारे में क्या कार्यवाही कर रही है और न्यूनतम निर्धारित दरों पर उन्हें मजूरी का भुगतान करने के लिये क्या कार्यवाही करने का विचार है ?

रेल मंत्री (श्री० मधु बंडोपत) : (क) और (ख). माल और पासल भारिकों को जिन दरों पर मजूरी दी जाती है, वे इस प्रकार हैं :—

#### (i). मुगलसराय माल और पासल

स्टेशन पोर्टर्स सहकारी श्रम ठेका समिति लि०, इलाहाबाद को प्रतिदिन प्रति व्यक्ति 4/- रुपये की दर पर। इसके अतिरिक्त ऊपरी प्रभार के रूप में 10 प्रतिशत और बोनस के रूप में 4 प्रतिशत भत्ता स्वीकार्य है।

#### (ii) नयी दिल्ली स्टेशन

नई दिल्ली रेलवे स्टेशन पर पासल भारिक रेल कर्मचारी हैं और उन्हें 196-3-220-4-232 रु० वेतनमान के अलावा महंगाई और अन्य भत्ते दिये जाते हैं।

माल भारिकों को भुगतान माल उतारने-चढ़ाने के ठेकेदारों द्वारा किया जाता है और यह भुगतान प्रत्येक श्रमिक द्वारा किए गये काम के आधार पर होता है। यह भुगतान

ग्राम तौर पर प्रति व्यक्ति प्रति माह 180 रु० में 250 रु० के बीच रहता है।

#### (iii) हावड़ा स्टेशन

माल भारिकों को भुगतान माल उतारने चढ़ाने के ठेकेदारों द्वारा किया जाता है और यह भुगतान प्रति व्यक्ति प्रति माह 150 से 170 रु० के बीच होता है।

हावड़ा में पासल भारिकों को प्रति व्यक्ति प्रति माह 52.50 रुपये दिये जाते हैं। पासल उतारने चढ़ाने का काम मुख्यतः मेल और एक्सप्रेस गाड़ियों के आने-जाने के समय करना होता है। इसलिए, इन भारिकों को ठेकेदार पूरे समय के लिए नियुक्त नहीं करते और जब ये भारिक ठेकेदार के पास काम नहीं कर रहे होते, तब ये अन्य व्यापारियों के पास काम कर लेते हैं।

#### (iv) कानपुर स्टेशन

इस स्टेशन पर माल और पासल भारिकों को प्रति व्यक्ति प्रति दिन 5.30 रुपये की दर से भुगतान किया जाता है।

वृत्तिक भारिकों को यथोचित मजूरी दी जा रही है, इसलिए इस सम्बन्ध में कोई कार्रवाई करने का प्रश्न नहीं उठता।

#### बिरासत के आधार पर चयन

3988. श्री महावीर सिंह शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे सेवाओं में चयन गुण-गुण के आधार पर न होकर बिरासत के आधार पर होता है ; और

(ख) यदि हाँ, तो वर्ष 1975-76 के दौरान इस आधार पर कितने व्यक्ति चुने गये ?

रेल मंत्री (श्री० मधु बंडोपत) : (क) जी नहीं।

(ख) प्रश्न नहीं उठता :



रास्ते में कम हो जाने वाले माल के लिए मुआवजा

3989. श्री महावीरक सिंह शास्त्र :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1975-76 के दौरान ऐसे कितने व्यापारियों को मुआवजा दिया गया जिनका माल रास्ते में कम हो गया था ; और

(ख) क्या उत्तर प्रदेश के ऐटा जिले से भी इस आशय की शिकायत प्राप्त हुई थी और यदि हां, तो उस पर की गई कार्यवाही का व्योरा क्या है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) वर्ष 1975-76 के दौरान 2,69,674 दावे निबटाए गए थे जिनमें 15 26 करोड़ रुपये का भुगतान करना पड़ा ।

(ख) उत्तर रेलवे दावा कार्यालय में रिकार्डों की जांच की गयी थी और यह पाया गया था कि बोंडामुडा से ऐटा के लिए दिनांक 31-12-75 को बीजक सं० 27, रेलवे रसीद सं० 599255 के अन्तर्गत बूक किये गये माल डिब्बा सं० एस ई 54877 में कोयले की कम प्राप्ति के लिए मेसर्स राम त्रिकेटिंग उद्योग, ऐटा से 9371.50 रुपये के लिए दावा प्राप्त हुआ था ।

उपर्युक्त रेलवे रसीद के अन्तर्गत चार माल डिब्बे बूक किए गए थे जिनमें से उपरोक्त एक माल डिब्बे के मामले में परेयिती ने उसे दुबारा लौलने के लिए अनुरोध किया था । इस मामले में कोयला मालिक की जोखिम पर बूक किया गया था और परिवहन में किसी नुकसान के लिए रेलवे तब तक देनदार नहीं है जब तक रेलवे की लापरवाही या कदाचार का मामला सिद्ध न हो जाए । अतः दुबारा लौलने के लिए अनुमति नहीं दी गयी ।

परेयण की वीथी सुपुर्वगी के लिए मंडल अधीक्षक, उत्तर रेलवे, इलाहाबाद को अनु-

देश जारी किये गये हैं । परेयिती द्वारा सुपुर्वगी लेने के बाद ही दावे पर विचार किया जा सकता है ।

आगरा कानपुर रेलगाड़ियों में डकैतियों

3990. श्री महावीरक सिंह शास्त्र :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1975-77 के दौरान पूर्वोत्तर रेलवे में आगरा-कानपुर गाड़ियों में कितनी डकैतियां पडी ;

(ख) इस सम्बन्ध में कितने व्यक्ति गिरफ्तार किए गए ; और

(ग) उक्त घटनाओं की पुनरावृत्ति रोकने के लिए सरकार ने क्या कार्यवाही की है ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) वर्ष 1975, 1976 और 1977 (30 जून तक) के दौरान डकैती की 34 घटनाएं हुई ।

(ख) 17 ।

(ग) यह कानून और व्यवस्था की समस्या है अतएव रात में चलने वाली सवारी गाड़ियों की मार्ग रक्षा के लिए राज्य पुलिस सरकारी रेलवे पुलिस के अधिकारियों को तैनात करती है । इन मामलों में जांच-पड़ताल की गयी थी । रात में चलने वाली सवारी गाड़ियों में सखी बोशक वाले पुलिस कर्मचारियों को तैनात किया जा रहा है । पुलिस को रेलवे सुरक्षा बल की सहायता भी दी जाती है ।

**Priority for New Railway Lines and conversion of Metre Gauge to Broad Gauge Lines in Backward Areas**

3991. SHRINIHAR LASKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether railways have decided to give priority for new lines to be set up and conversion of metre gauge to broad gauge in the backward areas;

(b) if so, whether the areas have been selected; and

(c) if so, the names of the areas and the States in which this will be done during the current year?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :**  
(a) The Ministry of Railways is aware of the need of constructing new railway lines and carrying out conversion of metre gauge lines to broad gauge in backward areas and this is given due consideration while taking decisions about new projects.

(b) Railways are guided by the respective State Governments in deciding whether an area is backward.

(c) A statement showing new lines and gauge conversion projects which will be in progress or will be taken up in the current financial year is laid on the Table of the House. [placed in Library See No. LT 750/77].

#### **Forced Opening of Gate at Asavati**

3992. **CHAUDHARI HARI RAM MAKKASAR :** Will the Minister of RAILWAYS be pleased to state :

(a) whether on 17-6-77 at about 7:40 A.M. when two trains i.e. 124 Up and 367 Down were very near to Asavati Station of Central Railway some cartmen of the village came to the Cabin and forced the Cabin man to open the gate;

(b) whether on his refusal they abused him and threw stones on him;

(c) whether when the matter was brought to the notice of the Station Master, he tore out the written complaint and refused to take any action in the matter; and

(d) the action Government propose to take in the matter?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :**  
(a) to (d). Information is being collected and will be laid on the table of the Sabha.

#### **Over-stay of Station Master at a Station (Central Railway)**

3993. **CHAUDHARI HARI RAM MAKKASAR :** Will the Minister of RAILWAYS be pleased to state :

(a) whether a Station Master once posted at a railway station of Central Railway is never transferred to any other station;

(b) if the reply to part (a) is in negative, the reasons of staying for a very long time of the Station Master at Asavati station of Central Railway; and

(c) if so, the action Government propose to take in the matter?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :**

(a) No.

(b) The Station Master at Asavati has been working there since 1968 and his working has been found to be satisfactory giving no ground for his transfer from there.

(c) Does not arise.

#### **Names of the Companies manufacturing Pesticides**

3994. **SHRI AHMED M. PATEL :** Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state the names of the companies which are manufacturing pesticides in the country?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :**  
A statement is attached.

#### **Statement**

*Name of the Manufacturer in the organised sector Item of technical Pesticides manufactured*

1 Hindustan Insecticides Ltd., Delhi	D.D.T, B.H.C.
2 Hindustan Organic Chemicals, Rasayani	B.H.C.
3 Mico Farm Chemicals Ltd., Madras	B.H.C.
4 Alkali & Chemicals Corporation, Calcutta	B.H.C., Thiram, Thio Carbamates.
5 Pesticides & Brewera Ltd., Bombay	B.H.C., Malathion, Zinc Phosphide

1	2
6 Tata Chemicals Ltd., Mithapur]	B.H.C., Methyl Bromide Ethylene Dibromide, Copper Oxychloride.
7 Excel Industries Ltd., Bombay	Malathion, Aluminium phosphide, Ethylene Dibromide, Thiram, Thiocarbamates, Zinc phosphide Organo mercurials, Alpha Naphthalene Acetic acid
8 Doleira India Ltd., Bombay	Aluminium Phosphide
9 Kenoria Chemicals & Industries Ltd., Calcutta	B.H.C.
10 Giba Geigy of India Ltd., Bombay	Phosphamidon, DDVP and DD Carbamate
11 Rallis India Ltd., Bombay	Dimethoate, Fenitrothion.
12 Beyer India Ltd., Bombay]	Parathion, thiram, Thiocarbamates, Metasystox, Fenitrothion.
13 Cyanamid India Ltd., Bombay.	Malathion, Fenitrothion
14 Sandoz India Ltd., Bombay	Quinalphos.
15 Travancore Chemicals Manufacturing Company, Alwaye	Copper Oxychloride.
16 Bharat Pulvering Mills Ltd., Bombay	Aluminium Phosphide, Nickel Chloride, Zinc Phosphide, 2-4D.
17 Indofil Chemicals Ltd., Bombay	Dithane, Stom & Tok
18 Agromore Ltd., Bangalore	2-4-D-, Ratadin
19 Pesticides India, Udaipur	Malathion
20 Atul Products, Atul.	2-4-D
21 Nichochem (Private) Ltd., Baroda	Nicotine Sulphate.
22 Kriti Chemicals, Bombay.	Copper Oxychloride, Zinc Phosphide
23 Dharamsi Moorarji Chemicals, Ahmedabad	Azinphosmethyl Sulphamate.
24 Boots Pure Drugs Company, Bombay	Copper Oxychloride

#### Implementation of Scheme on Legal Aid to the Poor

3995. SHRI PRASANNNARAI MEHTA :

DR. HENRY AUSTIN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Union Government have asked the State Governments to implement the Scheme on legal aid to poor;

(b) how many States have so far implemented the Scheme;

(c) whether Kerala is the first State where steps have been taken for providing legal aid to poor; and

(d) what kind of assistance is being given to them ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) No, Sir. However Government has circulated to all State Governments copies of the report of the Committee headed by Justice V.R. Krishna Iyer, which formulated a comprehensive legal aid scheme. Later it was considered by Government that the establishment of a

comprehensive legal service programme should be further considered and a two-man committee consisting of Justice P.N. Bhagwati and Justice V.R. Krishna Iyer was appointed for that purpose in May, 1976. That Committee is expected to submit its report shortly.

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

(c) The Kerala State formulated a scheme for legal aid to the poor in 1957 which was modified in 1958. We are not aware of any similar scheme having been brought into force in any other State earlier.

**Mail connection between Digha and Calcutta via Kharagpur**

3996. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether representation has been made to the Railway Minister for connecting Digha the only sea-beach tourist centre in West Bengal, with Calcutta via Kharagpur;

(b) if so, the reaction of Government thereabout;

(c) whether Government will ask the authorities concerned for preparing a feasibility report of such small extension of railway line;

(d) whether such feasibility report will enable the Government for speedy implementation of the Scheme, when it is finally approved; and

(e) if so, the steps proposed by the Government?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :**  
(a) Yes.

(b) to (e). No survey for construction of railway line between Digha and Calcutta via Kharagpur has been carried out and the project is not under consideration at present on account of paucity of resources.

**Research Paper Published by the Central Fuel Research Institute**

3997. SHRI SAMAR GUHA : Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether attention of Government was drawn to the research paper published by Central Fuel Research Institute, Dhanbad on "Techno-Economic aspect of the Production of Synthetic Ammonia" before schemes for coal-based fertilizer plants i.e. of Talcher, Ramagundam and Korba were finalised;

(b) whether Koppers-Totzek Process will be followed by these plants for gasification of dust coal;

(c) whether the above CFRI paper showed that pressure gasification technique (Lurgi Process) is more economical;

(d) whether in one of the above proposed fertilizer plants Lurgi process of gasification of coal would be adopted on an experimental basis; and

(e) whether an Experts Committee will be set up to consult CFRI to ascertain the comparative economic and technical aspects of Lurgi process and Koppers-Totzek process?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :** (a) to (e). At the time of decision on the coal-based fertilizers plants, CFRI's association was only related to pilot plant work based on Lurgi process. However, before deciding on the adoption of the proper process technology for the new coal-based fertilizer plant, a group was set up to conduct a study of the techno-economic aspects of the technology and the working of the then existing coal-based plants. The group visited Turkey, West Germany, Spain and the U.K. and held discussion on different processes and systems of coal gasification. The group studied in depth three principal process, viz., Lurgi High Pressure fixed bed gasification, Winkler Fluidized bed gasification and Koppers Totzek entrained or-current dust gasification and recommended the Koppers process after taking into consideration :

(a) Its eminent suitability for straight one step production of raw synthesis gas,

(b) Its ready adaptability to a variety of solid fuels with varying caking characteristics, ash contents and ash melting points,

(c) Its simplicity for construction as well as maintenance; and

(d) General Satisfaction expressed by the process users on the performance of such plants.

As the coal based plants at Ramagundam and Talcher are at an advanced stage of implementation, the question of adopting the Lurgi process even on an experimental basis at this stage does not arise. However, while planning additional fertilizer capacity and deciding on the process to be adopted there,

experience of the operation of the Kopper Totzek process and the developments in other processes available would be given due consideration.

#### Construction of Fly-Over Bridges near Sealdah Station

3998. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether traffic break-down before the approach of Sealdah Station of Calcutta is a very frequent feature in the heavily trafficked area of Calcutta;

(b) whether very frequent jamming before Sealdah Station leads to break-down of traffic in other adjoining area of Calcutta as well;

(c) whether this Ministry has taken any steps for setting up of fly-over bridges over the main roads approaching Sealdah; and

(d) whether Government propose to ask the State Government to prepare a joint scheme with the Railway Ministry for constructing such fly-over bridges in an effort to relieve frequent street congestions and traffic jamming around Sealdah Station of Calcutta?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :** (a) to (d) : Although road traffic in Sealdah Station area is reported to be heavy and occasionally for various reasons traffic jams do occur, the Railway Ministry is not directly concerned with regulation of road traffic on Calcutta Roads. The Subject has, however, been under consideration with the West Bengal State Government/CMDA. The CMDA have already drawn up a joint scheme with the Railways for relieving congestion in traffic jam on roads leading to Sealdah Railway Station and the works have been taken on hand.

#### Dining Car/Pantry for Delhi-Ahmedabad Express

3999. SHRI D.D. DESAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether he is aware that passengers on the Delhi-Ahmedabad Express are put to great inconvenience due to absence of dining car/pantry in the train; and

(b) if so, what steps he is taking to help the passengers of this train?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :** (a) No complaints of inconvenience to passengers travelling by Delhi-Ahmedabad Express due to absence of Dining/Pantry Cars on this train have been received. Adequate catering facilities from static units en route have been provided to serve the passengers travelling by this train.

(b) Does not arise.

#### MRTD Commission's enquiry about increase in assets of large industrial Houses

4000. SHRI D. B. CHANDRE GOWDA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Monopolies and Restrictive Trade Practices Commission has made any enquiry as to the substantial increase in the assets of the large industrial houses in the years 1974-75 and whether any report has been submitted to Government in this regard; and

(b) if so, what are the findings of the Commission?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) :** (a) and (b). The Monopolies and Restrictive Trade Practices Commission has not made any general enquiry regarding substantial increase in the assets of the large industrial houses and no such report has been given to Central Government.

#### Requirement and allocation of budget for underground Railway in Calcutta

4001. SHRI C.K. CHANDRAPAN : SHRI P. K. KODIYAN

Will the Minister of RAILWAYS be pleased to state :

(a) whether the allocation made in the current year's budget for construction of Underground Railway in Calcutta is inadequate;

(b) if so, what is the allocation and the actual requirement;

(c) what is the progress so far made; and

(d) when is it likely to be commissioned?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :** (a) The allocation was marginally inadequate.

(b) Rs. 8.63 crores have been allocated in the current year's budget for construction of underground railway in Calcutta as against the Rs. 3.16 crore originally furnished of 11 crores.

(c) The overall upto date progress of construction work is 11.0. Work is now in progress on many sections.

(d) The work can be completed by 1996 subject to availability of resources.

जबल रोड स्टेशन पर से कतरनिया  
घाट तक रेलवे लाइन

4002. श्री श्रीम प्रकाश त्यागी :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि उत्तर प्रदेश में बहराइच जिला प्राकृतिक संसाधनों की दृष्टि से सम्पन्न होते हुए भी परिवहन सुविधाओं के अभाव के कारण पिछड़ा हुआ है ; और

(ख) यदि हां, तो क्या सरकार का विचार जरबल रोड रेलवे स्टेशन से बहराइच, जिनगा होनी हुई कतरनिया घाट तक रेलवे लाइन बिछाने का है ताकि यह पिछड़ा क्षेत्र समृद्ध हो जाये ?

रेल मंत्री (श्री० मधु बंडवले) : (क) और (ख). देश के पिछड़े क्षेत्रों में, जिसमें उत्तर प्रदेश का बहराइच जिला भी शामिल है, नयी रेलवे लाइनों के निर्माण की आवश्यकता के सम्बन्ध में सरकार को जानकारी है। लेकिन, संसाधनों की कमी को देखते हुए, जरबल रोड से कतरनिया घाट तक प्रस्तावित नयी रेलवे लाइन के निर्माण के सम्बन्ध में विचार करना किलहाल सम्भव न होगा।

एलोपैथिक एवं आयुर्वेदिक दवाइयों बनाने में  
पूंजी लगाया जाना

4003. श्री श्रीम प्रकाश त्यागी :  
क्या वैद्युतियल तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार ने एलोपैथिक और आयुर्वेदिक दवाइयों के निर्माण में अलग-अलग, कितनी पूंजी खर्चाई हुई है ;

(ख) दोनों विभागों द्वारा कितनी नई दवाइयों की खोज या निर्माण किया गया ; और

(ग) आयुर्वेदिक दवाइयों के निर्माण को प्रोत्साहित करने के लिये सरकार द्वारा क्या नय पग उठाया जा रहे हैं।

वैद्युतियल, रसायन और उर्बरक मंत्री (श्री हेमवती लाल बहुगुणा) (क) एलोपैथिक औषधियों के निर्माण में लगी हुई सरकारी क्षेत्रीय के दो उपक्रमों, अर्थात् इण्डियन ड्रग्स एण्ड फार्मास्यूटिकल्स लि० और हिन्दुस्तान एंटीबायोटिक्स लि० का साक्ष्य पूंजी में निवेश 31 मार्च 1977 को क्रमशः 45.80 करोड़ रुपये और 4.22 करोड़ रुपये था। एलोपैथिक और आयुर्वेदिक दवाइयों का निर्माण करने वाले अन्य सरकारी एकाई में निवेश के बारे में सूचना एकत्र की जा रही है और अलग से भेजी जायेगी।

(ख) हिन्दुस्तान एंटीबायोटिक्स लि० ने निम्नलिखित एलोपैथिक दवाइयों का आविष्कार किया है :—

हेमाइसीन  
डी-अमोस्टारिन  
एरियोपीजन  
एंटीबायोटिन

अन्य संयंत्रों द्वारा खोजी गई दवाइयों के बारे में सूचना एकत्र की जा रही है और अलग से भेजी जायेगी।

(ग) सूचना एकत्र की जा रही है और अलग से भेजी जायेगी।

Companies indicted for violation of  
M.R.T.P. Act

4004. SHRI SAUGATA ROY : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) how many companies were indicted by the Monopolies and Restrictive Trade Practices Commission for violating M. R. T.P. Act during the last two years and

(b) what action has been taken against them?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) and (b). No case of violation of the MRTP Act has come to the notice of the Monopolies and Restrictive Trade Practices Commission and hence the question of indictment of any company by the Commission has not arisen.

#### **Allotment of new Burmah Gas Agencies in the Capital**

4005. SHRI ANANT DAVE : Will THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state :

(a) the number and names of new agencies/sub-agencies set up for the dis-

tribution of Burmah cooking gas in the capital during 1976 and 1977 upto 30-6-1977 along with their locations; and

(b) the dates when they were set up and the areas covered by each of them?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) and (b) No new agencies/sub-agencies for the distribution of Burmah cooking gas in the capital were set up during 1976 and 1977 upto 30-6-77, except that 11 sub-agencies were made full-fledged distributors by Bharat Refineries Limited between December 1976 and April 1977. At present Bharat Refineries Limited has got 12 domestic cooking gas distributors in Delhi. Names of these firms and the areas covered by them are shown in the attached Statement.

#### **Statement**

#### **List of LPG Agents**

<i>Sl. No. Name and address of the Agent</i>	<i>Area of Operation</i>
1 M/s Allied Gas Services, 60, Najafgarh Road Industrial Area, New Delhi-110015.	Khan Market, Pandara Road, Ravinder Nagar, Old & New Rajinder Nagar, Karolbagh Area, Rohatkar Road, Paharganj, Connaught Place Area, India Gate Area, Gole Market, Jhandewalan.
2 M/s. Deepak Gas Service, 18/32, East Patel Nagar Market, New Delhi-110008.	East/West Patel Nagar, Pusa Institute, Ranjit Nagar, Baljeet Nagar, Inderpuri.
3 M/s Ashoka Stores, M-10, Greater Kailash-I Market, New Delhi-110048.	Greater Kailash I & II, Kailash Colony, Rakesh, Madangiri, Bengali Colony, Okhla Industrial Estate.
4 M/s. Rahul Agencies, 3/15, Jurgapura Extn. Market, New Delhi-110024	Sunder Nagar, Mathura Road, Nizamuddin, Maharani Bagh, Golf Links, Friends Colony, Jurgapura, Laxmi Nagar I & II.
5 M/s. Jawal Agencies, 26, Defence Colony Market, New Delhi-110024.	Defence Colony, South Extn. I & II, Sewa Nagar.
6 M/s Umika Agencies, A/13A, Ring Road, Rajouri Garden Market, New Delhi-110027.	Rajouri Garden, Ashok Nagar, Fatch Nagar & Hari Nagar etc., Naraina, DDA Colony, Ramesh Nagar, Kirti Nagar, Mansarovar Gardens, Rattan Park, Sudarshan Park, Raja Garden, Punjabi Bagh, Shivaji Park, Madipur, Shakurbasti, Tilak Nagar, Vishnu Garden, Meenakshi Garden, Sham Nagar, Chand Nagar, Janakpuri, Uttam Nagar, etc.
7 M/s. Modern Confectioneries, 34/E, Kamla Nagar Market, New Delhi-110007.	Kamla Nagar, University Area, R.C.P. Nagar, Model Town, Shakti Nagar, Mathura, Subzimandi, etc., Kingsway Camp, Timarpur.
8 M/s. Satish & Co., C-2, Hauz Khas, New Delhi-110016.	Green Park, Hauz Khas, Mehrauli, Malviya Nagar, Swami Nagar, Anand Lok, Gulmohar Park & Panch Sheel.

SI No. Name and Address of the agent	Area of Operation
9 M/s. Raman Gas Service, 7, Bazar Market, Moti Bagh-I, New Delhi-110021.	Moti Bagh I & II, Chanakyaपुरी, Anand & Shanti Nishat, Vasant Vihar, Sarwan Place, Delhi Cantt.
20 M/s. Ruchika Agencies, 51-B, Laxmi Bai Nagar Market, New Delhi-110023.	Laxmi Bai Nagar, Sarojni Nagar, Kidwai Nagar, R.K. Puram, Lodhi Colony, Mayapuri Nagar.
11 M/s. United Agencies, 3579, Netaji Subhash Marg, Daryaganj, Delhi-110002.	Daryaganj, Ajmere Gate, Ghandni Chowk, Sitaram Bazar, Jama Masjid, Lal Qila, Nai Sarak, Shahdara.
12 M/s. Khers Gas Service, 11, Roshanara Road, Delhi-110007.	Roshanara Road, Subzimandi, Tis Hazari, Sarai Rohilla, Shastri Nagar, Daya- besti, Motia Khan, Alipur Road, Kash- mere Gate.

#### Explosion in goods train near Ahmedabad City

4006. SHRI ANANT DAVE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there was a big explosion in a goods train and its 19 bogies were derailed while it was passing through Naranpur, a crossing near Ahmedabad city ;

(b) whether there was any motivated act behind it ;

(c) the loss suffered by Railways due to this accident ; and

(d) whether any injury was caused to any person or damage done to private property ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) There was no explosion in a goods train near Ahmedabad City. Derailed of 13 wagons of shunting goods train No. 657 Up on 19-6-1977 between Gandhinagar and Saharmati Railway Stations on Botad Saharmati Metre Gauge Section of Bhavnagar Division was not due to any explosion.

(b) No.

(c) Cost of damage to Railway Property due to derailment on 19-6-1977 was Rs. 65,000/- approximately.

(d) No injury was caused to any person. Cost of damage to goods was Rs. 3000/- approximately.

#### Off-shore oil exploration in Kutch Area

4007. SHRI ANANT DAVE : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether off-shore exploration in Kutch area has yielded any promising result from one exploratory well ;

(b) whether any decision for further exploration in that area has been taken ; and

(c) if so, the progress achieved in this regard ?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H.N. BHARGAVA) : (a) No, Sir.

(b) and (c) No, Sir. The results of the surveys carried out and of the well drilled in this area are being evaluated by the ONGC on which would depend the question of further oil exploration there.

बम्हार विभाग (पूर्वोत्तर रेलवे) में वर्षों का जरा जाला

4008. श्री हरिकेश बम्हार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के बम्हार-विभाग के विभिन्न डिपों में अनेक वर्षों के जल कल न जरे जाने के क्या कारण हैं ; और

(ख) इन वर्षों को कब तक जरा जायेगा ?



(क) रेल मंत्री (श्री० मधु बंडोले) : (क) और (ख). सामग्री लिपिकों के दो पवों और टिनस्मिच के एक पव की पात्र कर्मचारियों की वसोद्वर्ति कर के भरने के लिए कार्रवाई की जा रही है। इसके अलावा 260—400 रु० के बेतनमान में लिपिकों की नौरिक्तियाँ हैं जिन्हें रेल सेवा आयोग से इस सम्बन्ध में पैनल प्राप्त होने पर भर दिया जायेगा।

10-15 वर्षों से एक ही स्टेशन पर काम करने वाले डाक्टर

4009. श्री हरिकेश बहादुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के गोरखपुर स्थित मेडिकल विभाग के कुछ डाक्टर गत 10 से 15 वर्षों से एक ही स्थान पर कार्य कर रहे हैं जबकि कुछ डाक्टरों का गत तीन वर्षों में तीन बार स्थानान्तरण हुआ है ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ;

(ग) क्या मेडिकल विभाग द्वारा स्थानान्तरण के लिए जो विकल्प मांगा जाता है उस पर तबिक भी ध्यान नहीं दिया जाता और डाक्टरों को वह कार्य नहीं सौंपा जाता जिस में उन्होंने विशेष योग्यता प्राप्त कर रखी है ; और

(घ) यदि हाँ, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री० मधु बंडोले) : (क) जी हाँ, गोरखपुर के रेलवे अस्पताल में पाँच डाक्टर 10 वर्ष से अधिक समय से कार्य कर रहे हैं। कोई भी डाक्टर तीन वर्ष में तीन बार स्थानान्तरित नहीं किया गया है।

(ख) किसी एक स्टेशन पर रेलवे डाक्टरों के टिकने की कोई अनन्य अवधि निर्धारित नहीं की गयी है। स्थानान्तरण

समय-समय पर प्रशासनिक आवश्यकताओं को धृष्टि में रख कर किये जाते हैं ?

(ग) और (घ). स्थानान्तरण का आदेश देते समय डाक्टरों के अनुसूचों का ध्यान रखा जाता है। कुछ ऐसे मामलों को छोड़कर जिनमें परिस्थितिवश विशेषतः आवश्यक हों, डाक्टरों की आमतौर पर उनके विशेष विषय के अनुरूप काम सौंपा जाता है।

रेलवे कैंटीन द्वारा चाय देने के लिए प्रयोग में लाये जाने वाले प्याले

4010. श्री हरिकेश बहादुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे कैंटीन में दो साइज के प्याले हैं जिसमें एक ही क्षमता दो आँस हैं और दूसरे की क्षमता चार आँस हैं और क्रमशः चाय के लिए 15 पैसे तथा 30 पैसे लिये जाते हैं परन्तु जिन लोगों को इस अन्तर का पता नहीं है उनको दो आँस के प्याले में चाय दी जाती है परन्तु कीमत चार आँस वाले प्याले की बसूल की जाती है ; और

(ख) यदि हाँ, तो तत्सम्बन्धी तथ्य क्या है और इस प्रकार लोगों को धोखा देने वालों को रेलवे प्रशासन का विचार क्या सज्ज देने का है ?

रेल मंत्री (श्री० मधु बंडोले) : (क) और (ख). रेलवे स्टेशनों पर 150, 120, 100, 80 और 75 मिलीलिटर माप के कपों में चाय दी जाती है जिसके लिए क्रमशः 30, 25, 20, 17 और 15 पैसे लिए जाते हैं। सप्लाई की जाने वाली चाय की मात्रा के आधार पर मूल्य निर्धारित किए गए हैं। इस बात को सुनिश्चित करने के लिए कि चाय के पैसे ठीक लिए जाते हैं, स्टेशनों, स्टालों आदि पर दर सूचियाँ लगाई जाती हैं। जब कभी अधिक पैसे लिये जाने के मामले पकड़े जाते हैं, सख्त कार्रवाई की जाती है।

**Working of Oil Refineries**

4011. SHRI VAYALAR RAVI : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Oil Refineries are not working to their full capacities for the last three years :

(b) if so, the reasons therefor; and

(c) what steps are being taken to improve their working ?

THE MINISTER OF PETROLEUM & CHEMICALS & FERTILIZERS (SHRI H.N. BAHUGUNA) : (a) to (c). The Refineries processing indigenous crude (AOC, Gauthati, Barauni and Koyali Refineries) have been operating at their maximum capacities possible depending upon the crude availability. The Refineries processing imported crude have not been running at their full capacities since the import of crude oil and its distribution among the various refineries are being arranged on the basis of economics of regional demand and transportation cost. As the product demand picks up the capacity utilisation of all refineries would increase year by year.

**Demand to dieselise Mahalaxmi Express**

4012. SHRI ANNASAHAB GOTK-HINDE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a long standing demand to dieselise Mahalaxmi Express train, South Central Railway, running between Kolhapur and Bombay; and

(b) if so, the reaction of the Government thereto and the probable date when the said train would be dieselised ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) Yes.

(b) Mahalaxmi Express has been dieselised from 15-7-77.

**शाहपुरा सहारनपुर लाइन की बड़ी लाइन में बदलना**

4013. श्री बीठालाल पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या शाहपुरा-सहारनपुर छोटी लाइन को बड़ी लाइन में बदलने के कार्य में क्या प्रगति हुई है ; और

(ख) इस कार्य के कब तक पूरा हो जाने की आशा है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) जून, 1977 के अन्त तक हुई कुल प्रगति 47 प्रतिशत है ।

(ख) बागपत तक 32.6 कि० मी० लम्बी इस लाइन के प्रथम चरण का निर्माण पूरा हो चुका है और 8-4-77 से इस लाइन पर गाड़ी चलनी शुरू हो गई है । आशा है कि 1980 तक न्यूनतम आवश्यक सुविधाओं सहित सम्पूर्ण लाइन के निर्माण का काम पूरा हो जाएगा ।

**बालू बर्ष के दौरान मीटर गेज लाइनों का बड़ी लाइनों में बदलना**

4014. श्री बीठालाल पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस वर्ष श्री मीटर गेज लाइनों को बड़ी लाइनों में बदलने का विचार है ; और

(ख) यदि हाँ, तो इसका राज्यवार व्यौरा क्या है ?

केन्द्रों की (ओ० एच० प्रकल्पों) : (क) और (ख). निम्नलिखित देश सरकारों के आवागमन परिवहन का काल 1977-78 के बजट में शामिल कर लिया गया है।

क्रम सं.	परियोजना का नाम	राज्य
1.	दिल्ली-ग्रहमवाबाद (नदी परियोजना)	दिल्ली/हरियाणा/राजस्थान/गुजरात
2.	बारनली-मटली (नदी परियोजना)	उत्तर प्रदेश
आवागमन परिवहन परियोजनाओं किन पर इस समय काम शुरू है		
1.	बासबंकी-समस्तीपुर	उत्तरप्रदेश/बिहार
2.	गुंतकल्लु-बेंगलूरु	झारख प्रदेश/कर्नाटक
3.	बिरमगाम-झोखा-पोरबन्दर	गुजरात
4.	न्यू बोंगाईगांव-गौहाटी	असम
5.	सुरतगढ़-मटिका	हरियाणा/पंजाब/राजस्थान
6.	मुरादाबाद-रामनगर	उत्तर प्रदेश
7.	काशीपुर-मालकुंभा-हल्दवानी	उत्तर प्रदेश
8.	समस्तीपुर-दरभंगा	बिहार
9.	गुंदूर-मथेराना	झारख प्रदेश
10.	मनमाड-पुरली-वैजनाथ	महाराष्ट्र

#### Schemes for training for Employment at IPCL Baroda

4015. PROF. P.G. MAVALANKAR : Will the Minister of PETROLEUM, & CHEMICALS & FERTILIZERS be pleased to state :

(a) whether the Indian Petrochemicals Corporation Limited at Baroda has any schemes or training the 'sons of the soil' for the eventual employment in the Corporation ;

(b) if so, broad details thereof; and

(c) the number of persons so trained and employed so far ?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) and (b). Indian Petrochemicals Corporation Limited drew up a scheme in March, 1973 for training dependants of former land owners whose lands were acquired for the plants in Gujarat Petro-chemical complex and township. The training was for matriculates and trainees who

successfully completed the training were absorbed in February-March, 1976 as Operators/Technicians.

In addition, the Indian Petro-chemicals Corporation Limited has the following three training schemes :—

(1) *Graduate Engineers Training Scheme* : This is imparted to fresh engineering graduates and on successful completion they are absorbed as engineers.

(2) *Technicians/Operator's Training Scheme* : This is imparted to diploma holders in branches of engineering or degree holders in Science. On successful completion they are absorbed as Technicians/Operators.

(3) *Apprentices Training Scheme* : This is imparted to persons who have passed S.S.C. or Industrial Training Institute. On successful completion and depending on vacancies, they are absorbed as Technicians/Operators/Clerks.

Recruitment for training of graduate engineers training scheme is done on all India basis, but for other schemes, the recruitment is generally confined to local candidates from within the State of Gujarat.

(c) The number of trainees absorbed under each of these schemes is as below :—

Training Scheme	Total number of trainees absorbed
Graduate Engineering Training .	55
Operators Training . . .	58
Technician Training . . .	47
Apprentice Training (Special Schemes for dependants of land losers) . . . . .	43

#### Sabarmati Express

4016. PROF. P.G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state :

(a) when was "Sabarmati Express" started and whether it runs daily or on certain days in a week;

(b) the average speed of the said express train ;

(c) whether Government are aware that the passengers travelling by this train and waiting to reach their far off destinations are exhausted by the slow speed and almost total lack of refreshment facilities either on the train or at the stoppages on the way ; and

(d) if so, the steps proposed to be taken to improve the situation ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) 165/166 Sabarmati Express was introduced from 26-7-1976. The train runs 5 days in the week between Ahmedabad and Faizabad and 4 days in the week between Ahmedabad and Varanasi.

(b) The average speeds of 165/166 Sabarmati Expresses are 32.4 and 31.0 K.M. P.H. between Ahmedabad and Varanasi.

(c) and (d). Sabarmati Express has been introduced by amalgamation of a number of passenger trains on various sections and hence has been provided with

large number of stoppages and these cannot be withdrawn to speed up this train without providing supplementary services which is not operationally feasible at present. Adequate and satisfactory catering arrangements have been provided from static units enroute to serve the passengers travelling by this train. If any specific complaints or suggestions are brought to the notice of the Government appropriate action will be taken.

#### Proposal to introduce fast train between Ahmedabad and Baroda

4017. PROF. P.G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to introduce a few fast trains between Ahmedabad and Baroda daily in the mornings and evenings to enable the thousands of daily commuters of the area to reach their study, business or office destinations quickly and to return to their respective homes speedily; and

(b) if so, when and how ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) There is no proposal at present to introduce commuter trains on this section.

(b) Does not arise.

#### हाई स्पीड डीजल और मिट्टी के तेल का वास्तव

4018. श्री जयसिंह भाई पटेल : क्या देवगिरिवाला तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1977-78 में मध्य पूर्वी देशों से कितनी मात्रा में हाई स्पीड डीजल और मिट्टी के तेल का आयात करने का विचार है जिससे उनकी कमी दूर हो सके ;

(ख) इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही की गई है या करने का विचार है ; और

(ग) इससे के कितने हाई स्पीड डीजल और मिट्टी के तेल का आयात अब तक किया जा चुका है और शेष मात्रा का आयात कब तक किया जायेगा ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (बी हेमवती मन्थन बाहुगुप्ता) : (क) से (ग). वर्ष 1977-78 की पहली तिमाही के दौरान मध्य पूर्व देशों से कुल 61,557 मी० टन हाई स्पीड डीजल और 23,694 मी० टन मिट्टी का तेल आयातित किया गया था। इन आयातों की व्यवस्था उस समय इस उत्पाद की मकट कालीन उपलब्धता सम्बन्धी परिस्थिति का सामना करने के लिए की गई थी। वर्ष 1977-78 के दौरान मध्यपूर्व देशों से इस समय इन उत्पादों के आयात करने की कोई योजना नहीं है। हाई स्पीड डीजल तथा मिट्टी का तेल सोवियत संघ से व्यापार योजना के अन्तर्गत आयात किया जा रहा है।

पश्चिम रेलवे के मुख्यालय का बम्बई से स्थानान्तरण

4019. श्री धर्मसिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के मुख्यालय को बम्बई से अहमदाबाद अथवा गांधीनगर स्थानान्तरित करने में सरकार के सम्मुख क्या कठिनाई है ; और

(ख) पश्चिम रेलवे का मुख्यालय बम्बई से अहमदाबाद अथवा गांधीनगर में कब तक स्थानान्तरित कर दिया जाएगा ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) इस बात को देखते हुए कि इसके लिए भारी खर्च अपेक्षित है तथा सेवारत कर्मचारियों को हटाना भी पड़ेगा अतएव पश्चिम रेलवे प्रधान कार्यालय को हटाने का कोई प्रस्ताव नहीं है।

(ख) प्रश्न नहीं उठता।

पश्चिम रेलवे के कर्मचारियों को स्थायी करना

4020 डा० लक्ष्मी नारायण पाण्डेय  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के ऐसे कर्मचारियों की संख्या कितनी है जो विगत 7 वर्ष से अधिक समय से कार्य कर रहे हैं ; और

(ख) उन्हें स्थायी बनाने के लिए क्या कदम उठाए गये हैं ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) जिन कर्मचारियों को अभी स्थायी करना बाकी है उनकी संख्या इस प्रकार है :—

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(ख) इस बात का सतत् प्रयास किया जा रहा है कि यथासम्भव अधिक से अधिक अस्थायी पदों को स्थायी बनाया जाए ताकि प्राप्त कर्मचारियों की स्थायी बनाया जा सके। प्राथमिकरण की गति में हाल में वृद्धि हुई है।

सतना रेलवे स्टेशन पर प्लेटफार्म का निर्माण

4021. श्री सुखदेव सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में सतना रेलवे स्टेशन पर एक अन्य प्लेटफार्म बनाने का प्रस्ताव है ; और

(ख) यदि हाँ, तो इसको कब तक क्रियान्वित कर दिया जावेगा ?

रेलवे स्टेशन (श्री० नल्लु इंदुलक्षी) : (क)  
रेलवे स्टेशन बार्ड में व्यापक परिवर्तन किये  
बिना सतना रेलवे स्टेशन पर प्रतिरिक्त  
यात्री जैठकार्य बनाना सम्भव नहीं है।  
अतः किनहुस ऐसा कोई प्रस्ताव नहीं है।

(ख) प्रश्न नहीं उठता।

#### Introduction of Dining Car system

4022. SHRI P. RAJAGOPAL  
NAIDU : Will the Minister of RAIL-  
WAYS be pleased to state :

(a) whether it is a fact that there is  
pick up meal service in G.T. and Tamil  
Nadu Express ;

(b) whether there are any complaints  
against that system ; and

(c) if so, whether Government pro-  
pose to introduce dining car service as  
before ?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) : (a)  
Yes.

(b) No, however a few complaints were  
received about the quality of food.

(c) No. Under the system of "pick-  
up-meal" service, food is prepared in  
Base-kitchens set up on important  
routes. The meal is picked up in insu-  
lated trollies and delivered to Pantry Cars  
on the trains where it is stored in hot  
cases and served hot to the passengers on  
run. This system has ensured removal  
of washing and cleaning of utensils etc.  
from the pantry cars to base kitchens  
where it is done under more hygienic  
conditions. Cooking of food in the  
cramped space of Dining Car is elimi-  
nated and in the base kitchen better  
quality of food is cooked. This system  
is an improvement over the dining-car-  
service and it is the policy of the Railway  
to extend this system progressively to  
other long distance Mail and Express  
trains.

#### Prizes for publication of best Law Books in Hindi

4023. SHRI P. RAJAGOPAL  
NAIDU : Will the Minister of LAW,  
JUSTICE AND COMPANY AFFAIRS  
be pleased to state :

(a) whether the Government is award-  
ing prizes to the best Law Books pub-  
lished in Hindi ; and

(b) if so, the books which got prizes  
during 1976-77 ?

THE MINISTER OF LAW, JUSTICE  
AND COMPANY AFFAIRS  
(SHRI SHANTI BHUSHAN) : (a) Yes,  
Sir.

(b) Hindi Law Books written/pub-  
lished during the calendar year 1976 and  
received in the Ministry for award of  
prizes are being evaluated and the result  
will be announced as soon as possible.

#### Products produced in Hindustan Organic Chemicals.

4024. SHRI P. RAJAGOPAL  
NAIDU : Will the Minister of PETRO-  
LEUM, CHEMICALS AND FERTILI-  
ZERS be pleased to state :

(a) The products produced in Hindu-  
stan Organic Chemicals Ltd; and

(b) whether this company is going to  
be expanded ?

THE MINISTER OF PETRO-  
LEUM, CHEMICALS AND FERTI-  
LIZERS (SHRI H. N. BAHUGUNA) :  
(a) The products produced by Hindu-  
stan Organic Chemicals Ltd. are as  
follows :—

1. Acetanilide
2. Sulphuric Acid 98%
3. Oleum 24%
4. Oleum 65%
5. Meta-Amino-Phenol
6. Formaldehyde
7. Benzene-Hexa-Chloride
8. Hydrogen
9. Aniline
10. Nitrobenzene
11. C-Nitrotoluene
12. P-Nitrotoluene
13. M-Nitrobenzene
14. Dinitrobenzene
15. Monochlorobenzene
16. C-Dichlorobenzene
17. P-Dichlorobenzene
18. O-Nitrochlorobenzene
19. P-Nitrochlorobenzene
20. Dinitrochlorobenzene.

(b) Yes, Sir. The expansion will involve increase in the capacity of Atilias, Acetanilide Hydrogen and Nitrobenzene and the manufacture of Concentrated Nitric Acid.

(b) If so, the compensation paid to the?

**Payment of Compensation to  
Burmah-Shell Refineries**

THE MINISTER OF PETROLEUM,  
CHEMICALS AND FERTILIZERS  
(SHRI H. N. BAHUGUNA) : (a)  
Yes, Sir.

4025. SHRI P. RAJAGOPAL  
NAIDU : Will the Minister of  
PETROLEUM AND CHEMICALS  
AND FERTILIZERS be pleased to  
state :

(a) whether Government are paying  
compensation to Burmah Shell Refineries  
Limited ; and

(b) The following payments have  
so far been made for the purchase of  
100% shares of Burmah Shell Refineries  
Limited and for acquiring of the Indian  
assets and liabilities of Burmah Shell  
Oil Storage and Distributing Co. of  
India Limited.

Details of payment	Amount in Pound Sterling paid	Rupee equivalent	Date of payment
1. Principal amount for the purchase of 100% shares of Burmah-Shell Refineries Limited	5,069,924	8,78,59,353.61	30-3-76
2. Interest on principal amount of Burmah-Shell Refineries Ltd. for the period 1-1-76 to 30-3-76	99,736	15,23,268.42	30-3-77
3. First instalment of the principal amount for the acquisition of assets and liabilities of Burmah-Shell Oil Storage & Distributing Co. of India Limited	3,802,443	5,80,74,730.81	30-3-77
4. Interest on principal from 1-1-76 to 30-3-77 on item 3 above	1,513,477	2,31,15,341.73	30-3-77
Total . . . . .	10,485,580	17,05,72,694.57	

बाबुकीनाथ और संचाल परगना के  
बीच रेल सम्पर्क

(ख) यदि हाँ, तो क्या सरकार ने  
इस बारे में कोई कदम उठाये हैं; और

4026. डा० रामजी सिंह : क्या रेल  
मंत्री यह बताने की कृपा करेंगे कि :

(ग) इस लाइन से लाभान्वित होने  
वाले दैनिक यात्रियों तथा यात्रियों की संख्या  
के बारे में कोई जानकारी एकत्र की गई है ?

(क) क्या सरकार की बाबुकीनाथ का  
संचाल परगना से तथा वैश्वर का मोडोरुर  
होते हुए संचाल परगना से रेल लाइन द्वारा  
सम्पर्क स्थापित करने के बारे में कोई सुझाव  
प्राप्त हुआ है;

रेल मंत्री (श्री० नरु ईश्वर) : (क)  
जी हाँ ।

(क), बीए (ब) : मन्थार हिल से मुम्बई, मुम्बई के मैदान, मुम्बई से बच्च-नाथगढ़, मुम्बई में मन्थार और मुम्बई से रामपुर हाट तक मबी बड़ी लाइनों के लिए टोह इंजीनियरी एवं यातायात सर्वेक्षण किये गये हैं। प्रस्तावित लाइन लगभग 237 कि०मी० लम्बी होगी और यात्रा है कि वर्तमान मूल्य के हिसाब से इस पर लगभग 35 करोड़ रुपये लागत आएगी। भावलपुर-मन्थार हिल लाइन का विस्तार बच्चनाथ-घाम (देवगढ़) तक करने के लिए प्रारंभिक इंजीनियरी एवं यातायात सर्वेक्षण का काम इस वर्ष के बजट में शामिल कर लिया गया है।

### Conversion of Narrow/Metre Gauge Lines into Broad Gauge in identified areas

4027. SHRI K. LAKKAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) Whether Government have taken the decision to give priority for new lines as well as conversion of narrow/metre gauge lines into broad gaugelines ;

(b) If so, whether Government have surveyed and identified the areas that will be covered during the current financial year;

(c) if so, what are the areas and in which State; and

(d) the total expenditure involved on these lines?

**THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :**

(a) The Ministry of Railways are aware of the need of constructing new railway lines and carrying out conversion of metre gauge lines to broad gauge in backward areas and this is given due consideration while taking decisions about new projects.

(b) Railways are guided by the respective State Government in deciding whether an area is backward.

(c) Statement showing new lines and gauge conversion projects which will be in progress or will be taken up in the current financial year is laid on the Table of the House. [Placed in Library. See No. LT-751/77].

(d) The total expenditure on new lines in the current financial year will be Rs. 23.58 crores and on gauge conversion about Rs. 24.07 crores.

### Agreement with UAE for import of crude

**4028. SHRI K. LAKKAPPA :**  
Will the Minister of PETROLEUM  
AND CHEMICALS AND FERTILI-  
ZERS be pleased to state :

(a) whether any agreement for the supply of crude by the UAE to India was signed recently;

(b) if so, whether any talks were held between the Government of India and the Abu Dhabi National Oil Company recently; and

(c) if so, the broad outlines thereof ?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :** (a) A contract was signed between Indian Oil Corporation and the Abu Dhabi National Oil Company of UAE in September 1976, for the supply of 1 million tonnes of crude oil during 1977.

(b) No, Sir.

**(c) Does not arise.**

### Security deposits taken by cooking Gas dealers from consumers

4029. SHRI K. MALLANNA :  
SHRI ISHWAR CHAUDHARY:

**Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :**

(a) whether the cooking gas dealers charge some money as security deposit from the consumers for gas cylinders;

(b) if so, what amount is charged:

(c) whether this security deposit is invested by the dealers in their business without paying any interest to the consumers on this amount ; if so, reasons therefor ; and

(d) whether Government propose to ask dealers to deposit the amount in



Post Offices and retain Pass Book of the consumers as security instead of taking cash deposits ?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :** (a) Yes, Sir.

(b) The security deposit is Rs. 175/- per cylinder and Rs. 20/- per regulator except in the case of Bharat Refineries where security deposit per cylinder is Rs. 250/-.

(c) The security deposit carrying no interest goes to the marketing company which owns the cylinders. At any time, more than one cylinder is required per consumer to take care of maintenance, transit time etc. This requires extra investment. On the other hand, no rent is charged on the cylinder from the consumer. Security deposit is refunded when the cylinder is surrendered. The above is an industry practice. The Oil Prices Committee has taken this practice into consideration in fixing the marketing margins.

(d) No, Sir.

**Representations regarding cancellation of burshane Gas sub-agencies**

**4030. SHRI SHIV SAMPATI RAM :** Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) the number and nature of representations received by him, the former Minister and the Secretary of the Ministry from some ex-servicemen about the cancellation of their Burshane cooking gas sub-agencies ;

(b) how many of these representations have been acknowledged ;

(c) whether any action has been taken on them ; and

(d) if so, the particulars thereof and the main reasons for not acknowledging the representations by the Ministry ?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :** (a) to (d). M/s Allied Gas Services terminated their sub-agency run by M/s Sandersons Agencies, Khan Market, New Delhi, because of unsatisfactory performance. A number of representations were received in the Ministry against such termination. Since this was a matter relating to

the commercial dealings of the Company, copies of the representations were sent to the Chairman, Bharat Refineries Limited for taking appropriate action. The representative of the said sub-agency was also advised that the matter would have to be looked into and a decision taken by the Company.

**Aid for construction of West Coast Konkan Railway**

**4031. SHRI JANARDHAN POOJARY :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken any steps for public borrowing or to approach the World Bank for aid, for the construction of West Coast Konkan Railway ; and

(b) what would be the estimate cost of West Coast Konkan Railway Line ?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :** (a) No.

(b) Rs. 250 crores approximately..

**Goods/Parcel Handling Contracts awarded to Porters Cooperative Labour Contract Society Ltd., Allahabad**

**4032. SHRI BATESHWAR HEMRAM :** Will the Minister of RAILWAYS be pleased to state :

(a) the details of Goods/Parcels handling contracts awarded to Railway Station Porters Cooperative Labour Contracts Society Limited, Allahabad, on Delhi and Moradabad Divisions of the Northern Railway during the last three years together with amount paid in respect of individual contract and date of award of contract ;

(b) whether other Labour Co-operatives also applied for allotment of contracts awarded to the above Society ; and

(c) if so, whether contracts were not awarded to local genuine and willing Labour Co-operative Societies of actual workers and preference was given to an outsider Society of Allahabad ?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :

(a) A Statement is attached.

(b) Yes.

(c) All the Societies were considered for allotment of the contracts, which were allotted to those found most suitable.

### Statement

*Details of goods/parcels handling contracts awarded to Railway Station Porters Co-operative Labour Contract Society Limited, Allahabad.*

Division	Details of goods/parcels handling contracts	Period of contract	Amount paid
1	2	3	4
Delhi	(i) Goods handling at New Delhi Goods shed.	1-2-77 to 31-1-79	Rs. 93,812.00 (up to 31-5-77)
	(ii) Goods handling at Zone No. 3 (Modinagar, Meerut City, Meerut Cantt., Daurala, Khatauli, Muzaffarnagar, Deoband, Saharanpur, Mandi and Khanalampura).	1-7-76 to 30-6-78	Rs. 1,27,506.00 (up to 31-5-77)
Moradabad	(i) Parcel Handling Zone No. 1 (Hapur, Gajraula, Pilkhus, Amroha, Chandausi, Hardoi, Belamau, Rampur, Sandila and Bulandshahr)	1-7-73 to 31-7-76 and 8-6-77 to 7-6-79	Lump sum Rs. 10,800.00 per month. Monthly average Rs. 16,525.00
	(ii) Parcel handling contract at Zone No. 4 (Dehradun, Hardwar and Rishikesh).	1-9-72 to 31-7-76 and 16-6-77 to 15-6-79	Lump sum Rs. 3,400.00 per month. Monthly average Rs. 3,950.00

### Arbitration on Claims relating to Goods and Parcel Handling Contracts

4033. SHRI BATESHWAR HEMRAM : Will the Minister of RAILWAYS be pleased to state :

(a) the names of Labour Co-operative Societies who applied for arbitration in respect of their claims relating to Goods and Parcels handling contracts held on

the Northern Railway during the period January, 1974 to May, 1977 ; and

(b) the details of amounts claimed by the Societies and the amounts finally awarded by the Arbitrators during the above mentioned period ?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE) :

(a) and (b). A Statement is attached.

## Statement

Statement showing Arbitration of claims relating to Goods and Parcel Handling Contracts held by Labour Co-operative Societies.

Sl. No.	Name of Co-operative Societies	Particulars and period of contracts	Amount Claimed	Amount finally awarded
1	2	3	4	5
Rs.				
1.	M/s. Janta Labour Co-operative Society Ltd. Kanpur.	Goods handling contract at Kanpur from 1-8-72 to 30-4-74	10,455.05	Still pending with the Arbitrator.
2.	M/s. Janta Labour Co-operative Society Ltd., Kanpur.	Goods handling contract at Juhi from 1-9-72 to 31-5-74	20,114.51	Request for appointment of an arbitrator is under examination.
3.	M/s. Janta Labour Co-operative Society Ltd., Kanpur.	Goods handling contract at Juhi from 1-6-74 to 31-5-76.	24,785.00	Request for appointment of an arbitrator is under examination.
4.	M/s. Kashmere Labour Co-operative Society Ltd., New Delhi.	Goods handling contract over Kalka-Simla Section from 1-7-72 to 10-2-75.	30,276.03	Rs. 20,855.00
5.	M/s. Uttariya Railway Parcels Sahkari Labour Contract Samiti, Varanasi Cantt.	Goods handling contract at Varanasi from 21-3-71 to 31-8-72.	44,247.50	Still pending with the Arbitrator.
6.	M/s. Railway Station Porters Labour, Contract Society Ltd., Allahabad.	Goods handling contract at Allahabad from 15-6-71 to 30-4-73.	65,489.11	Rs. 35,000.00

रेलवे विभाग में उपभोक्ता सहकारी समितियाँ

4034. श्री ईश्वर चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय रेलवे विभाग में कितनी उपभोक्ता सहकारी समितियाँ हैं;

(ख) उनमें से कितनी उचित दर दुकानें (फेयर प्राइस शाप्स) रेल कर्मचारियों द्वारा चलाई जाती हैं और क्या इन दुकानों में कर्मचारियों को बाटा हो रहा है; और

(ग) क्या सरकार का विचार रेलवे कर्मचारियों को सुविधाएँ उपलब्ध कराने के विचार से कुछ और उचित दर दुकानें (फेयर प्राइस शाप्स) खोलने का है ?

रेल मंत्री (श्री० मन्मथ चंडवले) : (क) 393।

(ख) रेलों पर उचित मूल्य की कुल 1280 दुकानें हैं जिनमें से 378 दुकानें रेलवे-मेन्स कन्सुमर को-ऑपरेटिव सोसाइटियों द्वारा चलाई जा रही हैं। केवल कुछ दुकानें घाटे में चल रही हैं।

(ग) वर्तमान सुविधाएँ पर्याप्त हैं।

**Distribution of Burshane Cooking Gas in Delhi**

4035. SHRI NIHAR LASKAR :  
SHRI SHIV SAMPATIRAM :

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) the number and names of firms in Delhi operating for distribution of Burshane cooking gas ;

(b) whether M/s. Allied Gas Service, Scindia House, New Delhi who are the sole distributors of Burshane cooking gas had many sub-agents in different areas to cater to the needs of the consumers ;

(c) since when these sub-agents were functioning ;

(d) whether it is a fact that after a decision was taken to upgrade these sub-agencies into full-fledged agencies, the Allied Gas Service illegally and arbitrarily cancelled some of the sub-agencies and thus deprived them of being upgraded and instead gave agencies to some of their relations ;

(e) whether some of the sub-agencies which were cancelled had represented to him and his Ministry for restoration ; and

(f) if so, with what results and whether action has since been initiated for the restoration of these agencies ?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) At present, Bharat Refineries Ltd., who market Burshane Cooking Gas, has got 12 domestic cooking gas distributors in Delhi. Names of these firms are shown in the attached Statement.

(b) M/s. Allied Gas Service had 14 sub-agents operating in different areas of Delhi. Between December 1976 and April 1977, 11 such sub-agents were made full-fledged distributors by Bharat Refineries Limited.

(c) Most of these have been functioning for the last 10 years except one agency who were appointed in May 1975.

(d) M/s. Allied Gas Service terminated some sub-agencies before the sub-agents were made full-fledged distributors. Complaint against termination of only one such sub-agency was received in the Ministry. It was learnt on enquiry from M/s. Bharat Refineries Limited that this termination was effected

because of unsatisfactory performance of the said sub-agent.

(e) Yes, Sir. One sub-agency for the Khan Market area which was terminated because of unsatisfactory performance had represented.

(f) The matter was looked into and it was found that the cancellation of this sub-agency was justified and hence the question of restoration of this sub-agency did not arise.

**STATEMENT****LIST OF LPG AGENTS****S. No. Name and address of the Agent**

1. M/s. Allied Gas Service,  
60, Najafgarh Road Industrial  
Area, New Delhi—110015.
2. M/s. Deepak Gas Service,  
18/32, East Patel Nagar Market,  
New Delhi—110008.
3. M/s. Ashoka Stores, M-10, Greater  
Kailash-I Market, New Delhi—  
110048.
4. M/s. Rahul Agencies,  
31/5, Jungpura Extension Market,  
New Delhi—110024.
5. M/s. Jawala Agencies,  
26, Defence Colony Market,  
New Delhi—110024.
6. M/s. Umika Agencies,  
A/13A Ring Road, Rajouri Garden  
Market, New Delhi—110027.
7. M/s. Modern Cookeries,  
34/E, Kamla Nagar Market,  
New Delhi—110007.
8. M/s. Satish & Co.,  
G-2, Hauz Khas, New Delhi—  
110016.
9. M/s. Raman Gas Service,  
7, Basurkar Market, Moti Bagh-I,  
New Delhi—110021.
10. M/s. Ruchika Agencies,  
51-B, Laxmi Bai Nagar Market,  
New Delhi—110023.
11. M/s. United Agencies,  
3579, Netaji Subhas Marg,  
Daryaganj, Delhi—110002.
12. M/s. Khara Gas Service,  
11, Roshanara Road, Delhi—  
110007.

**Price of Food served by Railway Dining Cars**

4036. SHRI SUKHDEO PRASAD VERMA : Will the Minister of RAILWAYS be pleased to state.

(a) whether the prices of food served by the Railway dining cars are much higher as compared to the market rates whereas the quality is much inferior ; and

(b) if so, the steps Government propose to take to improve the quality and to reduce its rates ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :  
(a) No.

(b) Does not arise.

**Election Petitions against Members of Lok Sabha**

4037. SHRI SUKHDEO PRASAD VERMA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of Election Petitions against the Members of Lok Sabha elected in March, 1977. Election petitions filed in each State ; and

(b) the maximum time by which the petitions are likely to be disposed of ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) The total number of election petitions filed in connection with the general election to the Lok Sabha held in March, 1977 is 36. A statement showing the State-wise break up is attached.

(b) There is no statutory time-limit fixed under the Election Law for the disposal of election petitions. However, section 86(7) of the Representation of the People Act, 1951, provides that every election petition should be tried as expeditiously as possible and an endeavour should be made to conclude the trial within six months from the date on which the Election petition is presented to the High Court for trial.

**Statement**

Sl. No.	Name of State/ Union territory	Election petitions filed in the High Court
1.	Andhra Pradesh	3
2.	Assam	3
3.	Bihar	3
4.	Gujarat	2*
5.	Haryana	—
6.	Himachal Pradesh	—
7.	Jammu & Kashmir	1
8.	Kerala	5
9.	Madhya Pradesh	2
10.	Maharashtra	2
11.	Manipur	—
12.	Meghalaya	—
13.	Karnataka	1
14.	Nagaland	—
15.	Orissa	—
16.	Punjab	1
17.	Rajasthan	1
18.	Tamil Nadu	4
19.	Tripura	—
20.	Uttar Pradesh	2
21.	West Bengal	3
22.	Sikkim	1
<i>Union Territories</i>		
23.	Andaman & Nicobar Islands	1
24.	Arunachal Pradesh	—
25.	Chandigarh	—
26.	Dadra & Nagar Haveli	—
27.	Delhi	—
28.	Goa, Daman & Diu	—
29.	Lakshadweep	1
30.	Mizoram	—
31.	Pondicherry	—
TOTAL		36

\*One election petition relates to Prime Minister field before the Election Commission under the Disputed Elections (Prime Minister and Speaker) Act, 1977.

**Write petitions of Government Servants pending in High Courts.**

4039. **SHRI OM PRAKASH TIYAGI** : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are aware that thousands of Writ Petitions and suits of Government servants relating to their service matters are pending in the various High Courts ;

(b) whether it is proposed to set up service tribunals for quick disposal of such matters ; and

(c) what other steps are being taken for the speedy disposal of such matters ?

**THE MINISTER OF LAW, JUSTICE, AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN)** : (a) According to information given by High Courts (except Bombay and Gujarat), 17,618 cases relating to Service Matters were pending on 31-12-1976.

(b) It has been stated in the President's Address that during the course of the year a comprehensive measure will be brought before Parliament to amend the Constitution. The 42nd Amendment of the Constitution will be taken into account when working out the proposed measure. In the meantime no steps have been taken to implement the provisions in the Constitution (Forty-second Amendment) Act relating to the setting up of Administrative Tribunals.

(c) It is primarily for the respective High Courts to take steps for the speedy disposal of such matters. However, for quicker disposal of work, it is proposed to fill the vacancies in the High Courts expeditiously.

**Progress made in metropolitan Transport project (Railways) Calcutta.**

4040. **SHRI RAMANAND TIWARY** : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that no significant progress has been made in different sections of the Metropolitan Transport Project (Railways), Calcutta ;

(b) if so, the reasons therefor ; and

(c) the details of the progress made section-wise and steps being proposed for expediting the Project on the whole ?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE)** :

(a) and (b) Work on the Metropolitan Transport Project, Calcutta is being planned in accordance with the limited funds being made available by the Planning Commission, out of the funds earmarked for Metropolitan Rail Transport Projects. Besides the limited availability of resources other factors which tend to slow down progress are ; diversion of traffic delays in acquisition and obtaining possession of land/property etc. All these factors make the Project work complicated and time consuming.

(c) The section-wise progress of work is as under :—

(i) **Section 1 (Dum Dum end)** 930 metres of elevated section costing Rs. 87 lacs. Construction has been completed.

(ii) **Section 2 (Dum Dum to Belgachia)** 902 metres long box with sheet piles costing Rs. 260 lacs. 485 metres of box has been constructed.

(iii) **Section 3A (Belgachia Station)** 360 metres of box involving diaphragm walling. Diaphragm wall has been completed for more than 50% of the length.

(iv) **Section 4A** 200 metres long sub-way under Chitpur Yard awarded. Preliminary arrangements for starting the works are under way.

(v) **Section 10 (Park Street and Esplanade Stations)** 737 metres of box with diaphragm wall. 163 metres of diaphragm wall has been completed.

(vi) **Section 11 (Maidan)** 830 metres long sub-way costing Rs. 344 lacs. 105 metres of box has been completed. Diaphragm wall for about 400 metres has been completed.

(vii) **Section 12 (Maidan)** 890 metres long sub-way costing Rs. 630 lacs. Full Diaphragm wall for phase I of 545 metres has been contracted.

(viii) **Section 17-B (near Tollygunge)** 425 metres long in the Tollygunge area. About 30 metres box have been cast.

(ix) Works in other sections namely 15B, 16A and 16B have been recently awarded

Constant touch is maintained with the Planning Commission to obtain as much resources as are available in the context of the prevailing situation. Besides, close co-ordination is being maintained with the Officials of the West Bengal Government to sort out day-to-day problems.

दिल्ली, कल्याण और न्यू जलपाईगुडी में  
चुराया गया रेल का सामान

4041. श्री कंवर लाल गुप्त : क्या  
रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली, कल्याण और न्यू जल-  
पाईगुडी में गत तीन वर्षों के दौरान कितने  
मूल्य के रेल के सामान की चोरी हुई;

(ख) इस सिलसिले में कितने व्यक्तियों  
को गिरफ्तार किया गया और उनसे कितनी  
कीमत का सामान बरामद हुआ; और

(ग) उन रेल अधिकारियों और रेल  
पुलिस अधिकारियों के नाम क्या हैं, जिनके  
विरुद्ध कार्यवाही की गई है ?

रेल मंत्री (श्री० मधु बंधवते) : (क)  
पिछले तीन वर्षों के दौरान दिल्ली, कल्याण  
और न्यू जलपाईगुडी में क्रमशः 70,126  
रु० 68,029 रु० और 10,70,313 रु०  
के मूल्य के रेल सामान की चोरी हुई थी।

(ख) उस अवधि के दौरान 561  
व्यक्तियों को गिरफ्तार किया गया और  
उनसे 6,03,837 रुपये के मूल्य का सामान  
बरामद किया गया।

(ग) सर्वश्री एल० के० दीबे और  
आर० ए० दयाने, सहायक उप-निरीक्षक,  
रेलवे सुरक्षा दल, मध्य रेलवे के विरुद्ध  
कार्रवाई की गयी है।

#### Complaints by contractors against M.T.P. (R) Calcutta

4042. SHRI RAMNAND TIWARY :  
Will the Minister of Railways be plea-  
sed to state:

(a) whether it is a fact that several  
complaints are made against the Ad-  
ministration of Metropolitan Transport  
Project (Railways), Calcutta by the  
contractors of Section 'II and 12' of  
the said Project;

(b) if so, the nature of the com-  
plaints; and

(c) the steps being proposed to be  
taken to remove the bottlenecks and help  
the contractors for early execution of  
the Metropolitan Transport Project  
(Railways), Calcutta?

THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE):  
(a) and (b) Contract Section 11: Con-  
tract Section 11 for sub-way structures  
of the Calcutta Rapid Transit System,  
involving construction of twin RCC  
boxes for the underground railway in  
part of the Maidan area, had been  
awarded to M/s Chatterjee Polk (P)  
Ltd. Diaphragm walls are being used  
for supporting the sides of the exca-  
vation in the greater part of the Sec-  
tion. The Contractors for section 11  
have been making representations time  
and again for increase in contracted  
rates. The agreement entered into with  
the firm is a fixed price contract and  
it is not the usual practice on the Rail-  
ways to give increase in rates in such  
cases. The firm has been replied ac-  
cordingly.

Contract Section 12: There have been  
no complaints from the Contractors—  
M/s National Projects Construction Co.  
Ltd. against the M.T.P. (R) Admini-  
stration regarding this contract section.

(c) A set machinery exists in terms  
of the contract for settlement of dis-  
putes with contractors should the need  
therefor arise.

#### Delhi Judicial Service

4043. SHRI KANWAR LAL GUPTA:  
Will the Minister of LAW, JUSTICE  
AND COMPANY AFFAIRS be plea-  
sed to state:

(a) whether the Delhi Judicial Ser-  
vice is a Class II service despite the  
fact that Delhi is a Metropolitan City  
and cases here are more complicated  
whereas in Punjab and Haryana it is  
a Class I Service,

(b) whether the scales of pay of  
Judicial Officers in Punjab and Haryana  
and Bombay are higher than those of  
Judicial Officers in Delhi; and

(c) if so, what steps the Government  
have taken to remove these discrimina-  
tions?

THE MINISTER OF LAW, JUSTICE  
AND COMPANY AFFAIRS  
(SHRI SHANTI BHUSHAN): (a) The  
Delhi Judicial Service has two grades,  
namely:

- (i) Grade I (Selection Grade): &
- (ii) Grade II.

The posts in Grade I are Civil Posts Class I and those in Grade II are Civil Posts Class II.

In Punjab all posts under the Punjab Civil Service (Judicial Branch) are, however, in Class I.

In Haryana the members of the Haryana Civil Service (Judicial Branch)

become Class I after two years of their entry into that Service.

(b) The respective Time Scales of Pay and Selection Grades attached to the Judicial Services in Punjab, Haryana, Bombay and Delhi are given below :

	Selection Grade	Time Scale
(i) Punjab . . . .	1300-50-1500	400-30-550-40-590-750-50-100/1250.
(ii) Haryana . . . .	1300-50-1500	400-30-580-720-40/800-50-1000-50-1250.
(iii) Delhi . . . .	1200-50-1600	650-30-740-35-810-E B-880-40-1000-E B-40-1200.
(iv) In Maharashtra the scales of pay attached to various posts in the Judicial Service of Maharashtra are :—		
Name of the Post		Scale of Pay
1. Judge, Small Cause Court, Pune & Nagpur		1100-50-1300-60-1600.
2. Civil Judge (Sr. Division)/Chief Judicial Magistrate.		1000-50-1500.
3. Civil Judge (Jr. Division) cum Judicial Magistrate, F.C.		650-45-1010-EB-45-1100-50-1200. (Fixed pay of Rs. 650/- during probation).
4. Metropolitan Magistrate		1100-50-1300-60-1600.
5. Metropolitan Magistrate, Juvenile Court.		500-25-650-30-830.
6. Judge, Small Cause Court, Bombay.		1100-50-1300-60-1600.

(c) The pay scales of the Judicial services in the different States are laid down by the respective State Governments keeping in view, *inter alia*, the salary structure in other spheres of administration. The pay scales of the Delhi Judicial Service were revised taking into consideration the recommendations of the Third Pay Commission set up by the Central Government.

#### Cancellation of Trains on B. K. Line (Katwa-Burdwan)

4044. SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some trains that were operating on B. K. Line (N.G.) (Katwa-Burdwan) were cancelled or withdrawn;

(b) if so, the reasons therefor; and

(c) whether it is proposed to restore these trains?

#### THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) to (c). No scheduled passenger train has been cancelled or withdrawn on Burdwan-Katwa narrow gauge section. However, one pair of diesel rail car not advertised in the time table was introduced on Burdwan-Katwa (N.G.) section. This diesel car service normally runs daily except Saturday but is not available throughout the year as there is only one rail car which has to be withdrawn for periodical overhauling and maintenance. Presently this diesel rail car is out of commission due to engine block cracked. Procurement of new engine block is under process.

#### Shifting of Railway Workshop from Vattathani (Kerala)

4045. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to shift the proposed railway workshop



from Vattathani (Tanur; Distt. Mallappuram, Kerala) to some other site; and

(b) if so, whether in view of the rising resentment against any such move to shift, Government propose to reconsider the move?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):**

(a) and (b). There is no proposal to set up a Railway Workshop at Vattathani and hence the question of shifting it to any other site does not arise.

**Provision for Halt of Madras-Mangalore Mail and Trivandrum-Cannanore Express at Tanur**

4046. **SHRI G.M. BANATWALLA:** Will the Minister of RAILWAYS be pleased to state whether in view of the increasing traffic and in order to avoid inconvenience to a large number of railway commuters, the Madras-Mangalore Mail and Trivandrum-Cannanore Express are proposed to be given a halt at Tanur (Kerala) which is an important centre of the fish trade?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** Tanur is a roadside station on Soranur-Calicut section and is, at present served by 3 pairs of passenger trains which, by and large, caters adequately to the needs of traffic. Stopping of Madras-Mangalore Mail and Trivandrum-Cannanore Express at Tanur is not justified.

**भारतीय तेल निगम द्वारा स्नेहक तेल के उत्पादन में कमी**

4047. **श्री शिवनारायण सरसूनिवा** क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि भारतीय तेल निगम द्वारा उत्पादित स्नेहक तेल के उत्पादन में कमी हुई है?

**पेट्रोलियम, रसायन और उर्बरक मंत्री (श्री हेमवती नन्धन बहुगुणा):** इंडियन प्रायल कार्पोरेशन लि० की बरोनी और हल्दिया शोधनशालाएँ की ऐसी शोधनशालाएँ हैं जिनके पास ल्यूब-बेस तेलों के उत्पादन की सुविधाएँ हैं। बरोनी शोधनशाला लो विस्कासिता इंडेक्स लूबीकेटिव

तेल अर्थात् तेल 800 का उत्पादन करती रही है। देश में तेल (पीले) तेल की मांग में कमी आ जाने के कारण मूलरूप में इसके उत्पादन में गिरावट आई है। हल्दिया शोधनशाला के स्नेहक तेल एकक का निर्माण इस वर्ष से किया गया है कि वहाँ पर (ल्यूब बेस) स्टॉक की विशिष्ट कोटि (के) एक ऐसे उत्तम स्टॉक का उत्पादन किया जा सके जिसे अब से पहले आयात किया जाता था। स्नेहक तेल के क्षेत्र को अभी हम ही में पूरा किया गया है और उसके द्वारा कार्य प्रारम्भ किया जा रहा है तथा उसकी जांच की जा रही है। तथापि मार्च, 1977 से तैयार मुदा ल्यूब बेस भंडार को भेजना प्रारम्भ कर दिया गया है।

**भारत तेल निगम के लाभ में वृद्धि**

4048. **श्री शिवनारायण सरसूनिवा:** क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारतीय तेल निगम का लाभ वर्ष 1970-71 से वर्ष 1975-76 में 70 प्रतिशत से बढ़कर शत प्रतिशत हो गया है तथा क्या इसके कर्मचारियों के वेतन तथा भत्तों में भी वृद्धि की गई है;

(ख) क्या लाभ उपभोक्ता की कीमत पर अर्जित किया गया है अथवा निगम द्वारा खर्च में किफायत करने के कारण अथवा वैज्ञानिक प्रक्रियाओं को अपनाने के कारण; और

(ग) पेट्रोलियम पर आधारित उत्पादों की कीमतें कम करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है?

**पेट्रोलियम, रसायन और उर्बरक मंत्री (श्री हेमवती नन्धन बहुगुणा):** (क) कर देने के बाद आई०सी०सी० की वर्ष 1970-71 में 20.32 करोड़ रुपये तथा 1975-76

मे 1975-76 में 28.67 करोड़ रुपये का लाभ हुआ जो कि लगभग 41 प्रतिशत की वृद्धि दर्शाता है। इस अवधि के दौरान कर्मचारियों के वेतन तथा भत्ते बढ़ाये गये थे।

(ख) क्योंकि पेट्रोलियम उत्पादों के मूल्य पूर्णरूप से सरकार द्वारा नियंत्रित किये जाते हैं इस लिए लाभ उपभोक्ताओं से अर्जित नहीं किया गया था। अधिक लाभ अधिक उत्पादन तथा बिजली के साथ साथ वैज्ञानिक रीति से किये गये प्रबन्ध के फलस्वरूप हुई मितव्ययता द्वारा अर्जित किया गया था।

(ग) इस समय पेट्रोलियम उत्पादों के मूल्यों को कम करने का कोई प्रस्ताव नहीं है।

#### भारतीय तेल निगम के निदेशकों के वेतन

4049. श्री शिवनारायण सरस्वतिया : क्या पेट्रोलियम तथा रसायन और उर्बरक मंत्री यह धताने की कृपा करेंगे कि :

(क) क्या भारतीय तेल निगम के पूर्णकालिक निदेशकों के वेतन की कुल राशि वर्ष 1975 में 1,99,890 रुपए थी ;

(ख) क्या यह राशि वर्ष 1976 में बढ़कर 2,37,741 रुपए हो गई और इसके अलावा ये निदेशक 20 पैसे प्रति किलो मीटर की दर से भुगतान करके 500 किलोमीटर प्रति माह की दूरी तक निजी उपयोग के लिए कार की सुविधा प्राप्त करने के भी हकदार हैं ;

(ग) क्या उन्हें किसी भी क्लब की सख्यता के लिए निगम द्वारा 570 रुपए की धनराशि का भी भुगतान किया जाता है ; और

(घ) यदि हां, तो निम्न स्तर के कर्मचारियों को उपलब्ध वेतन और सुविधाओं का अंतर क्या है ?

पेट्रोलियम तथा रसायन और उर्बरक मंत्री (श्री हेमबती नन्धन बहुगुणा) : (क) 1974-

75 में भारतीय तेल निगम के पूर्णकालिक निदेशकों का कुल पारिश्रमिक (वेतन और परिनिधियों तथा सेवा निवृत्त लाभों के वित्तीय मूल्य सहित) 1,99,390 - रुपए था (1,99,890 - रुपए नहीं था)।

(ख) 1975-76 में पूर्णकालिक निदेशकों की कुल पारिश्रमिक धनराशि को 2,37,741 - रुपए तक बढ़ा दिया गया था। पूर्णकालिक निदेशक अपने निजी उपयोग के लिए 100 रुपए प्रति माह की दर से भुगतान करके 500 किलो मीटर प्रति माह की दूरी तक कार की सुविधा प्राप्त करने के हकदार हैं।

(ग) 1975-76 के दौरान चार में से दो पूर्णकालिक निदेशकों को 1018 रुपए की धनराशि का भुगतान क्लब फीस के रूप में किया गया था जबकि 1974-75 में उनको 780 रुपए की धनराशि का भुगतान किया गया था।

(घ) निम्न स्तर के कर्मचारियों को वेतन और सुविधाएं उनके कार्य, कार्य करने के स्थान तथा कार्य तथा वेतन ग्रेड में पहुंचे हुए स्तर के आधार पर दी जाती हैं। अन्य सार्वजनिक क्षेत्र के उपक्रम सरकार के इसी स्तर के कर्मचारियों को दी जाने वाली सुविधाओं से तुलना करने पर यह उनके अनुकूल हैं।

#### Transport Economist as Member, Railway Board

4050. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether in the Railway Board there is no member who is academically educated as a transport economist; and

(b) whether the 'tare pay load' ratio for the rail transport is, unless tackled properly, still very discouraging?

**THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE):**

(a) No. The Railway Board, as at present constituted, comprises, apart from the Financial Commissioner for Railways, of four other Members each of whom is separately in charge of matters relating to Staff, Civil Engineering, Transportation and Mechanical Engineering. The Member, Traffic is the functional Member in the Railway Board dealing with all problems connected with transportation and commercial matters. The Railway Board is assisted, in matters of transport economics by an Economic Cell headed by a senior officer from Indian Economic Service, academically equipped for the purpose.

(b) In the new type of wagons put on the Road the tare to pay load ratios have been improved and this is constantly under the purview of the Research Designs & Standards Organisation.

**Manufacturing of light weight  
Aluminium Coaches**

4051. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state whether there is any plan for harnessing available air power in a running train and for manufacturing of very light weight aluminium coaches for lower consumption of energy and traction of greater pay load?

**THE MINISTER OF RAILWAYS  
(PROF. MADHU DANDAVATE):** There is no plan for harnessing air power in a running train. The development of light weight aluminium coaches for lower consumption of energy is included in the Railways' Corporate Plan and this is under examination by Research Designs & Standards Organisation.

**Trade Mark of Bharat Refineries**

4052. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the Government have received a representation in the month of April, 1977 requesting that the Trade Mark of Bharat Refineries should be in Devnagari script and not in English;

(b) what action have Government taken in regard to the request; and

(c) if not, when it shall be taken?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) Yes, Sir. A copy of the representation has also been received by M/s. Bharat Refineries Limited.

(b) and (c). Bharat Refineries Limited have invited from professional advertising agencies designs for Trade Mark both in Roman as well as Devnagari script. A final decision will be taken after the designs are received.

**बम्बई हाई में प्लेटफार्म का निर्माण**

4053. श्री मनीराम बापड़ी : क्या वेदोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तेल तथा प्राकृतिक गैस आयोग का विचार बम्बई हाई में 13 करोड़ रुपये की लागत वाले 'ध्रुव' प्लेटफार्म के निर्माण के लिए एक जापानी स्टील मैन्युफैक्चरिंग कम्पनी को आदेश देने का है ;

(ख) क्या यह कम्पनी समुद्र तटीय निर्माण कार्य क्षेत्र में बिल्कुल नई है और उस एक आदेश को पूरा करने में भी कठिनाई महसूस कर रही है जो इसे एक अन्य कम्पनी से प्राप्त हुआ था ;

(ग) क्या तेल तथा प्राकृतिक गैस आयोग के कुछ अधिकारियों ने जापानी कम्पनी को यह आदेश देने में विशेषज्ञों की सलाह की उपेक्षा की है ; और

(घ) यदि हां, तो इसके क्या कारण हैं ?

वेदोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती नन्धन बागुलगा) : (क) तेल तथा प्राकृतिक गैस आयोग ने 13.7 मिलियन डॉलर, 12.25 करोड़ रुपये के समतुल्य अनुमानित मूल्य पर "एफ" प्लेटफार्म के रूप में पवनानित एक पश्चिम प्लेटफार्म के

नेमण, उसकी प्रति-स्थापना और उसके कार्य आरम्भ करने के लिए निम्न स्टील कार्पोरेशन को एक ग्राइड देने से सम्बन्धित रस्ताब भेजा था। सरकार द्वारा इस प्रस्ताव का अनुमोदन कर दिया गया है।

(ख) जी, नहीं।

(ग) जी, नहीं।

(घ) प्रश्न नहीं उठता।

12-26 hrs.

## PAPERS LAID ON THE TABLE

### PAPERS UNDER COMPANIES ACT

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): I beg to lay on the Table:

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :—

(i) (a) Review by the Government on the working of the Pyrites, Phosphates and Chemicals Limited, Dehri-on-Sone (Bihar), for the year 1975-76.

(b) Annual Report of the Pyrites, Phosphates and Chemicals Limited, Dehri-on-Sone (Bihar), for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—732/77].

(ii) (a) Review by the Government on the working of the National Fertilizers Limited, New Delhi, for the year 1975-76.

(b) Annual Report of the National Fertilizers Limited, New Delhi, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—733/77].

(2) (i) A copy of the Annual Report together with the Audited Accounts (Hindi and English versions) of the Oil and Natural Gas Commission for the year 1975-76 and of its subsidiary company Hydrocarbons India

Limited, New Delhi, for the year 1975, under sub-section (3) of section 23 read with sub-section (4) of section 22 of the Oil and Natural Gas Commission Act, 1959.

(ii) Review (Hindi and English versions) by the Government on the above Reports. [Placed in Library. See No. LT—734/77].

### NOTIFICATIONS UNDER COMPANIES ACT

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 642 of the Companies Act, 1956 :—

(1) The Cost Accounting Records (Cement) Amendment Rules, 1977 published in Notification No. G.S.R. 772, in Gazette of India dated the 25th June, 1977.

(2) The Cost Accounting Records (Caustic Soda) Amendment Rules, 1977 published in Notification No. G.S.R. 773 in Gazette of India dated the 25th June, 1977.

(3) The Cost Accounting Records (Cycles) Amendment Rules, 1977 published in Notification No. G.S.R. 774 in Gazette of India dated the 25th June, 1977.

(4) The Cost Accounting Records (Rubber Tyres and Tubes) Amendment Rules, 1977, published in Notification No. G.S.R. 775 in Gazette of India dated the 25th June, 1977.

(5) The Cost Accounting Records (Tractors) Amendment Rules, 1977 Published in Notification No. G.S.R. 776 in Gazette of India dated the 25th June, 1977.

(6) The Cost Accounting Records (Aluminium) Amendment Rules, 1977, published in Notification No. G.S.R. 777 in Gazette of India dated the 25th June, 1977.

(7) The Cost Accounting Records (Automobile Batteries) Amendment Rules, 1977 published in Notification No. G.S.R. 778 in Gazette of India dated the 25th June, 1977.

- (8) The Cost Accounting Records (Electric Lamps) Amendment Rules, 1977 published in Notification No. G.S.R. 779 in Gazette of India dated the 25th June, 1977.
- (9) The Cost Accounting Records (Vanaspatti) Amendment Rules, 1977 published in Notification No. G.S.R. 780 in Gazette of India dated the 25th June, 1977.
- (10) The Cost Accounting Records (Refrigerators) Amendment Rules, 1977 published in Notification No. G.S.R. 781 in Gazette of India dated the 25th June, 1977.
- (11) The Cost Accounting Records (Motor Vehicles) Amendment Rules, 1977 published in Notification No. G.S.R. 782 in Gazette of India dated the 25th June, 1977.
- (12) The Cost Accounting Records (Sugar) Amendment Rules, 1977 published in Notification No. G.S.R. 783 in Gazette of India dated the 25th June, 1977.
- (13) The Cost Accounting Records (Room Air-conditioners) Amendment Rules, 1977 published in Notification No. G.S.R. 784 in Gazette of India dated the 25th June, 1977.
- (14) The Cost Accounting Records (Electric Fans) Amendment Rules, 1977 published in Notification No. G.S.R. 785 in Gazette of India dated the 25th June, 1977.
- (15) The Cost Accounting Records (Electric Motors) Amendment Rules, 1977 published in Notification No. G.S.R. 786 in Gazette of India dated the 25th June, 1977.
- (16) The Cost Accounting Records (Paper) Amendment Rules, 1977 published in Notification No. G.S.R. 787 in Gazette of India dated the 25th June, 1977.
- (17) The Cost Accounting Records (Rayon) Amendment Rules, 1977 published in Notification No. G.S.R. 788 in Gazette of India dated the 25th June, 1977.
- (18) The Cost Accounting Records (Bulk Drugs) Amendment Rules, 1977 published in Notification No. G.S.R. 789 in Gazette of India dated the 25th June, 1977.
- (19) The Cost Accounting Records (Soda Ash) Amendment Rules, 1977 published in Notification No. G.S.R. 790 in Gazette of India dated the 25th June, 1977.
- (20) The Cost Accounting Records (Dyes) Amendment Rules, 1977 published in Notification No. G.S.R. 791 in Gazette of India dated the 25th June, 1977.
- (21) The Cost Accounting Records (Industrial Alcohol) Amendment Rules, 1977 published in Notification No. G.S.R. 792 in Gazette of India dated the 25th June, 1977.
- (22) The Cost Accounting Records (Jute Goods) Amendment Rules, 1977 published in Notification No. G.S.R. 793 in Gazette of India dated the 25th June, 1977.
- (23) The Cost Accounting Records (Infant Milk Foods) Amendment Rules, 1977 published in Notifications No. G.S.R. 794 in Gazette of India dated the 25th June, 1977.
- (24) The Cost Accounting Records (Cotton Textiles) Rules, 1977 published in Notification No. G.S.R. 417(E) in Gazette of India dated the 28th June, 1977.
- (25) The Companies (Acceptance of Deposits) Second Amendment Rules, 1977 published in Notification No. 424(E) in Gazette of India dated the 30th June, 1977. [Placed in Library. See No. L.T.—735/77].

12.29 hrs.

CORRECTION OF ANSWER TO  
STARRED QUESTION NO. 2  
DATED 5-4-77 RE: PURCHASE OF  
CRANES BY OIL AND NATURAL  
GAS COMMISSION FROM DENAG  
OF GERMANY

THE MINISTER OF PETROLEUM  
AND CHEMICALS AND FERTI-  
LISERS (SHRI H. N. BAHUGUNA):  
Mr. Speaker, Sir, I beg leave to make  
this statement with reference to the  
earlier statement laid on the Table of  
the Sabha on 5-4-1977 in reply to  
starred question No. 2 regarding pur-  
chase of cranes by ONGC from Denag  
of Germany. It had been mentioned in  
para (4) of that statement that "spare  
parts for the aforesaid Denag cranes  
have been ordered in March, 1977 for  
Rs. 29.27 lakhs, through Maruti Heavy  
Vehicles (Pvt.) Ltd." It has since been  
ascertained that although the required  
foreign exchange was released and the  
ONGC authorised for the purchase  
of the spares, O.N.G.C. had not and  
as a matter of fact, has not yet placed  
order for the spares.

**SHRI JYOTIRMOY BOSU** : (Diamond Harbour): It would have been better if the Minister had clarified it. Firstly, I would like to know whether this wrong reply is the result of bungling in his Ministry, or it is a lapse on his part. He has not clarified that this amount involves only Rs. 29.27 lakhs, although the main amount is about Rs. 1.7 crores. This firm, Maruti Heavy Vehicles Ltd., in their letter dated 27th January 1976 had stated that they desired to compete with their competitors for this order, and as such they have foregone their entire commission in this transaction. The other day I have given enough evidence; and I have categorically stated, taking the whole thing on my shoulders, that an amount of Rs. 13.16 lakhs came to the Central Bank of India, Bombay on 27th June 1977 which, I reckon, is the commission out of the purchase of the 8 cranes for which ONGC had placed orders on Demag through Sanjay Gandhi's Maruti Heavy Vehicles Ltd. I would like the Minister to clarify this: on the one hand they accepted the statement that they will not have any commission at all; on the other, we see that an amount of about Rs. 14 lakhs is coming on 27th June 1977 which, I expect, is the commission on the Demag purchase from Germany. Let the Minister clarify it.

**SHRI H. N. BAHUGUNA**: I am sorry I have no information on that part. The written reply on that day, was wrong. It is not through supplementaries that this mistake occurred. When those people checked up with the ONGC, they found that the spares had not yet been imported. (Interruptions) The rigs have been accepted; and I do not know what behind-the-scene transactions had taken place.

**SHRI JYOTIRMOY BOSU**: Are you going to look into the matter?

**SHRI H. N. BAHUGUNA**: The matter is already in proper hands; and it is being taken care of.

12.32 hrs.

**CORRECTION OF ANSWER TO SUPPLEMENTARY ON STARRED QUESTION NO. 314 DATED 4-7-77 RE OFFICERS IN MINISTRY OF WORKS & HOUSING HAVING OWN HOUSES AND LIVING IN GOVERNMENT QUARTERS**

**THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHABILITATION (SHRI SIKANDAR BAKHT)**: With your

permission, Sir, I wish to make an admission before the House and seek its apologies.

On 4th July, 1977, in course of the reply to a supplementary to Starred Question No. 314, the Minister for Steel and Mines gave the following replies on my behalf:

(i) "They had made some representations and the matter is under review and Government will come to conclusion very soon." In this regard I have to submit that a decision has already been taken by Government to allot Government accommodation to house-owning officers, subject to certain terms and conditions, which, *inter-alia*, include charging of market rent for Government accommodation occupied by such officers, who are getting, for their own houses, a rent of more than Rs. 2,000/- p.m. The market rent is the same as penal rent.

(ii) It was also stated in reply to a supplementary "If such an instance is brought to our notice, Government will see that not only they vacate quarters but they will institute other enquiries." The correct position is that house-owning officers are not required to vacate Government quarters.

(iii) It was further stated "But steps are being taken to see that those who have houses leave their Government quarters very soon. Till such time as they are able to vacate, they will have to pay market rent" and "Efforts are being made to see that they vacate". Sir, house-owning officers are not required to vacate Government accommodation so long as they pay prescribed rent. The question to make them vacate Government accommodation arises only when they fail to comply with the prescribed terms and conditions.

Any inconvenience caused to the House is very much regretted.

**DR. SUSHILA NAYAR (Jhansi)**: Sir, I would like to have a clarification. A large number of Governments servants are without houses and they are in terrible difficulties. It was in view of this that the Government had decided that those who have their own houses

[Dr. Sushila Nayar] should vacate Government accommodation so that Government servants without houses can be accommodated in Government accommodation. What is the reason which has led the Government to change that accepted policy? Now these well-to-do people, high officers are earning good rent on the one hand and are living nearby their offices so that they need not spend on transportation, while the poor small people are being put to terrible inconvenience, living miles away from their place of work. Why has the Janata Government taken this decision?

श्री कंबर लाल गुप्त (दिल्ली सदर) : मैं मंत्री महोदय से यह जानना चाहता हूँ कि गवर्नमेंट के कितने मकान हाउस-प्रोविनग ब्राक्सिज के पास हैं, और उन में से 1,000 रुपये से कम तन्खाह वाले कितने लोग हैं।

श्री सिकन्दर बकत : यह जो सबाल पूछा गया है, उस का प्राजेक्शन इस तरीके से हुआ है कि उस में कुछ यह साबित करने की कोशिश की जा रही है कि हायर इनकम बैंकट के ब्राक्सिज को फायदा पहुँच रहा है। प्रोजेक्शन यह है कि जेनेरल पूल में गवर्नमेंट ब्राक्सिज के लिए कुल 41,594 मकानात हैं। उन में से इस वकत हाउस-प्रोविनग ब्राक्सिज के पास 1523 मकानात हैं, जिन में से 1287 मकानात उन लोगों के पास हैं, जिन की इनकम 1,000 रुपये से कम है। जहाँ तक हायर इनकम बैंकट के ब्राक्सिज का सबाल है, उन में से टाइप 8 के 3 मकानात और टाइप 7 के सिर्फ 16 मकानात हैं। मैं यह भी ध्यान रखूँगा कि 1977-78 के काम होने तक 6811 में से बेहतरीन मकानात उन ब्राक्सिज के लिए होंगे, जिन की माहवार तन्खाह 1,000 रुपये के कम है।

12.35 hrs.

CORRECTION OF ANSWER TO SUPPLEMENTARY ON STARRED QUESTION NO. 209, DATED 27-6-77 RE. REGULARISING OF UNAUTHORISED COLONIES IN DELHI.

THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHA

BILITATION (SHRI SIKANDAR BAKHT: With your permission Sir, I wish to the House and make an admission before myself the fact that the errors mentioned in my replies to the above question.

On 27th June, 1977, in the course of the reply to the supplementary arising out of Starred Question No. 209 regarding the regularisation of unauthorised colonies, I had said that these colonies are being regularised but on two occasions I said that these colonies have been regularised. Now, it is a more question of language than of facts. Orders have been passed for the regularisation of the unauthorised colonies. There can be no going back on this. Only certain formalities have to be gone through. Even then I want my statement to read as 'are being regularised' in place of 'have been regularised' wherever it occurs in my reply, to set the record straight.

Also I had said that 103 colonies which came prior to September 1962 were regularised, but it is now reported that actually 110 such colonies were regularised. Further I had said that out of the colonies which came up between September 1962 and January 1967, 68 colonies had been regularised. But only 64 such colonies had been regularised. These corrections could not be made earlier as the discrepancies came to notice subsequently and verification has taken some time.

I really regret the inconvenience caused to the House.

12.38 hrs.

## Re. QUESTION OF PRIVILEGE

SHRI VAYALAR RAVI (Chirayinkil) : I beg to move, under rule 222, a motion of breach of privilege against the Home Minister regarding his statement made in this House in which he had stated that there was think, "vihar", in the Government to kill the opposition leaders.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : How does it become a matter for a privilege motion? I rise on a point of order on the submission that he is making. (Interruptions).

I am here since 1967 and we have known it, not through one day's experience but repeated experiences, that if a Member says something which, is not, in the opinion of another Member correct.... (Interruptions)

**SHRI VASANT SATHE (Akola) :** I am also on a point of order. You have allowed Mr. Vayalar Ravi. Under what rule is he raising a point of order? (Interruptions).

**MR. DEPUTY-SPEAKER :** He is raising a point of order. Let me hear and decide. (Interruptions).

**SHRI JYOTIRMOY BOSU :** A Member is always expected to remain in the House, and if a statement is made which, in his opinion, is not true or incorrect, it may be refuted. If there is any factual inaccuracy, he can give notice under Direction 115. Today you have admitted three such cases under Direction 115. There is no case of privilege. This is against all rules. (Interruptions).

**SHRI VAYALAR RAVI :** This is what the Home Minister said :

"...some thinking to shoot down opposition leaders including Jayaprakash Narain during the emergency as was done in the Dacca jail."

The emergency was declared under article 352 of the Constitution, and it invoked articles 358 and 359. Article 358 is concerned with suspension of the provisions of article 19, while article 359 empowers the President to suspend the enforcement of the rights conferred by Part III of the Constitution.

The Home Minister reiterated his statement the next day and repeated his allegation, saying that the ordinance issued by the President was a preparation for such action. The President, by the ordinance, had expressly suspended the operation of article 14, 20 and 21.

Here is the press report to which the hon. Home Minister referred. He referred to a press report regarding the argument of Mr. Niren De in the Supreme Court. It was actually when Justice Khanna specifically asked Mr. Niren De.... (Interruptions). I am only making out a case. (Interruptions).

**MR. DEPUTY-SPEAKER :** Mr. Jyotirmoy Bosu, please sit down. You do not have to get up. Let me decide the issue. I will deal with it.

**SHRI JYOTIRMOY BOSU :** You are to act according to the rules. (Interruptions).

**SHRI VAYALAR RAVI :** This is what it says :

"Justice Khanna pointed out that article 21 dealt not only with

personal liberty but also with the right to live. It would follow that during emergency if some body's life was taken away by the State without the sanction of law, no action would lie."

This is how Mr. Niren De was questioned by Justice Khanna. He specifically asked that.... (Interruptions).

**MR. DEPUTY-SPEAKER :** Please take your seat now. This is not the way we conduct the House. I know what is to be done. I know under what rule, under what Direction, I have to give the ruling. I shall give it. Let me hear him. He has raised the issue of breach of privilege. I may rule it out. Why do you pre-suppose it? (Interruptions).

**THE PRIME MINISTER (SHRI MORARJI DESAI) :** When one Member is raising an issue, should the point of order be raised while he is speaking or after he has finished? Then, if another Member raises a point of order or any issue, is it for others to decide the point of order or the issue or is it for the Chair to do it?

**MR. DEPUTY-SPEAKER :** There will be disorder.

**SHRI MORARJI DESAI :** Therefore, I should like you to give this clear direction to the House.

**MR. DEPUTY-SPEAKER :** Let Mr. Vayalar Ravi finish.

**SHRI JYOTIRMOY BOSU :** Director 115 clearly states.....

**MR. DEPUTY-SPEAKER :** I know all the Directions. I have not the book with me. Please take your seat. You cannot take the place of the Speaker. I know how to decide.

**SHRI VAYALAR RAVI :** On 16th December, this argument took place on a *habeas corpus* petition. The contention of the Home Minister was that the Ordinance itself was a preparation of such an action because there was thinking..... (Interruptions).

**SHRI MORARJI DESAI :** Let him finish.

**SHRI VAYALAR RAVI :** Then, article 359 says :

"Where a proclamation of Emergency is in operation....

(Interruptions).

**MR. DEPUTY-SPEAKER :** Order, please. Let him finish. (Interruptions).



श्रीमती सुशाल मोरे (बम्बई-उत्तर):  
उपाध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है जो इसी के बारे में है कि प्रिविलेज मोशन आ सकता है या नहीं इसलिए आपको इसे पहले सुनना चाहिए।

मेरा व्यवस्था का प्रश्न यह है कि मंत्री महोदय या कोई अन्य माननीय सदस्य इस सदन में एक स्टेटमेंट देता है वह सही है या नहीं, इसके बारे में चेर्चा करना तो अलग बात है लेकिन उसके ऊपर कोई वीच आफ प्रिविलेज कैसे हो सकता है? जिस प्रकार से अग्र मंत्री कोई सही बात लगती है तो उसे यहाँ पर कहने का अधिकार है उसी प्रकार में मंत्री को भी यहाँ पर कहने का अधिकार है। वह सही है या नहीं उसके बारे में सदन के बाहर अगर कोई बात करता है तो सदन के प्रिविलेज को वीच करने का सवाल उठ सकता है। लेकिन यह जो बात कही गई, उस के बारे में चेर्चा भी हो गई श्रीर. मंत्री महोदय ने वता भी दिया कि यह किस प्रकार से है, तब फिर इस पर प्रिविलेज कैसे हो सकता है?

MR. DEPUTY-SPEAKER : All these points of order, as far as I can see, relate to the fact whether this can be treated as a privilege motion or not. That is all. I have not yet accepted that there is a question of privilege. Have I? I have allowed him to raise the matter and it is for me to decide.

(Interruptions).

SHRI JYOTIRMOY BOSU : Direction 115.

SHRI MORARJI DESAI : When the Speaker allows somebody to move a motion, I cannot think that there can be a point of order on that permission. Therefore, that has to be understood. If you want to raise a point of order, after he finishes, you can do so, but not before that.

SHRI JYOTIRMOY BOSU : I want to point out that that can only be covered under Direction 115. He cannot be allowed to raise it under Rule 222. That is what I have to point out. I am only trying to assist the Chair by saying that the permission that you have given is not in keeping with the rule. (Interruptions) So, direction 115.

MR. DEPUTY-SPEAKER : I know what I am doing. I know 115; I know 222 and I also know 227. Do not tell me what I have to do. I have gone through all the rules. I have not yet given him permission under 222 and if it does not come under privilege, it is my job to see that I rule it out. (Interruptions).

SHRI JYOTIRMOY BOSU : If you kindly go to the direction 115, it says.....(Interruptions).

MR. DEPUTY-SPEAKER : I would not allow this kind of thing. (Interruptions).

SHRI VAYALAR RAVI : Mr. Shyamnandan Mishra, Mr. Jyotirmoy Bosu and others moved a privilege motion and made long speeches against the then Defence Minister, Shri Jagjivan Ram. You may recall it. There was a precedent in this House. In this connection, I may point out that the hon. Home Minister made a contention that the ordinance has been issued with the purpose of.... (Interruptions).

SHRI MORARJI DESAI : The same thing is being repeated. What is the meaning of this? I cannot understand this. Repetition of the same argument does not mean anything (Interruptions).

SHRI VAYALAR RAVI : The contention of the Home Minister is that there was a thinking.....(Interruptions). From the circumstantial evidence, we can come to a conclusion. Only on circumstantial evidence, can we come to a conclusion. The case which he quoted was argued in the Supreme Court on the habeas corpus petition on 16th December, 1975. Look at the circumstantial evidence. When was Mr. Jayaprakash Narayan released? He had been released even in that month itself. Mr. Charan Singh himself was released on the first of March. I can quote many names of the leaders who had been released from jail (Interruptions).

If it is the circumstantial evidence he has been relying on, that there was a thinking on the pattern of what took place in the Dacca jail, there was no need for the Government to release all these leaders, including Mr. Jayaprakash Narayan.....(Interruptions). The circumstantial evidence stands. The Government had released all the important leaders including Mr. Jayaprakash Narayan. Even today this argument is going on, the argument of the Home Minister, the argument that he put forward that there was some thinking..... (Interruptions). The purpose is to mislead this House and malign all the Members belonging to the Congress Party sitting

on this side. There is no evidence he can produce. Even circumstantial evidence is against it. There was no such law proclaimed. (Interruptions)

MR. DEPUTY-SPEAKER : Mr. Ravi, please take your seat.

SHRI K. P. UNNIKRISHNAN (Badagara) : Mr. Deputy-Speaker, Sir, at the outset I would like to point out that this does not come under the purview of the Direction 115. I would take an entirely different point of view.

While replying to the debate on the Demands for Grants of the Ministry of Home Affairs, the Home Minister, Shri Charan Singh on 13th of this month said this after referring to the arguments of Mr. Niren De, the then Attorney-General, in the Supreme Court; the Home Minister said :

"It did not end there. Preparations were being made for the day when certain leaders could be show down as had been done in the Dacca jail. There was a thinking (*vichar*) to shoot leaders right from Jayaprakashji, if need arose."

This is liable only to few interpretations. One, he was not entirely basing his arguments on the arguments of the then Attorney-General Mr. Niren De because he has also used the words, 'It did not end there', that is with Mr. De's arguments. Here he was making another statement which said that 'preparations were being made'. These 'preparations' were not disclosed by Mr. Niren De or any one else. Mr. Charan Singh had taken it upon himself to inform this august House, rather to deliberately mislead or misinform the House. Now it has to be found out whether he was uttering falsehood or misleading the House or he had some information to substantiate his statement. That is the crucial point. He said, 'Preparations were being made' and then he said 'as had been done in Dacca jail'. A specific thing happened in Dacca jail. That was in the knowledge of Mr. Charan Singh and all the Members of this House and, in fact, of the entire world. It was not a deduction. Can it not be a *reductio ad absurdum*, even an absurd deduction, from an argument made by Mr. Niren De in the Supreme Court, which was again, I would say, based on a hypothetical case?

I am coming to this House based on specific statements where privilege is involved. I cannot come to you under Direction 115. My idea is not to

correct his statement; my idea is to point out to the House and to you—that is why I have been writing to you—that Mr. Charan Singh, Home Minister, during this speech and by using these words has deliberately misled the House. (Interruptions).

बौधरी बलबीर सिंह (होमियारपुर) : आप हमें भी बोलने का मौका दीजिए । ये बोले चले जा रहे हैं और आप सुन रहे हैं . . . (व्यवधान) इन के हाथ खून से रंगे हैं और इन्होंने कत्ल किया है ।

श्री हुकुम चन्द कछवाय (उज्जैन) : बहुत के लोगों को इन्होंने मार दिया है ।

बौधरी बलबीर सिंह : मेरे फावर-इन-ला का कत्ल किया है । इन लोगों ने बार एसोसियेशन के जो प्रेसीडेंट थे, उन का कत्ल किया है । (व्यवधान)

SHRI K. P. UNNIKRISHNAN : I must be allowed to develop my argument. This is a crucial question. He had another opportunity when the Leader of the Opposition raised the issue on the 14th of this month; under rule 377; he neither contradicted nor corrected the statement. . . . (Interruptions).

श्री हुकुम चन्द कछवाय : जीने का अधिकार छीन लिया है, इस का मतलब क्या हुआ ?

बौधरी बलबीर सिंह : बार एसोसियेशन के प्रेसीडेंट को इन लोगों ने मारा है और पता नहीं क्या क्या कत्ल किये हैं ।

MR. DEPUTY-SPEAKER : Please take your seat. Whatever you say will not go on record if you do like this.

SHRI K. P. UNNIKRISHNAN : On the 14th of this month when the Leader of the Opposition raised the issue, he did not correct or modify any of his earlier statements, nor did he express any regret for it. He only elaborated on it, and he stood firmly by the statement on 'preparations being made'. The whole point is this. 'Mr. Charan Singh cannot take refuge under the arguments of the then Attorney-General Mr. Niren De.' (Interruptions).

[Shri K. P. Unnikrishnan]

Shri Charan Singh cannot take refuge under the arguments advanced by the then Attorney-General, Mr. Niren De, in the Supreme Court.....(Interruptions). Since it is relevant to the consideration of this privilege motion, I should recapitulate what was said by Mr. Niren De in the Supreme Court ....(Interruptions).

MR. DEPUTY-SPEAKER : If the hon. Members keep on interrupting him, he will take more time.

SHRI K. P. UNNIKIRISHNAN : Mr. Niren De said that Articles 14, 20 and 21 of the Constitution stand suspended as a result of a presidential proclamation consequent to the invocation of internal emergency under Articles 352 and 359. Article 19 stood suspended right from 1965 when external emergency was imposed.....(Interruptions). Mr. Niren De was replying to a poser of extreme proposition and a hypothetical case which the bench had developed....(Interruptions).

MR. DEPUTY-SPEAKER : If the Members keep on like this, he would take more time. I would appeal to the House to be silent and let him finish.

SHRI MORARJI DESAI : I would appeal to the House, particularly this side, that they ought to hear any Member from the opposition in silence without interruptions. If they have to say anything, they can do so afterwards, but what is this method of carrying on a debate like this? This does not lend any dignity to this part of the House. I must say, I am very sorry for it.

SHRI JYOTIRMOY BOSU *rose*.

MR. DEPUTY-SPEAKER : I am going to call you after him.

SHRI JYOTIRMOY BOSU : I am sitting on the edge of my patience.

SHRI K. P. UNNIKIRISHNAN : Mr. Niren De was arguing against a poser of extreme proposition from the bench as a hypothetical case and saying that this was not a case for judicial review. But what Mr. Charan Singh told the House on 24th July is something very different. He specifically said : (a) preparations were being made for the day when certain leaders could be shot down.....(Interruptions).

Mr. Charan Singh was not referring to any hypothetical case nor did he follow Niren De's arguments....(Interruptions) Please listen. The words 'preparation' and the reference to the happenings in Dacca make it very clear that he was referring to more than what contained in Mr. De's argument. He has not substantiated nor denied it. So, my contention is that he was deliberately and wilfully misleading the House and uttering falsehood in the House. That is why I approach you with this case of privilege. Uttering falsehood or deliberately misleading the House constitutes a breach of privilege of the House.

13 hrs.

In the House of Commons in the Profumo case...(Interruptions) I must be allowed to conclude....

MR. DEPUTY-SPEAKER : Please take your seat. Now, Mr. Bosu.

SHRI MORARJI DESAI : The hon. Member is wasting the time of the House by repeating all the while what he has already said. I do not know what he wants to say.

SHRI K. P. UNNIKIRISHNAN : In the House of Commons since the Profumo case, a clear precedent has been laid down that uttering falsehood or deliberately or wilfully misleading the House constitutes a breach of privilege and contempt of the House. Here is also a case of wilful misrepresentation.

(Interruption.)

MR. DEPUTY-SPEAKER : I have called Mr. Bosu. No more submissions please.

SHRI SHYAMNANDAN MISHRA (Bengaluru) : I have to make a submission on this.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : I have been in this House since 1967. I have not seen a single instance where in similar circumstances a privilege motion has been allowed to be raised under Rule 222.

What does Rule 222 say? You kindly go through it. It must be clear in the minds of the Chair as also in the minds of the members of the House as to what constitutes a privilege. Neither of them has made out any case of breach of privilege in this instance.

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SHRI K. P. UNNIKIRISHNAN : No, no.

SHRI JYOTIRMOY BOSU : ... is clear on this subject. The caption says: "Mistake or inaccuracy in statement made in the House." Even if for argument's sake, we take it that the Home Minister had made a statement which is not accurate and which is not correct, the only procedure left open is to seek a remedy under Rule Direction 115.

Under Direction 115 the procedure is not to allow it on the floor of the House straightway. It says:

"The member may place before the Speaker such evidence as he may have in support of his allegation."

Then, it says:

"The Speaker may, if he thinks fit, bring the matter to the notice of the Minister or the member concerned for the purpose of ascertaining the factual position in regard to the allegation made."

The Speaker may then, if he thinks it necessary, permit the member who made the allegation to raise the matter in the House and the member so permitted shall, before making the statement, inform the Minister or the member concerned."

So, there is no breach of privilege. You have acted outside your jurisdiction as stated in the rules, by permitting them to raise the matter under Rule 222 for a breach of privilege. I regret this action is not justified on the strength of the rules.

Therefore, I will request you to completely ignore what has been stated in the context of the breach of privilege motion and give a ruling accordingly.

MR. DEPUTY-SPEAKER: Mr Mishra.

After Mr Mishra, I will call the Home Minister.

SHRI C. M. STEPHEN (Idukki): I rise on a point of order. The point of order has reference to the point of order raised by Mr. Jyotirmoy Bosu.

Now, Direction 115 has been relied upon. The basis on which this motion is moved is:

"A breach of privilege can arise when a Member or a Minister makes a false statement or an incorrect statement wilfully, deliberately or knowingly."

It is on this basis that this is moved.

SHRI JYOTIRMOY BOSU : What are you quoting?

SHRI C. M. STEPHEN: Proceedings analogous to those under 115 have already been gone through with reference to Shri Charan Singh's statement. From our side a statement was made here and he replied to that. On the basis of that reply the conclusion is emerging that the statement made by him here was made deliberately, knowingly (knowing it to be incorrect) and wilfully.

You have allowed it under 222. Once you allow it to be raised under 222, a discussion on that has to take place. It is not under Direction 115.

222 says—

"A member may, with the consent of the Speaker, raise a question involving a breach of privilege either of a member or of the House or of a Committee thereof."

The procedure is stipulated here. You have of course not given a finding that this is a breach of privilege. Nor has the House come to the conclusion that it is a breach of privilege. But by giving permission under Rule 222 you have given a finding that it is a matter in which the intervention of the House is called for. Now it is for the House. Discussion must take place so as to arrive at a conclusion whether there is *prima facie* a case for breach of privilege and whether the matter may be referred to the Committee on privileges or not.

SHRI SHYAMNANDAN MISHRA: Mr. Deputy-Speaker, the two ingredients of breach of privilege that my hon. friends on the other side have tried to establish are—

- (i) That there has been a misrepresentation.
- (ii) And it is with a view to misleading the House, for deceiving the House.

The two elements must be present in order to establish a breach of privilege.

Now the question that arises is—misrepresentation of what? Have the hon. friends, in fact, in their possession to suggest to the contrary? There can be a misrepresentation of fact and if there is any complaint so far as breach of privilege is concerned, then the complainant has to come before the House that here is a fact to rebut what has been said by an hon. member.

So far as we are concerned, we yet remain to be enlightened what are the facts in possession of the hon. members to suggest to the contrary to what the hon. Home Minister said on that day.

[ Sri Shyamnandan Mishra ]

Secondly, the hon. members have said, it is with a view to misleading the House.

SHRI C. M. STEPHEN: We are prepared to go to the substantive part of it.

SHRI SHYAMNANDAN MISHRA: So far as misleading....

SHRI VASANT SATHE: Burden of proof to substantiate is on your side. Are you shifting it on to us?

SHRI SHYAMNANDAN MISHRA: We have come before the House earlier in order to establish a case of breach of privilege with full possession of facts.

Sir, this is what appears on record to suggest that the hon. Home Minister had tried to misrepresent to the House. That the hon. Member has not done. This is one ingredient. The second ingredient that they wanted to make out was that with a view to misleading the House, the hon. Home Minister has tried to place his point of view based on certain legal and other framework—not on the basis of certain things, certain plan and so on.

Now, the hon. Member says that it cannot be a legitimate deduction from what the Attorney General has said before the hon. Supreme Court. Now, so far as this is concerned, this is a matter.... (Interruptions) what the hon. Home Minister has tried to tell the House was that there was a preparation on the legal plane. (Interruptions) The hon. Home Minister was quite clear, unequivocally clear, in this that there was a preparation on the thinking plane. He also tried to relate it to the legal framework that was being evolved in this country. May I tell the hon. Members on the other side that the then Prime Minister had made a charge about the assassination of her entire family that was to take place on the blessed day of the 29th June, 1975. At that time she had made a complaint earlier and that probably figured even in the document that has been presented to the House.

So far as the Home Minister is concerned, he did not come out with any plan of that kind. He was only suggesting and, may I submit to the hon. House, that when we had gone to the Supreme Court, our case was that the hon. Supreme Court should examine whether we had been arrested in accordance with the provisions of the law as passed by the Parliament; we were denied even that.

My hon. friend says that they stand for the supremacy of the Parliament. When we had gone before the Supreme Court we submitted that here was a law passed

by Parliament; we wanted them to consider whether we had been arrested in accordance with the provisions of the law. That also, the hon. Supreme Court had denied. Now I ask: Where is the question of the framework of the rule of law in this country? The hon. Home Minister said that the Attorney General had gone on record to say before the Supreme Court that if any constable (Interruptions).... I only explain what the hon. Home Minister said namely, the Attorney General had said before the Supreme Court that if a constable shoots down a person, then, there is no remedy before the court of law. Now, that being so (Interruptions). Mr. Deputy-Speaker my hon. friend said that the Home Minister had also tried to relate the whole thing to what had happened in Dacca Jail. Now, whether the situation in this country was taking place or not exactly on the lines on which this situation occurred in Dacca, that is for the House to consider.

Many members had voiced anxiety and concern that the things were taking shape on the same lines as in Dacca. Many others did not believe that. When Mr. Jayaprakash Narayan had warned the country that there was going to be an authoritarian regime in this country on the lines on which Mr. Mujib had assumed powers, then many of us did not believe. It was in this House that I had come forward with a Resolution that the Government was creating conditions for growth of fascism in this country. But, at that time, nobody believed. Similarly, if anything had taken place exactly on the lines on which it did take place in Dacca in Bangladesh, there could then be a deduction that even this thing could happen in this country. (Interruptions) Therefore, in my humble opinion, there is no case of breach of privilege. Anybody is perfectly in order to infer that the hon. Member tried to infer, to deduce, to reason, what the hon. Home Minister said was based on reasoning and articulation and not on facts or evidence for plans.

PROF. P. G. MAVALANKAR (Gandhinagar): Mr. Deputy-Speaker, Sir, I am rising on a point of order, and I want to say that we are not at this stage on the question of substance of the matter. We are at this stage discussing the procedural matter raised by Mr. Unnikrishnan involving what is alleged to be a breach of privilege. My point of order is that rules 223 to 228 deal with the question of privileges. These rules are very clear. You have allowed Mr. Unnikrishnan to raise the matter of privilege only to find out whether a *prima facie* case is there or not. If after your allowing and the House

agreeing, the matter goes to the Privileges Committee, the Committee decides. My point is that the Home Minister made a statement on a particular day in reply to Home Ministry's Demand, which has now become the subject-matter of this discussion on privilege. There are two points involved—one is regarding inaccuracy in terms of facts, and secondly, the alleged question of misleading the House in regard to certain facts. If it is an inaccuracy then the Rules provide as to how to deal with it. The Opposition does not say that the inaccuracy is there. (Interruptions)

There are two aspects of the matter— inaccuracy and deliberately misleading the House. If it is inaccuracy then Direction 115 is clear. The Minister can get up and correct the inaccuracy if he thinks there is one.

The next point is about the allegation of having misled the House deliberately. My point is: Who is to decide whether the Home Minister's factual statement and later on, if necessary, a corrected factual statement has led the House or misled the House? It is entirely a subjective matter. Some Members may feel that the Home Minister has misled and some others may feel that he has not misled. From the Chair you have to decide whether the particular statement of a Member or a Minister constitutes *prima facie* a breach of privilege or not. Therefore, I want to conclude by saying, and asking you with utmost respect and great reverence, under what rule precisely has the Chair permitted the Opposition to bring this point as a matter of privilege. At one point of time during the discussion you said that you have read the rules. We agree your knowledge of rules is perhaps better than ours. My point, however, is that the Chair is not going to allow anybody to raise a point of privilege outside the rules provided in the book. My contention is that the Chair also is a creature of rules. The Chair cannot make its own rules. I am only saying that the Chair is also bound by the rules. It is only when the rules are silent that the Chair has the discretion—when the Chair can use its discretion. My point is: which rule is silent? My other point is: you cannot say that it is your right to do so. That is my point of order. (Interruptions)

MR. DEPUTY-SPEAKER: We are only discussing the procedural matters. If the hon. Members do not want to follow (Interruptions), I shall give my ruling now. (Interruptions)

SHRI VASANT SATHE: Sir, I have a point of order. Sir, I beg of you to consider my point. You have

allowed the hon. Members to raise the matter who had given you notice earlier. Now, what do the rules say? (Interruptions)

MR. DEPUTY-SPEAKER: Let me hear his point of order.

SHRI VASANT SATHE: Sir, the rule says like this:

"222. A member may, with the consent of the Speaker, raise a question involving a breach of privilege either of a member or of the House or of a Committee thereof".

The next rule, that is, rule 223, says like this:

"223. A member wishing to raise a question of privilege shall give notice in writing to the Secretary before the commencement of sitting on the day the question is proposed to be raised. If the question raised is based on a document, the notice shall be accompanied by the document."

Now, Sir, a notice was given both by Mr. Vayalar Ravi and Mr. Unnikrishnan to the Secretary, accompanied by the document. You considered that the question raised under rule 222, can be allowed. If that is correct, then what is the mode of raising question of privilege? This is given under rule 225. Rule 225 says like this:

"225(1). The Speaker, if he gives consent under rule 222 and holds that the matter proposed to be discussed is in order, shall call the member concerned, who shall rise in his place and, while asking for leave to raise the question of privilege, make a short statement relevant thereto."

Sir, he was raising this question under Rule 225 to make a statement asking for the leave of the House. (Interruptions) Let there be no anger. Let us understand the rules. I think the hon. Prime Minister will agree with me. Kindly see the rule 225. If under rule 225 he is asking for leave, then the natural course must be rule 226. And rule 225(2) says:

"(2) If objection to leave being granted is taken the Speaker shall request those members who are in favour of leave being granted to rise in their places, and if not less than twenty-five members rise accordingly, the Speaker shall declare that leave is granted. If less than twenty-five members rise, the Speaker shall inform the member that he has not the leave of the House."

Now, we are at this stage when permission for leave of the House is sought.

[Shri Vasant Sathe]

The next stage must come; you must ask the House whether 25 members or more members are in favour of the motion. . .

SOME HON. MEMBERS: No.

SHRI VASANT SATHE: Now, rule 227 reads as follows:

"Notwithstanding anything contained in these rules, the Speaker may refer any question of privilege to the Committee of Privileges for examination, investigation or report."

All that you can do is *suo motu* you can send it to the privilege committee. But the moment you allow leave to be asked for, the House is seized of the matter and you cannot scuttle the power of the House. Under rule 226 the House can itself pass a resolution, if leave under 225 is granted, the House may consider the question and come to a decision, itself. That is the power of the House. The House may refer it to the privilege committee on a motion made either by the member who has raised the question of privilege or by any other member. Unless we go through this procedure, it will not be correct. Is it your idea or is it their contention that although under 225 leave is asked for, you can cut short the power of the House, the privilege of this House and also the proper procedure and say: I will act under rule 227. How do we go? Where do we go? These rules should be read properly and should be followed properly. Once leave is asked for under the rules, you have to rely on rule 226. . . (Interruptions)

MR. DEPUTY-SPEAKER: Please take your seats, all of you. Let me make the position clear. At the outset I said that I had to decide whether there was *prima facie* case or not. I had never said that there was *prima facie* case of privilege. When I allow a member to read out a privilege motion it does not *suo motu* follow that there is privilege. On that day he read it out; today he also read out. Then there were some points of order. That is: where we are now. (Interruptions) I am not allowing any more discussion on this. . .

SHRI VASANT SATHE: You are going back on what you said.

MR. DEPUTY-SPEAKER: I am not going back on anything. I have to give my ruling. And I shall now give my ruling.

AN HON. MEMBER: What is it?

MR. DEPUTY-SPEAKER: In a case where it is alleged that a Minister or a Member has made an incorrect statement in the House the procedure for inviting the attention of the House to such matters is laid down under Direction 115 of Directions by the Speaker which reads as follows:—

"115 (1). A member wishing to point out any mistake or inaccuracy in a statement made by a Minister or any other member shall, before referring to the matter in the House, write to the Speaker pointing out the particulars of the mistake or inaccuracy and seek his permission to raise the matter in the House.

(2) The member may place before the Speaker such evidence as he may have in support of his allegation.

(3) The Speaker may, if he thinks fit, bring the matter to the notice of the Minister or the member concerned for the purpose of ascertaining the factual position in regard to the allegation made.

(4) The Speaker may then, if he thinks it necessary, permit the member who made the allegation to raise the matter in the House and the member so permitted shall, before making the statement, inform the Minister or the member concerned.

(5) The Minister or the member concerned may make a statement in reply with the permission of the Speaker and after having informed the other member concerned.

(6) The item regarding statement to be made by the member and the statement to be made by the Minister in reply thereto shall not be put down in the list of business unless copies thereof have been submitted in writing to the Speaker sufficiently in advance and the Speaker has approved them. Words, phrases and expressions which are not in the statements as approved by the Speaker, if spoken, shall not form part of the proceedings of the House."

In the present case when the matter was raised in the House earlier on the 14th July, 1977 by Shri Y. B. Chavan, Leader of the Opposition under Rule 377, the Minister of Home Affairs had clarified the position.

Now today when this matter has again been raised by Shri V. V. V. Ravi, the Minister of Home Affairs may again clarify the position. In view of the provisions of

Direction 115 and the clarification by the Minister of Home Affairs, the matter may be treated as closed.

Mr. Charan Singh, if you want you can make a statement now.

THE MINISTER OF HOME AFFAIRS (SHRI CHARAN SINGH) : rose.

SHRI K. P. UNNIKRISHNAN : Sir, I am on a point of order. (Interruptions)

SHRI VASANT SATHE : Yesterday's privilege motion, you have sent it to the Privileges Committee. (Interruptions) Having given consent under Rule 222 how can you go back on your own ruling?

SHRI C. M. STEPHEN : You have given permission to raise the matter under Rule 222. What happened to that is my question. You cannot change your earlier ruling.

MR. DEPUTY SPEAKER : Please take your seat. When some member gives notice of a privilege motion, I have to decide whether there is a *prima facie* case. I have heard the Members. It does not come under privilege. So, I am applying Direction 115.

SHRI K. LAKKAPPA (Tumkur) : Mr. Deputy-Speaker, Sir, you are well in order to take a decision on this subject. But the other day when some matter was raised by the other Member, you have, *ex motu* referred it to the Privileges Committee. (Interruptions) Article 359 is very much there and it is a provision for declaration of Emergency. But in the statement of the Home Minister, in spite of the clarifications he has given, he has stated that there was a deliberate attempt. He has made an aspersion and thus he has deliberately done. (Interruptions) It is my request to you to revise your decision.

SEVERAL HON. MEMBERS : rose.

MR. DEPUTY SPEAKER : Please take your seats now.

SHRI K. P. UNNIKRISHNAN : Sir, I am on a point of order. Please listen to me.

SHRI SAMAR GUHA (Conts) : Sir, my point of order comes first. Before him I raised a point of order.

SHRI MOHARJI DEBSAI : I do not understand how any point of order can arise on the Speaker's ruling.

SHRI VASANT SATHE : A point of order can arise. The House is the master and the Speaker is not the master. (Interruptions)

SHRI K. LAKKAPPA : rose.

MR. DEPUTY SPEAKER : Mr. Lakkappa, please take your seat.

SHRI J. RAMESHWARA RAO (Mahabubnagar) : Once you have allowed a matter to be raised under rule 222, you cannot go back to Direction 115.

MR. DEPUTY SPEAKER : I have explained it.

SHRI K. P. UNNIKRISHNAN : I did not come to you under Direction 115. I came to you with a specific allegation about a statement made by the Home Minister. The entire proceedings would be in aid if you had not permitted me under rule 222 to raise the issue. Now, having allowed me and Mr. Ravi to raise it under rule 222, you cannot go back to Direction 115. You could have told me that there is no case and this will not be permitted to be raised under rule 222.

MR. DEPUTY SPEAKER : When I permitted you or Mr. Ravi, I did not say that there was a *prima facie* case of privilege. Under rule 222 I received a notice. That is all. When I received notice, I can allow a member. Now under Direction 115, the Home Minister is giving an explanation.

श्री कबी (श्री चरण सिंह) : उपाध्यक्ष महोदय, मेरे दोस्त सुनने के लिए तैयार नहीं हैं, इस लिए मैं कुछ नहीं कहना चाहता ।

SHRI C. M. STEPHEN : We do not want to hear him. (Interruptions).

AN HON. MEMBER : Are you revising your ruling?

MR. DEPUTY SPEAKER : There is no question of revising any ruling. I have explained it sufficiently. Under Direction 115, I am allowing the Home Minister.

(Interruptions)

MR. DEPUTY SPEAKER : I will put it to the House.

श्री चरण सिंह : उपाध्यक्ष महोदय, आप मेरी बात सुन लीजिए । उन का जो एटीट्यूड है, उस के कारण मैं कुछ कहना नहीं चाहता हूँ ।



SHRI VASANT SATHE: You are violating the rules completely. You are throwing the rules to the winds...

(Interruptions)

SHRI MORARJI DESAI: I do not know what my hon. friends want. I am not able to hear them at all. I do not know what they want to say. I cannot understand unless it is spoken clearly.

(Interruptions)

SHRI J. RAMESHWARA RAO: We have nothing against you. I submitted to the Deputy Speaker that the question was permitted to be raised under Rule 222. Once the question is raised under Rule 222, you cannot go back to Direction 115. The procedure under Rule 222 has to be followed.

MR. DEPUTY SPEAKER: If what you say is to be followed, then every Motion of privilege that is raised under Rule 222 will have to be sent to the Privileges Committee.

SHRI C. M. STEPHEN: There is no question of notice being given under Rule 222. What Rule 222 contemplates is permission being given.

(Interruptions)

SHRI MORARJI DESAI: Let me say something about it. If the hon. Deputy Speaker has decided a matter, anybody may say it is wrong. I am not here to dispute his freedom. Everybody is entitled to have his opinion. But if you dispute the decision of the Chair, this House will not be able to function at all. Whether it is for this side or for that side, I am afraid we are not following proper procedure at all. (Interruptions). There is a method of doing that also. I am not saying anything about it. This is not the way to do it.

SHRI C. M. STEPHEN: Then, you tell us what is the way.

SHRI MORARJI DESAI: My suggestion would be that if you are dissatisfied with the decision, do not go by passion, think calmly about it and find out a procedure as to how to do this. I am not going to object to that kind of thing. But this is not a method of doing it.

SHRI C. M. STEPHEN: You are the Leader of the House.

SHRI MORARJI DESAI: If you consider me the Leader of the House and if you are not prepared to heed even my advice, then what can I tell you? "

MR. DEPUTY SPEAKER: Now we go to the next item.

(Interruptions)

13.45 hrs.

#### NATIONAL HIGHWAYS (AMENDMENT) BILL

THE PRIME MINISTER (SHRI MORARJI DESAI): I beg to move.

"That the Bill to amend the National Highways Act, 1956, be taken into consideration."

It is a simple measure to amend Section 7 of the existing Act; to enable Government to levy fees on permanent bridges on national highways; costing more than Rs. 25 lakhs which are erected or will be erected after 1st April, 1976. This in essence is the simple measure that I have put before you. Though it is simple, I cannot say that its implication is very simple, because it involves payment of fees. The justification for it is this, namely, that when these bridges are erected at heavy costs—and we want to have more such highways and more such bridges, it is necessary that they should pay for themselves. In many other countries, this is the way it is done. The State governments also want toll to be levied on bridges. But we cannot levy a toll, because toll is a subject belonging to the State. It is, therefore, that we are levying a fee; and that fee will be utilized, not for enhancing the revenues of the government for spending in other ways. This will be utilized for National Highway and bridges, after deducting the expenses on collection of the revenue. We are also taking power to see if it is necessary to exempt any bridge from this fee. So, if it is necessary in public interest to do so, we shall certainly do so. I only hope and trust that my hon. friends will agree with it.

MR. DEPUTY SPEAKER: Motion moved:

"That the Bill to amend the National Highways Act, 1956, be taken into consideration."

Before we go on with the motion moved and through the discussion on

\*Moved with the recommendation of the Vice-president acting as President.

it, I have to say that we are having the Lunch Hour from to-day. Actually, we should have adjourned for lunch at 1 p.m., but because of the passion, we could not do it. We now adjourn and will re-assemble at 14.45 hrs.

13.48 hrs.

*The Lok Sabha adjourned for Lunch till Forty-five minutes past fourteen of the Clock.*

*The Lok Sabha re-assembled after Lunch of at forty-seven minutes past Fourteen of the Clock*

[SHRI M. SATYANARAYAN RAO in the Chair]

#### MESSAGE FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:

"In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Insecticides (Amendment) Bill, 1977, which has been passed by the Rajya Sabha at its sitting held on the 18th July, 1977."

#### INSECTICIDES (AMENDMENT) BILL

AS PASSED BY RAJYA SABHA

SECRETARY: Sir, I lay on the Table of the House the Insecticides (Amendment) Bill, 1977, as passed by Rajya Sabha.

#### NATIONAL HIGHWAYS (AMENDMENT) BILL—Contd.

DR. V. A. SRYID MUHAMMED (Calicut): Mr. Chairman, Sir, I support the Bill. While doing so, I think it is necessary to raise certain points by way of clarification. Obviously, it is a Bill intended to raise fees for the improvement of the highways, for running certain services for the users of permanent bridges, which were not originally included in section 7 of the Act. While admitting that it is necessary to raise such additional fees or revenue for the purpose of improvement of the facilities available for the users of highways, bridges, ferries etc. I would point out certain possible hardships and difficulties which may arise for the users of these bridges, ferries etc. In course of

time, instead of strictly confining to the purpose, namely, to charge a few which will more or less be *quid pro quo* for the service rendered, a tendency will be there to go further than that limit and use it indirectly as a source of revenue. This should be guarded against while fixing the rates. There must be a necessary correlation between the service rendered and the expense incurred for the service rendered. Already there are a large number of octrois and various impositions which a user of a highway or road has to bear. Recently I had the occasion to go to Mussoorie from Delhi. At six places I had to pay varying amounts, from one rupee to Rs. 2.50, by way of octrois and other charges. So, when there are already such heavy impositions which the various municipalities and other local authorities impose on the users of the highway, I am sure the Prime Minister and those who are concerned and entrusted with the task of fixing the rates will take into consideration the existing octrois, fees, and various other charges which one has to bear. I do not propose to elaborate that point.

Coming to the drafting of the Bill from my experience and from what I have heard and understood from others, I fully appreciate the difficulties which the drafting department of the concerned Ministries, particularly the Law Ministry, face. I know that quite often they have to work in great hurry and haste and naturally they take the line of least resistance, adopting some existing and traditional phraseology and drafting devices, while fully appreciating those difficulties, I will be failing in my duty if I do not bring to the notice of this hon'ble House the criticism which, with justification, has been raised from time to time that is a tendency to make the drafting so unnecessarily complicated, clumsy and elaborate that it becomes difficult not only for the general public to understand the real meaning and the intention of the enactment, but even the Supreme Court often finds it difficult to grasp the correct objective and intention of the drafters and the framers of the law. It is from that point of view that I wish to offer certain suggestions. I will not call them criticisms, because they are not intended as criticism, they are more in the nature of suggestions.

For instance, the proviso to clause (2) is in the nature of an exemption, stating that when circumstances justify, in the public interest, the exemption of certain permanent bridges from the pur view of the operation of this Act, may be given by the Government by notification. It would have been better if, instead of engrafting this proviso, the appropriate

(Dr. V. A. Seyid Muhammed)

wording had been used in the main sub clause itself, making it straightaway an exemption. This device of using a proviso to engraft something or to cut away something may be justified in certain circumstances. But when it is an exemption and that is what it is meant also, why don't you call it straight way an exemption and avoid—I may be for given for using the expression—this clumsy way of engrafting a proviso?

In the proviso itself, I feel very strongly that the expression after the words "in the public interest", "so to do" is absolutely unnecessary. As it stands, it reads:

"Provided that if the Central Government is of opinion that it is necessary in the public interest so to do, it may, by like notification ....."

I do not know why the expression "so to do" is necessary here. If it is necessary in the public interest, it may be like notification do such a thing. Here is an example of easyway of drafting things because of the hurry and the haste in which they are asked to draft the Bill. The conventional phraseology has become absolutely unnecessary in this case. It will read much more simpler and the people can understand it more easily if you straightway say, if it is in the public interest, "by like notification" such and such a thing will be done. This expression "so to do" could very well be deleted altogether.

Also, I have an objection to the wording "by like notification", which again, unnecessarily creates complication. You can repeat those four words "by notification in the official gazette". This is an expression used in the original section itself. Why unnecessarily complicate it by using the words "by like-notification"?

I do not want to multiply instances except to bring to the notice of this House and the Prime Minister clause 3 in the Bill which proposes to introduce or substitute sub-clause (i)(b) in the present Bill. Of course, that is an incidental and consequential modification. I fully understand that. But my objection is to unnecessarily lengthening the list of illustrations which are contained in the rule-making power. As the House is aware, there is a well-known phraseology which is used and which has been accepted in various cases starting from Shrinath Banerjee's case of the Private Council and subsequently other cases in Supreme Court. It has been laid down unequivocally that when a phraseology of this nature, namely, when in the first clause it is said that the rule-

making authority will have the power to make rules necessary for the implementation of the provisions of the Act or the objectives of the Act, the second clause, in particular, without prejudice to the generality of the foregoing provisions," as we know, is a standard clause which has been accepted and interpreted by various decisions, as follows. The substance of those decisions is that clause 2 does not add to or subtract from the powers contained in clause 1, namely, the authority will have the necessary powers to make the rules for carrying out the objectives of the Act or the provisions of the Act, as the case may be. Sometimes, the phraseology differs. The other clauses which follow are not exhaustive. They are only in the nature of illustrations. I am sure the position is well-settled. Then why is it that on every occasion you increase the number of illustrations, by adding one illustration after another, when without this illustration and when without making the Act itself clumsy and lengthy, you have the necessary rule-making power in clause 1?

That being the case, why every time, you add or amend or subtract anything from the main sections the section itself gives sufficient power, or whenever an amendment is made immediately incidental, auxiliary and other amendments are made to make the Act more clumsy and lengthy. As far as clause 3 is concerned,—it purports to substitute sub-section 1(b) of Section 9 of the present Act—my suggestion is that, instead of every time when amendments are brought, consequential amendments are not necessary to the rule; such amendments only make the rule more complicated by multiplicity of illustrations and examples. You do not give more powers under sub-section 1(b). These are the things which I would earnestly request for the consideration of this House and the hon. Prime Minister.

15 hrs.

I wish to say one thing which may not be strictly within the ambit of this Act, but which is very relevant to the Act in the sense it will affect the area from where I come and it will affect certain things which may happen or may not happen as a result of this Act. For considerable number of years, my recollection is almost about 6-7 years, public agitation, so as to say, has been built up for the construction of a National Highways Bridge at Kotappuram on Highway No. 17. From time to time, surveys have been conducted, plans have been approved, but I do not know for what reason that has been postponed. The result is that

one of the most important and populated areas is not being properly developed. This is an area where important things are happening; an area which is well-known for trade and commerce; an area where important markets and educational centres and shrines are there and so on. But because of the absence of this bridge, a lot of hardship is being caused with the result that, that area could not be properly developed. All these things have been brought to the notice of the Minister concerned from time to time. The result is that the bridge which connects the long west coast has not been built. I come from there and I know the hardship of the public in that area. I have taken up the matter and made representations to the Minister from time to time and nobody has said that the bridge is not necessary. Everybody has accepted the necessity of that bridge. But in bureaucratic red-tape, this goes on: arguments are produced from one side or the other. Naturally some would like to have the bridge near one's courtyard. But those are not to be the grounds to postpone such an important life-line. It does not matter where you fix it. It does not matter whether it is 10 yards north of 'A' or 20 yards south of 'A' or a hundred yards east of 'A', what we want is the bridge, and I can assure the Prime Minister that the volume of traffic and use of the bridge on this highway will be so much that, as this Bill comes into operation, without any difficulty whatsoever, a substantial portion of the expenses of that bridge on the highway can be met; it may also leave enough funds to improve the approach roads and various other roads which go to Ernakulam, Guruvayur, Cranganore and various other places to the north.

Two more points remain to be raised. In the original Act there was provision for imposing the fees only on temporary bridges: regarding temporary bridges, there was no date-line when it was to be built and there was no limitation of Rs. 25,000 on the cost. The present Bill enables fees being levied on permanent bridges costing more than Rs. 25 lakhs and opened to traffic on or after 1st April, 1976. Of course, no Bill is drafted arbitrarily without any reason whatsoever. But I have not understood the logic behind fixing the figure of Rs. 25 lakhs as the cost and also the date-line of 1st April, 1976. I would be very thankful if the reasons are explained.

**SHRI JYOTIRMOY BOSU** (Diamond Harbour): Regarding this Bill, Sir, the cost of bridge has been specified as more than Rs. 25 lakhs. It would have been desirable if the levy also had been specified. In fact, Government should go to the extent of specifying the

maximum and minimum rates so that there is no unfair practice anywhere. We also want the Government to ensure that the common people are not affected by this Amendment Bill, that the Bill does not spiral down on poor consumers. It is a must that the pedestrians, bullock-carts, cycles and carries of essential commodities should be exempted from payment of any additional levy—in addition to what is already in existence.

During the last 30 years, the Congress Government had talked about planning, about planned economy, but they really did not know anything. They are a bundle of wind-bags. We had told them repeatedly, 'You pronounce a national integrated coordinated transport policy'. In 30 years they have not been able to do it. They did not quite understand what it meant. When they were talking about planned economy and planning, they should have pronounced what was their policy with regard to national integrated and coordinated transport. Rural roads are practically non-existent in most of the areas of the country. The rural roads report of 1968, even after a lapse of ten years, has not seen the light of the day. The whole thing has been shelved.

I will now quote certain paragraphs from the Rural Roads Report, 1968, by the Committee on Rural Roads. On page 3, it is mentioned:—

"For a country with agrarian economy like ours, a system of roads, well serving the rural areas, is one of the basic requirements for the development to quicken its pace". . . . .

"A National Sample Survey conducted in 1957-58 revealed that only about 27 % of all our villages had an all-weather road connection available to wholesale markets."

How do you expect that a grower will get a remunerative price for his produce unless he is provided with an all-weather road connection? Further:

"More recently, similar deficiencies have been brought to light in surveys carried out in the last two years by the Regional Transport Survey Units in different parts of the country."

.... Rural Roads, therefore, are an unmistakable need. Without these, it will not be possible to break the present isolation of the village communities and to draw them into the mainstream of our national life."

[Shri Jyotirmay Bosa]

Then on page 5, paragraph 10, sub-para (iii), it is stated:

"Rural roads, that is, roads which serve predominantly the needs of villages and provide communication, not only between one village and another, but also from a village to a mandi (market place) or to a main route."

Further, in paragraph 11, it is stated:

"While National Highways constitute the arterial routes through the length and breadth of the country, State Highways are the arterial routes through the length and breadth of a State and Major District Roads for the main routes through the length and breadth of a district....."

The real village roads thus have not received adequate attention so far."

Para 13, on page 7 of this Report reads :

"There are 5,64,000 villages in India spread over an area of 3 276 million sq. kms. (1-267 million sq. miles). To provide access to each village, however small, has to be the objective of a democratic set-up....."

As the Demands for Grants of this Ministry were quillotined, I am taking this opportunity to highlight this very vital factor and bring it to the notice of the Prime Minister. My request to the hon. Prime Minister is to see that a cell is created in the Ministry of Transport and Shipping and in the Planning Commission specially to ensure that rural roads grow to the extent, these should. Our Prime Minister's first statement that he wants to solve the unemployment problem was remarkable. I appreciate his conscience. Unemployment is one of the biggest problems that we are facing and we are sitting on a volcano. If we build rural roads, we will be able to solve unemployment problem to a great extent. At the same time, we would be giving opportunities to the producers of agricultural commodities to bring their produce to the Mandis.

I would therefore, like to take this opportunity and earnestly request the Prime Minister, who is holding the charge of this Ministry for the time being, to kindly constitute a Cell in his Ministry and the Planning Commission to see that the rural roads grow at a much faster speed to what has been done till now.

There are many other reports showing the inadequacies of the rural roads in our country, for example, the report of

the Committee on Unemployment shows how badly the problem of rural roads system has been treated. There are reports of the Estimate Committee and the Public Accounts Committee, but I do not want to quote them and take the time of the House.

Therefore, I would request once again that this Bill should not be used as a handle for putting any levy on the weaker sections of the society. I have said and I repeat once again that pedestrians, bullock-carts, cycles and carriers carrying essential commodities for the weaker sections should be exempted from the additional levy that they are going to impose.

श्री दुर्गाबन्धु (कांगड़ा) : सभापति महोदय, इस समय हम नेशनल हाइवेज (एमेंडमेंट) बिल, 1977 पर विचार कर रहे हैं।

इस बिल का सेक्शन 7 जो है, उसमें एक एमेंडमेंट यह लाई गई है कि 1 अप्रैल, 1976 से जो पुल आपरेशन में होंगे, उन पर लेबी लगाई जाएगी। इस बिल में जो कमी मुझे दिखाई दे रही है वह यह है कि जो फी आप लेबी करना चाहते हैं उस का शेड्यूल होना चाहिए था कि कितनी फी लेबी की जाएगी और किस बैहिकल पर कितना चार्ज होगा। यह शेड्यूल में आना चाहिए था।

दूसरी कमी मुझे इस बिल में यह दिखाई दे रही है कि जो इस का फाइनेन्शियल मेमोरण्डम है, उस में खर्चा तो बताया गया है लेकिन यह नहीं बताया गया है कि इस से कितनी इन्कम अप्रोक्सिमेटली हो सकती है। तीसरी बात यह है कि इस एमेंडमेंट बिल में यह दिया गया है कि कुछ बिजेज को एग्जैम्प्ट किया जाएगा लेकिन यह नहीं बताया गया है कि एग्जैम्पशन के लिए किन-किन बातों को नजर में रखा जाएगा। इस में कोई थक नहीं है कि नेशनल हाइवेज की इम्पोर्टेंस हमारे राष्ट्र के जीवन में बहुत ज्यादा है। मैं तो यह समझता हूँ कि ये राष्ट्र की बिन्दनी की रेखाएं हैं और इन से ही देश का वाण्य बनकता है। निःएच० मुननोबकर का जो इस बारे में

स्टेजेंट है, उस को मैं कोट करना चाहूंगा। वे लोकामोबिल और इंजीनियरिंग इंस्टीट्यूट के एक्सपर्ट हैं और उन्होंने हाईवेज की इम्प्लोमेंट के बारे में यह कहा है:

"There are as many as 1400 octroi posts in Maharashtra alone, and the time lost in transit from Bombay to Delhi due to such check-posts and other harassments which the vehicle driver inevitably encounters is no less than a third of the total time taken to travel the distance. Surely, it is not beyond the ingenuity of the State Governments who are levying the octroi to work out and implement a substitute for octroi as has already been done by some States."

बेयरमेन साहब, मेरे कहने का मतलब यह है कि इस में कोई शक नहीं है कि इस से स्टेट को आमदनी होगी। जो सरकार करोड़ों रुपया पुलों और सड़कों आदि पर खर्च करती है, उस को कुछ आमदनी होनी चाहिए लेकिन इस से लोगों की मुश्किलों भी और बढ़ जाएंगी। मैंने जो पैराग्राफ पढ़ा है, उस से पता चलता है कि आकटराय पोस्ट्स पर ग्राइवेट बैहिकल्स को कितनी रुकावट आती है। वहां पर स्टेट्स की टोल टैक्स पोस्ट्स लगी हुई हैं और नेशनल हाईवेज पर जब इस लैबी को बसूज करने के लिए और पोस्ट्स (चौकियां) होंगी, तो लोगों की और ज्यादा रुकावटों का सामना करना पड़ेगा। इस चीज को हमें महसूस करना चाहिए और इस तरह की कोशिश करनी चाहिए कि और कोई बेहतर तरीका इस को बसूज करने का हो। उन्होंने आगे कहा है:

"While massive revenues are generated by the Road Transport Industry, a grossly insufficient fraction of these revenues is ploughed back into the construction and maintenance of roads. Way back in 1959-60 the revenue to the exchequer from road transport aggregated to Rs. 135 crores and the expenditure on roads amounted to Rs. 90 crores, namely 67% of the revenue. In 1974-75, the revenue jumped to Rs. 2,238 crores, but the expenditure on roads was a mere Rs. 395 crores, which is only 17% of the revenue from road transport."

"The famous Bookings Institution carried out some time ago, as on the spot study in several developing countries, and found that when new roads are opened, a sharp rise in agricultural production took place in all cases. Government should recognise the rich source of revenue and employment potential of such expenditure and cease to accord step-motherly treatment to the development of roads which are the veritable arteries of our nation."

The employment potential of the entire Road Transport Industry, both down-stream and up-stream, is hardly exceeded by any other industry. Every additional vehicle that comes on the road provides employment for at least a dozen people. Support to such an industry should therefore form an integral part of Government's economy programme. According to a recent study by the NCAER the construction of every kilometre of a national highway in our country creates employment of 141-150 man-years, the corresponding figures for state highways being 85-96 man-years. On this basis, if the road construction projects included in the Draft 5th Plan had been implemented they would have generated employment of 10.8 million man-years mostly for the unskilled, poor people.

It would be no exaggeration to state that the actual amount spent on road construction over the years have been niggardly. For example, in the Draft 5th Plan an outlay of Rs. 501 crores was provided for the development of national highways. In the revised Plan this has been reduced to Rs. 328 crores. In effect, this means that a mere Rs. 75 crores is included for new road schemes during this Plan period. This is the magnificent amount that has been provided for the creation of highly productive and employment oriented capital assets of our nation."

बेयरमेन साहब मेरा कहना यह है कि नेशनल हाईवेज की इम्प्लोमेंट हमारे देश में बहुत है। पहाड़ी इलाक़ों में तो इसकी इम्प्लोमेंट और भी ज्यादा है। इसकी सम्पन्न में मेरा एक निवेदन यह भी है कि कोई स्टेट रोड जो दूसरी स्टेट से मिलती हो उसकी नेशनल हाईवे बना देना चाहिए।

[श्री मुर्गेशन]

पीछे मैंने एक प्रश्न पूछा था कि पठान-कोट-मन्डी स्टेट हाईवे पर ट्रैफिक बहुत ज्यादा है जिसके बारे में स्टेट गवर्नमेंट ने की रिकमण्ड किया था कि इस स्टेट हाईवे को नेशनल हाईवे बना देना चाहिए, उस प्रश्न के उत्तर में सरकार ने कहा था कि बोर्डर रोड डवलपमेंट की तरफ से वहाँ सड़क बनायी जा रही है। मैं प्रधानमंत्री जी से दख्खास्त करूंगा कि इस रोड की इम्पार्टेंस को देखते हुए इसे नेशनल हाईवे बना देना चाहिए। यह सड़क दूसरी जगहों—लद्दाख, पंजाब, कश्मीर से मिलती है। इसलिए इस सड़क पर ट्रैफिक बहुत है। आपको सड़क के मामले में पैसे की बसूली का ध्यान रख कर ही सड़कों नहीं बनानी चाहिए बल्कि आपको यह भी सोचना चाहिए कि सड़कों पर सफर करने वालों को कोई तकलीफ न हो, उन्हें अधिक से अधिक सुविधा हो।

\*SHRI A. MURUGESAN (Chidambaram): Hon. Mr. Chairman, Sir, I rise to make a few suggestions on the National Highways (Amendment) Bill which has been piloted by the hon. Prime Minister.

The development and maintenance of the national highways, which are vital for the nation's speedy economic growth, are in the Centre's jurisdiction. As the States do not have adequate resources to undertake this important job, naturally the Central Government will have to attend to this. This Bill empowers the Central Government to levy fees on permanent bridges on national highways. It is proposed to levy fees on all permanent bridges costing more than Rs. 25 lakhs and opened to traffic on or after 1st April, 1976. It is mentioned that the annual recurring expenditure on the employment of staff and other incidental matters would be of the order of about Rs. 52 lakhs in the beginning for all the bridges to be covered by the proposed levy. If the Government had given the approximate annual revenue from this levy along with the above figure, it would have helped us to appreciate the national debt behind this import. I am sure that the hon. Prime Minister would give the figure of likely revenue from this levy when he replies to this debate.

As the hon. Prime Minister, in his introductory speech, mentioned that the resources raised through this fee would be utilised for the construction of new national highways, I make bold to refer to the East Coast National Highway, which is the essential prerequisite for Tamil Nadu's economic development. This East Coast National Highway will open up the backward areas of Tamil Nadu. As the Janata Party Government is committed to the eradication of backwardness from the country by laying emphasis of rural industrial development, I would like to stress that this East Coast National Highway is essential for the removal of backwardness in Tamil Nadu and the Central Government must come forth to develop this arterial route. This highway will give a boost to agriculture, fishery, salt and such other products from the coastal areas of Tamil Nadu. This East Coast National Highway will connect all the important cities of historical importance which will give a fillip to national and international tourism in Tamil Nadu. This will also be connecting the major and minor ports on the east coast.

Sir, you are aware of the fact that the Indian Ocean has become the hot bed of international rivalry. During the Bengla Desh liberation war, the Seventh Fleet of U.S.A. entered the Bay of Bengal and posed a threat to the entire east coast. Bearing this in mind, if the East Coast National Highway is developed, then we can move the tank, artillery etc. through this highway giving protection to the east coast. As it is common knowledge that metre gauge is the main means of communication in Tamil Nadu, it is difficult to move fast the armaments etc. during such a crisis. It is all the more necessary, in the interest of expeditious movement of men and material, to have a double lane in the East Coast National Highway. It is estimated that this highway would cost Rs. 44 crores. With the slender resources at its disposal and with the depletion of resources for revenue raising, it is impossible for the State Government to spare this much money through the East Coast National Highway is very necessary for economic upliftment of backward areas. I appeal to the hon. Prime Minister that he should ask this money for the development and maintenance of East Coast National Highway immediately.

Before I conclude, I would refer to another important point. It is regrettable that the State Governments do not have powers to have even a culvert across a National Highway without the permis-

\*The original speech was delivered in Tamil.



sion of the Central Government, though it is necessary to have it for agricultural purposes. Even when the crops are likely to wither without such a culvert, the State Governments cannot dare undertake this job without Centre's express sanction. I request that the hon. Prime Minister should look into these things and remedy such things which hamper economic progress in the States.

With these words I conclude my speech.

**SHRI B. P. KADAM (Kanara):** While desiring to participate in this debate, it is rather difficult for me to welcome this, because, it seems to me that there is no sound principle behind this Amendment. Only certain bridges are to get revenue which have cost more than Rs. 25 lakhs. I do not understand why those bridges which have cost less than Rs. 25 lakhs have been left out. Then again only those bridges opened after 1-4-76 are to be taxed. I don't understand why those bridges opened earlier should not be taxed unless of course there is some reasoning that there has been a galloping rise in the construction cost after this particular date. That also we cannot accept. There is also a proviso by which Centre can exempt any bridge, provided the Central Government is of the opinion that it is necessary in the public interest to do so. It may be notification specify any bridge in regard to which such fee shall not be leviable under this sub-section.

There is nothing to show that the Government of India has given any reason behind this amendment. That is why, I say, that this seems to have been done in an arbitrary manner. What I am afraid of is that there may be discrimination. I can very well understand if the Government has come forward with an amendment requiring exemption in certain border areas where security, defence questions etc. are involved. That is not there.

Therefore, it is difficult to understand this unless, of course, the Prime Minister spells out the reason or the principle involved in this amendment. For example, take the case of the bridge on the river Kali, in my constituency, Karwar Taluka on the west coast. This has been under construction for over a decade now. Still one cannot be sure when it will be completed. An ordinary sinking was going, it was followed by pneumatic sinking. I do not know what type of sinking would follow and when would the bridge take shape.

Naturally, there would be pressure upon Government to see that a large number of bridges are exempted. And Government will have to face a lot of

pressure and there will be scope for some influence. I do not think the principle is spelt out. For example there is one amendment already that from 1st April, 1976 it should be extended by one more year. Naturally, there would be pressure to see that this is also extended because the reason for this amendment is not clear.

I would, therefore, urge upon the Prime Minister to come out boldly with the reasoning or the principle behind this. It is not, of course, convincing as to how the revenue should be utilised. No doubt it may be utilised for the construction and maintenance of highways. Unfortunately, though the national highways are so vital and so important, in certain States, the highway is in a very bad condition, especially in the rainy season when it is horrible to look at.

If its well maintenance is quite necessary, then, I think, the principle is to be spelt out. I think that in the year 1976 or when Germany bombarded the Madras Coast, the idea took a shape and, after our Independence and upto the end of Second World War, these highways were considered to be of so much importance from the national and defence point of view. And therefore it is equally necessary to see that they are well maintained and the revenue that is collected under this measure is very well utilised. These are the observations that I want to make.

**श्री श्री बलवीर सिंह (होमियारपुर) :**

समाप्त महोदय, मैं आपके जरिये प्रधानमंत्री जी से यह प्रार्थना करना कि वह यह एमेंडमेंट कायम से लें। यह टैक्स बहुत कम है। 18वीं सदी का कानून है। एक तरह से देश में यह कायम चल रही है कि म्युनिसिपल कमिटियां जो हैं इन्होंने जो रास्तों पर अपने छोटे-छोटे के लगाने हैं वह बन्द हो जायें और ऐसा सिस्टम चले जिस से देश में ट्रांसपोर्ट ठीक ढंग से और जल्दी चल सके। इससे जिससे वैसे धारों और कितने नहों धारों में, यह समाप्त नहीं है। समाप्त यह है कि इससे जिससे मैंने देखा हुआ कुछ करने। मोटर कारों है और पुल का गया बहुत पर बढ़ी हो काम और बहुत पर नुकीली लगाने काया बँटा है। 18वीं सदी में एक रिवाज से दूसरी रिवाज में जाने वाले कहते थे कि हमारी रिवाज में आने वाले हो, पहले वैसे-वैसे फिर बदल जायेंगे।



### [बीछरी बलबीर सिंह]

इस ढंग से जो टैक्स बसूल करने का तरीका है यह मौजूदा जमाने में ठीक नहीं है। चाबक्य जो अर्थशास्त्र के पंडित थे उन्होंने कहा है कि टैक्स इस तरह से लगे जैसे सूख जमीन से पानी बींचता है और फिर वापस देता है तो पता नहीं लगता। और जब बींचता है तो भी पता नहीं लगता। यहां तक कि वह गन्दी जगह से भी पानी लेता है और बावल बन जाता है और फिर जमीन को बावल पानी दे देता है। लेकिन हर जगह इस तरह से टैक्सेशन सिस्टम से लोगों को तकलीफ न हो। आपको टैक्स तो मिल जाये लेकिन टैक्स का यह क्या सिस्टम हुआ कि कोई मरीज को लेकर मोटर में जा रहा है, रास्ते में हरिया पर कोई पुल आ गया तो मरीज को वहां रोक कर उस पुल का टैक्स दे और फिर पुल को फास करे? इतनी देर में तो मरीज मर जायेगा।

मैं प्रधान मंत्री से निवेदन करूंगा कि इस टैक्सेशन के सिस्टम का वापिस ले, यह बहुत पुराना सिस्टम है। सारे मुल्क में इस बात पर चर्चा हो रही है कि जगह जगह पर जो चुंगी हैं, उनको खत्म कर दें। जो गवर्नमेंट की एजेन्सी बनी हैं, उन्होंने लोगों से इस बारे में राय तलब की थी और राय चल रही है। अब कोई नया टोल-टेक्स लगाया जाये तो वह मुनासिब नहीं है। इस किस्म के टैक्सों से लोगों की परेशानी ज्यादा होती है और आमदनी कम होती है।

इन शब्दों के साथ मैं प्रधान मंत्री से दरखास्त करूंगा कि वह इस अर्थमैंड को वापस ले लें। यह जनता सरकार के लिये कोई बच्छी बात नहीं होगी कि हम, जो जाने वाले हैं, उन पर टैक्स लगायें। यह तो सरकार का फर्ज है कि वह पुल बनावे। वह टैक्स तो दूसरे तरीकों से लेती है। अब अगर कोई नई सड़क बनाई जाती है, और कल यह कैलाश कर लिया जाये कि सड़क पर चलने

वालों से भी टैक्स लिया जायेगा, इसके लिये लोग तैसा देना शुरू करें, तो यह तरीका ठीक नहीं है।

SHRI C. K. CHANDRAPPA  
(Cannanore): Sir, I rise to call for support to this Bill which has been introduced by the Prime Minister.

Sir, to save time I should say that I share the views expressed by my friend, Shri Jyotirmay Biju about the new levy which will be imposed and how it will affect the common man and the ordinary people. I hope the Minister might make it clear.

Sir, about the highway I would like to know this. For the last so many years the national highway construction is going on. Even today there are many important bridges on the national highway which are under construction for the last so many years but not completed. Dr. Seyid Muhammed has mentioned about such a bridge in Kottapuram. There are many other bridges on the West Coast of this country on the national highway which are yet to be completed. I would like to mention in this connection the Ottapattam bridge which has taken years and years for completion.

Another aspect which I would like to bring to the notice of the honorable Minister is apart from the national highway there are certain important highways which deserve special consideration of the government. For example the highway connecting the hill areas in our country. In Kerala there is a plan to construct a highway connecting the entire hills from the Trimal Nadu border near Kanyakumari to Mysore border in the northern part of the State. It is called hill highway and the whole alignment is ready. The expenditure involved would be Rs. 10 crores. If that highway is constructed it will help those who are producing cash crops like tea, rubber, cardamom, etc. in the hills of Coorg, Ponnur, etc. to get a remunerative price for their produce. They will be able to reach the market in a more easy way. So, I would like to urge upon the Minister that he should give due consideration to this kind of highways which are also equally important as the National Highways. I take this opportunity to bring this matter to the notice of the Prime Minister and I conclude by saying that I support this Bill.

SHRI P. RAJAGOPAL NAIDU (Chittoor) : Mr. Chairman, Sir, I congratulate the Prime Minister for bringing forward this Bill. Andhra Pradesh has already introduced a similar Bill and that Bill has defined as to how levy is to be imposed and also how much levy is to be imposed. By that way, in one year, our State got Rs. 1-0 crore. In 1943, the roads in our country were divided into four categories. One was the national highway, second the State highways, the third district roads and the fourth, village roads. Then these national highway were defined as highways running throughout the length and breadth of the country connecting the major ports, foreign highways and the capitals of the Provinces. In 1943, it was defined like that. But now, because of the development in the various fields and also because of other reasons, the definition should be changed. The roads connecting big projects and big trade centres must be taken as highways and also the important like roads which connect the strategic points should be considered as highways.

Now, the national highways that are passing through the municipal towns which have more than 20,000 population have been given to the municipalities for maintenance. This came as a detriment to the maintenance of roads within municipalities. Some hon. Members on that day itself warned that these parts of national highways which are existing in municipalities should be given to the municipalities. Therefore, I request the hon. Prime Minister to bring forward another amendment to the Bill so that those parts of the national highways which are within the municipalities of the various States can be vested in the national highways authorities. I also want the Prime Minister to bring forward another amendments to punish those who indulge in cutting away the trees on both sides of the national highways which pass through many States. It is quite necessary for us to maintain trees on both sides of the national highways. If it is not possible to bring forward a legislation to this effect, I have a suggestion to make, that is, all these trees should be given to the adjacent agriculturists on free patta basis so that they can take care of the trees and also derive usufructuary benefits from them. That will be a good thing, as an alternative. There are many encroachments on the national highways and they must be evicted. There are railway crossings and it is becoming increasingly difficult for our transport; vehicles have to wait for more than half an hour sometimes

and so the transport ministry and the railway ministry must sit together and find out ways and means to reduce this waiting time and construct over-bridge or find out some other means. The national highways are passing through villages and towns. Diversions roads must be made so that there may be traffic congestion within cities. With regard to the maintenance of national highways which are passing through big project areas, that is worse than state highways or even district roads. Therefore much money has to be invested in them. People of my state are disappointed because from the first Plan upto this, our people were being neglected in giving money for national highways and overbridges and other roads. Therefore, I request the Prime Minister to consider this and compare investments made in different states and do justice to Andhra Pradesh.

श्री लक्ष्मी नारायण नायक (खजुराहो) :  
सभापति महोदय, माननीय प्रधान मंत्री ने जो राष्ट्रीय राजमार्ग संशोधन विधेयक रखा है मैं उस में कुछ सुझाव के रूप में निवेदन करना चाहता हूं। मेरा ऐसा मत है कि जो भी टैक्स लगाए जायें उन का तरीका कुछ बदलना चाहिए क्योंकि जब हम अपने देश में एक समता लाना चाहते हैं, जो नीचे हैं उन को ऊंचे उठाना चाहते हैं तो कम से कम जिन की आमदनी कम है उन पर किसी कर का बोझ नहीं पड़ना चाहिए। इस सिद्धांत को हमें मानना चाहिए। जो इस तरह का टैक्स लगाया जा रहा है के संबंध में मैं यह कहना चाहता हूं कि जब पुल पर से कोई ट्रक या दूसरे वाहन निकलते हैं तो आखिर उस में बोझ होता है, उसी को ले कर तो वह टैक्स वसूल करते हैं, तो व्यापारी वहां जितना टैक्स दे देता है उतनी कीमत वह उस माल की बढ़ा देता है और इस तरह से भले ही यह टैक्स आदिवासी, हरिजन या गरीब आदमी स्वयं नहीं देता लेकिन अपरोक्ष रूप में उस से यह वसूल हो जाता है। तो मैं कहना चाहता हूं प्रधान मंत्री महोदय से कि जब भी कोई टैक्स लगाएं तो वह आमदनी पर लगाना चाहिए। जिन की बड़ी बड़ी आमदनियां हैं उन्हीं पर टैक्स का बोझ पड़े ऐसी

[श्री सश्वी नारायण नायक]

तरीक़ा निकालनी चाहिए। इसलिए मैं निवेदन करूंगा कि शासन के जो अधिकारी हैं जो अपनी सूझ बूझ रखते हैं वह उसे इस तरह से रखें कि जब भी टैंकस लगे तो उस का बोझ बढ़े-बढ़े आदमियों पर ही पड़े जिन की माली हालत बहुत अच्छी है। इस तरह से तो व्यापारी जो भी टैंकस देता है वह उसे अपने माल की कीमत में जोड़ देता है और आम जनता से वह टैंकस वसूल हो जाता है। इसलिए मेरा पहला निवेदन है कि जो टैंकस लगाने का तरीका है वह बदलना चाहिए जिस से कि गरीब आदमी पर वह टैंकस न पड़े, बढ़े-बढ़े आदमियों पर पड़े।

दूसरी बात मैं यह निवेदन करना चाहता हूँ कि कम से कम जिस पुल पर आप टैंकस लगाना चाहते हैं उस की कोई सीमा होनी चाहिए। उस पुल के निर्माण पर जितना पैसा खर्च हुआ है उतना ही वसूल हो तो बात आम आदमी की समझ में आती है क्योंकि इस के निर्माण पर इतना पैसा लगा है इसलिए इतना ही वसूल हो रहा है और इस टैंकस वसूली की कोई अवधि निश्चित होनी चाहिए।

तीसरी बात—अगर एक ट्रक को इन्वीर से बन्वाई जाना है और कई पुल पार करना है तो क्या उसे सभी पुलों पर टैंकस देना पड़ेगा? अगर सभी पर देना पड़ेगा तो आप देखिए कितना उस को टैंकस लग जायेगा और फिर उसनी ही वह उस की कीमत बढ़ा देगा। इस तरह से बड़ी होना जिस महुंगाई का प्राज हल्ला हो रहा है और जिस की चर्चा हो रही है कि बीबी की कीमतें बढ़ रही हैं जिस के ऊपर आप भी सोच रहे हैं। इस तरह से बीबी की कीमतें बढ़ जाती हैं। इसलिए मैं चाहता हूँ कि कम से कम यह भी उस में लिखा हो कि कितने पुलों पर वह दे, एक या दो या चार पुलों पर दे या एक पुल पर दे दे तो आगे वह उस से मुक्त हो जायेगा ?

बीबी बात मैं यह कहना चाहता हूँ क्या केन्द्रीय सरकार ही टैंकस वसूली करेगी? प्रान्तीय सरकारों की भी हूँ मैं और प्रान्तीय सरकारों का भी हिस्सा रहता है तो क्या केन्द्रीय सरकार भी वसूली करेगी और प्रान्तीय सरकारें भी वसूली करेंगी? इसलिए मेरा निवेदन है कि इसमें इस प्रकार की व्यवस्था होनी चाहिए कि अगर केन्द्रीय सरकार वसूल करती है तो प्रान्तीय सरकारें वसूल नहीं करेंगी।

इसके अतिरिक्त मैं एक और उदाहरण देना चाहता हूँ। बेतवा नदी पर 33 लाख की लागत से एक पुल बना है जिसमें केन्द्रीय सरकार मध्य प्रदेश शासन और उत्तर प्रदेश शासन का पैसा लगा है। उस पुल पर उत्तर प्रदेश शासन ने टैंकस लगा दिया और कई लाख वसूल कर लिया। उत्तर प्रदेश सरकार ही उस पैसे को अपने खजाने में रखती है। उसमें से न तो केन्द्रीय सरकार को हिस्सा दिया गया और न मध्य प्रदेश सरकार को हिस्सा दिया गया। तो इस प्रकार की घाघली भी बकनी चाहिए क्योंकि जब तीनों का पैसा लगा है तो जो आमदनी हो रही है वह तीनों जगह बटनी चाहिए। मैं प्रधान मंत्री जी से निवेदन करूंगा कि उन्हें इस बात को भी देखना चाहिए कि बेतवा नदी पर जो नोटबाट पर पुल बना है वहाँ किस तरह से कर वसूली हो रही है। अब बन्द होना चाहिये।

SHRI T. A. PAI (Udipi): Mr. Chairman, Sir, I would strongly support this amendment. I wish it had been brought earlier. The cost of construction of the bridges has gone up enormously now and we have so many jobs to do without resources. Rich Members who spoke before me have pleaded for the poor people. Well, I am afraid, if everything on the national highways is going to be free, the poor people in this country will have to wait for a longer time for their own rural communication and I am, sure, nobody intends to tax the pedestrians on the national highways. They are being used by

trucks, buses and cars and there is no reason why the cost of these could not be recovered so that additional resources may be generated for new works to be taken up. In view of this, I wish the Government changes its policy in order to construct new national highways with the resources that are collected from those who use these so that these may be expedited and we might have a network of better roads and better communications early.

I would also like to point out some problems the people have faced on account of the construction of the bridges on the national highways. First of all, it takes longer time than necessary to complete these bridges. We must find out a time-frame within which this work could be completed. There are instances where the approach roads are ready, but the bridge is not ready. When the bridge is ready, the approach roads are not ready, so that these bridges are not usable within the time the people would expect.

I would also like the Prime Minister to consider the scrapping of the old bridges wherever new bridges are constructed. I find all over the country even after the new bridges are constructed the old bridges are allowed to continue. There are valuable materials of both steel and girder which could be utilised in bridges which can carry lesser weight in other parts of the country and within the State. I do hope that these materials which are discarded, are better used than now.

I would also like to stress the need for the improvement of the transport. That is also very relevant. When the prices of trucks went up, we wanted to encourage the use of trailers. We wanted to develop the truck trailer system. We wanted to take them up with the national highways. But we were told that many of the bridges are weak. Now it would be much more economical from the country's point of view both in terms of the diesel use and the cost of these vehicles. Our road system, the national highway are strengthened so that there is no objection for the truck trailer to be utilised.

Lastly, I would also like to point out mainly when a thousand national permits were introduced, the object was to see that the country was thrown open to traffic without any restriction. But I do not know why we fixed that one thousand as the figure. I am sure that distribution of this quota statewide really creates problems because nobody knows the criteria under which these are given. I very much wish that

this system is liberalised and whoever wants to have a national permit may be able to get it with much difficulty, if certain qualifications which may be laid down are fulfilled.

We were very much worried about octroi coming in the way of a proper development of the transport system in the country. We find that about Rs. 140 crores would be the loss as a result of the abolition of octroi, but at the same time if octroi was abolished there would be a saving of 17 per cent diesel, which is being wasted apart from the wastage of time in the trucks being made to wait. I thought if this abominable tax which has become part of our tax system is replaced by a more sensible and civilised method, it might result in a better transport system being developed and also a lot of savings on diesel.

PROF. P. G. MAVALANKAR (Gandhinagar): Sir, I am happy that Prime Minister is picking this Bill. I believe he is doing this exercise after a lapse of several years. There are no two opinions about the importance of the development of national highway. Previous speakers have emphasised that not only the roads should be maintained in a good condition but various other facilities should be available. I want to know whether the government has gone into the quantum of revenue which will accrue to the government as a result of this. I feel the amount of money that will come because of this new levy will be just a couple of crores. Of course, the government can say that this is only the beginning, and as new bridges come up, the revenue will increase. But in terms of the entire budget of the Government of India, I do not know whether a couple of crores will mean a significant addition whereas the amount of harassment and the breeding ground for corruption that this will introduce will be most unfortunate. This should be looked into. Our experience is that where there are stoppages, because you have to pay toll tax, octroi or some levy, the tax collecting authorities behave not only rudely but in such a way that it causes delay, and greater the delay, greater is the urge on the part of the person concerned to pay something and get out of the situation because he is in a hurry. What is the rationale behind the abolition of octroi, and what is the new rationale behind this new levy which gives even lesser revenue?

The Bill does not contain details as to what will be the respective shares of the various States and what will

[Prof. P. G. Mawlawkar].

be the establishment cost. If the establishment cost is very high and if the revenue collection is small the net result will be that you will not get much revenue. There will be some advantage if the Prime Minister can assure the House that a suitable machinery will be devised to avoid corruption and that the establishment cost will be kept to minimum.

15.59 hrs.

[Mr. Deputy Speaker in the chair]

A new bridge over Narmada has been recently built on National Highway No. 8. When the old bridge was there, it meant so much delay on both sides because of traffic jam. We thought after the new bridge was built, people could move faster. But with the introduction of this levy, I am afraid there will be again delay in movement of traffic. I hope this aspect also will be taken care of.

On the National Highway No. 8 which includes the road from Bombay to Ahmedabad, one finds at a lot of places that the road needs to be widened and two-way channel needs to be provided so that more traffic can move more freely, and accidents can be avoided. It is a tragedy to find that so many fatal accidents take place on this particular National Highway No. 8. So, when you think in terms of development of roads, you should also think in terms of widening the roads and specially those roads where the traffic is very heavy, as for example the road between Ahmedabad and Baroda and such other areas in the country. These are areas where traffic is very heavy and the number of cars going is very large and therefore, something in terms of development of National Highways in this regard needs to be done.

16 hrs.

My friend, speaking from the Congress benches, said about trees. I am happy to tell him that the Gujarat Government has already started implementing the scheme of planting trees on both sides on several state and National Highways. I can tell you that this has really added to the pleasure of travellers going by car or bus, and it also gives some shelter to the people when they want to take rest after travelling about 100 miles or so on the road.

These are my views which I thought I should express by taking advantage of the Prime Minister's piloting the Bill and the development of National High

SHRI VASANT SATHE (Akola):

Sir, while congratulating the Prime Minister in bringing this valuable Bill, I only want to suggest that if the Bill that we were thinking of abolishing could be merged with a measure like this and if you have the modern method of avoiding delays with the help of automatic machines by which if you put the coin, the car goes and otherwise not, there will not be any delay. This thing is possible. You can avoid the delays by this. This is the best way of earning the revenue for maintaining our National Highways all over the country. I congratulate you and wish you success. But if the delay which is caused by octroi could be avoided by having some method I suggested here, I think it would be a good measure.

THE PRIME MINISTER (SHRI MORARJI DESAI): Sir, I am thankful to all those who have supported this measure. I must also thank the hon. Member who wanted it to be withdrawn because by comparison it enhances the value of the Bill.

The first hon. Member who spoke on this, Dr. Seyid Muhamad, found fault with the drafting of the Bill. He found fault generally with the draftsmen in the Law Ministry. But this, I believe, was drafted in his own time in 1976. So I do not know with whom he is finding fault. I thought he had improved the working of the Ministry then. But there can be differences in viewing this. I therefore, do not dispute the statement, but at the same time I do not notice any fault in this drafting particularly. There will always be scope for improvement in drafting.

Any suggestions that he will give us in future, we will certainly bear them in mind. I can understand the anxiety of hon. Members about delays likely to be encountered by those who pass the bridges. We will try to see that the delays are minimized. Some delays have to be put up with. They cannot be helped. I have to be patient; and hon. Members also have to be patient.

Therefore, in the matter of taxation, it is not always easy to satisfy all conditions. We are a poor country. And, therefore, occasionally tax falls on poor men. We cannot say that we will not tax them at all. But in this particular taxation, no pedestrians or bullock carts will be taxed. Therefore, you need not be worried about it. Only mechanized vehicles will have to pay the tax. When I say 'mechanized' cycles are not included in it. Certainly cycles will not be taxed. Why should they be taxed? They are like pedestrians. But motor-bicycles will certainly be taxed.

Moreover, this is a tax on permanent bridges on national highways, and not on State highways. Therefore, there is no question of sharing it with the States. But the Centre does help the States in the matter of rural roads also. And we will continue to do so. If hon. Members co-operate in increasing the revenue of the Centre, we will certainly go on helping the States because we consider it our duty to do so. After all, the interests of the States and of the Centre are not in conflict. They coincide. Therefore, both have to enrich each other. As I have always said, it is in the strength of the States that the strength of the Centre lies. If the States are not strong and the Centre alone is strong, it will be a calamity for this country. I have no doubt about it. Both have to strengthen each other; and in the respective spheres, they must be completely independent—but complementary. Independence does not mean that they should counter each other. There can be no question of double taxation, here, because this will be only on bridges on national highways; and metropolitan areas are going to be exempted. Octroi is confined to these areas; and, therefore there will be no octroi in conflict with this on the bridges, as the bridges in the metropolitan areas are not going to be subject to this taxation.

The revenue from this is estimated at about Rs. 5 crores. I did not deliberately mention it, because I did not want to be a prophet in financial matters, because formulation of an estimate is not very easy. I know it from my own experience. But it is estimated that we will get about Rs. 5 crores a year. It is not net income, but gross income; and the expenditure may be about 12%. We will try to minimize it, if possible. And all this revenue will be utilized only for improvement of national highways and for having more such bridges, so that we have more conveniences as time goes by. I think this is a very equitable tax as far as I can see, because it will be paid by the user of mechanised vehicles that is by those who can afford. Of course, an instance was cited, where it was said that a sick man might pass on that bridge; and if he is delayed, he might pass away. If that is the contingency, he will pass away in any case before he reaches the destination. I do not know how he is going to be saved that way. It is an extreme case I do not know why such a case is cited. This shows how the argument was over-stretched. This detracts from the merit of the argument that was advanced against the provisions of the Amendment Bill.

Some cases of bridges were cited, where there were delays. Well, there has been some delay on account of some difficulties in the case of one bridge. There was a foundational difficulty.

श्री छवि राम अग्रल (मुरैना) :  
जो पुल टूटे हुए हैं, जिन के टैंडर नहीं हो रहे हैं ?

श्री मोरारजी देसाई : टूटे हुए हैं तो जरा स्टेट को कहना चाहिए । हर चीज के लिए यहां से दबाएंगे तो कोई फायदा नहीं होगा । स्टेट को समझाना चाहिये । हम भी समझाएंगे । मैं दबाना नहीं चाहता हू किसी को —

श्री छवि राम अग्रल : धोटे भी हैं ।

श्री मोरारजी देसाई : दूसरों के धोटे आप क्यों देखते हैं ? अपनी तरफ देखना ही बेहतर होगा । हर बात में दूसरों को दोष देंगे तो कैसे काम चलेगा ।

श्री छवि राम अग्रल : जहां दोष दिया जाना चाहिए वहां तो दिया जाएगा ।

श्री मोरारजी देसाई : दोष देने के बजाय मददगार बनना चाहिए ।

जोधरी हरी राम मन्कास (बीकानेर) :  
सात सात महीनों से पांच पांच सौ लोम मड़कियों की तरह से बैठे हुए हैं पाकिस्तान जाने के लिए उनके कार्ड नहीं बन रहे हैं ।

श्री मोरारजी देसाई : इसका यहाँ सवाल नहीं उठता है । हर वस्तु कुछ भी बोल देना अच्छा नहीं होता है । इस में समय नष्टा जाता है । इस हाउस का खर्च बहुत भारी है, कम नहीं है । इसको भी हमें सीजना चाहिए ।

Therefore, these bridges also are being looked after.



[Shri Morarji Desai]

There was a question raised about a bridge between Madhya Pradesh and Uttar Pradesh, when it was said that money was contributed by both the States and the amount is being appropriated only by UP. This question is before the Zonal Council. It is already seized of it. I am quite sure that the Zonal Council will do justice to both of them, and that Madhya Pradesh will not be done any injustice.

The bridge in Karnataka, the Keli Bridge, which was referred to is under construction. The contractors were doing it and the company is under liquidation. Therefore, it got delayed. Now think it is coming up properly. It will be done as soon as it is possible to do so. I may assure my hon. friends that wherever the suggestions have come, we will go into them and wherever it is possible to improve matters, action will be taken in time.

I am thankful to all the hon. Members for supporting the Bill in the national interest. I can only say on behalf of the Government that we will try to see that it is worked also in the national interest, and the revenue is used in the interest of the national highways; that is, the national interest.

श्री महोदय (बिजनौर) : मैं एक स्पष्टीकरण चाहता हूँ। जब किसी पुल की कास्ट पूरी हो जाएगी उसके बाद तो टैक्स खत्म हो जाएगा ?

श्री मोरारजी देसाई : खत्म कर दिया जाएगा। इस में हम प्राफिटीयरिंग करना नहीं चाहते हैं। वह बिजनेसमें का काम है, हमारा नहीं है।

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to amend the National Highways Act, 1956, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY-SPEAKER: We will now take up clause by clause consideration.

There are three amendments to clause 2.

Clause 2—(Amendment of Section 7)

SHRI ANNASAHEB GOTKHANDI (Sangli) : I beg to move:

Page 1, line 10,—

for "1976" substitute "1977" (1)

Page 1, line 14,

after "bridge" insert "ferry or tunnel" (2)

SHRI K. LAKKAPPA (Tumkur): I beg to move:

Page 1, line 10,—

add at the end—

'and after the words "national highways", the words "provided all the national highways in all the States are fully developed", shall be inserted;' (3)

SHRI ANNASAHEB GOTKHANDI: My submission is that instead of levying fee for the bridge which are opened to traffic from 1st April, 1976, it should be from 1st April, 1977. As the Bill was introduced in June this year, it may be from the beginning of the financial year 1977-78.

SHRI MORARJI DESAI: I am sorry I cannot accept it because it will restrict the revenue, and it is in the interests of revenue, that it should come from that time.

SHRI K. LAKKAPPA: My intention in moving the amendment is to focus the attention of the Government on the necessity of giving assistance and help to develop the national highways in the country more rationally rather than by bringing forward these amendments.

There was a Twenty-Year Plan drawn up in 1961 to develop the national highways in the country. I would like to say that a number of national highways are still not developed properly and that marketing and traffic facilities have not been fully provided, especially in the border areas. In respect of Highway No. 30, from Delhi to the Pakistan border, a lot of money has been misappropriated. The money that was allotted for this purpose has not been utilised in a proper manner. Similarly, on highways passing through hilly areas or difficult terrain, they are not spending money.

We have drawn your attention to the Kali Bridge and I hope that as promised you will see that progress is made

soon. Similarly, on the Mangalore-Cochin Highway, 40 k.m. have still not been completed due to meagre allocation of funds. Out of Rs. 50 crores, only Rs. 2 crores have been allotted. Maintenance construction of bridges and other things have been pending for a long time in Karnataka because of meagre allocation of funds. Therefore, it is necessary that a rational approach has to be made. A time target has to be fixed for the development of the national highways.

' We have no objection to this Bill. It is a very good measure that you have brought in order to get income to the Government but, though roads can be developed very easily, in the financial allocation for the development of the national highways there is no rational approach. Though it is a small Bill, the hon. Prime Minister has had the patience to sit here and hear us and we appreciate it very much. I hope he would assure us that in the matter of financial allocation, the development of the national highways and the progress of all the States, they will be dealt with equally, without any discrimination, on a rational basis. If that is assured, with this permission I shall withdraw my amendment.

SHRI MORARJI DESAI: If the amendment is moved only to get an assurance from me, that assurance has been given by me even on the very first day that all the states will be treated with equal respect and without any discrimination and with full justice. But it also means that the richer States will have to consider about the poorer states. Both things will have to be considered: who is to be helped more and who is to be helped less. That is also a criterion which will have to be borne in mind.

The amendment which has been moved by my hon. friend would only negative the whole thing. It says that no fee should be levied until all the national highways are completed. This will never happen because the number of national highways will go on increasing and they will never be finished. Therefore, this can never be done. This is an impracticable amendment. I am glad that he is going to withdraw it and, I hope, he does so.

SHRI ANNASAHAB GOTKHI-DE: Sir, my amendment No. 2 is very reasonable. I would bring to the notice of the hon. Prime Minister that in the statement of Objects and Reasons, it is stated:

"It is also proposed to include an enabling provision to exempt

any bridge from the payment of fees if it is considered necessary in the public interest."

I am suggesting that the words "ferry or tunnel," should be included in this proviso because if it is in the public interest to exempt any bridge from collecting any fee and if the Government thinks that the exemption is in the public interest also for any ferry or tunnel, the enabling provision should be there. The enabling provision would then be complete, not till then. Therefore, in the fitness of things, these two things should also be added. Here, four things are included in Section 7 of the Principal Act. If we mention only one of them, the enabling provision would not be available for the Government even though it is in the public interest to exempt any ferry or tunnel. I would, therefore, request the hon. Prime Minister to accept this amendment at least.

SHRI MORARJI DESAI: The metropolitan bridges are going to be exempted. Therefore, there is no question of ferry or anything like that. That is why they are not included in this. I am very sorry I cannot accept the last demand that is made by my hon. friend. But if there is any case of any ferry which requires to be exempted at any time, even without this amendment, the Government will certainly consider it. That I can tell him.

SHRI ANNASAHAB GOTKHI-DE: Tunnel also.

SHRI MORARJI DESAI: Tunnel or whatever you want.

MR. DEPUTY-SPEAKER: Do you want to press Amendment Nos. 1 and 2?

SHRI ANNASAHAB GOTKHI-DE: No, Sir. I withdraw them.

*Amendments Nos. 1 and 2 were, by leave, withdrawn.*

MR. DEPUTY-SPEAKER: Mr. Lakkappa, are you withdrawing your amendment?

SHRI K. LAKKAPPA: Yes, Sir. I withdraw my amendment.

*Amendment No. 3 was, by leave, withdrawn.*

MR. DEPUTY-SPEAKER: The question is:

"That Clause 2 stand part of the Bill."

*The motion was adopted.*



Clause 2 was added to the Bill

Clauses 3 and 4 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI MORARJI DESAI: Sir, I beg to move:

"That the Bill be passed".

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill be passed"

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I only want to make a mention of one or two things. I am taking this opportunity of drawing the kind attention of the House and also of the hon. Prime Minister that the Second Hubli project is hanging fire for several years. Mrs. Indira Gandhi went and made promises several times but the work has come to a standstill. The second thing is about the lack of communication in a very sensitive area, that is, Sunderbans which faces the Bay of Bengal. After the Diego Garcia issue has come on the surface, the importance of Sunderbans has gone up tremendously. Therefore, through the medium of this House, I draw the attention of the Government for taking remedial measures.

SHRI VAYALAR RAVI (Chirayinil): I only want to make one submission. I want to draw the attention of the hon. Prime Minister to the National Highway No. 47—Alleppe Bypass. I want to bring it to his notice that it has been still pending since 1972.

SHRI A. C. GEORGE (Mukandaram): The most important National Highway is No. 17. Some three years back, it was decided that this National Highway would be realigned from Kuttipuram to Cochin, so that it may form part of the West Coast. When this concept of National Highway was considered, it was suggested that No. 17 Highway would be diverted from Kuttipuram to join the National Highway No. 47 near Cochin. This project costing nearly Rs. 9 crores was sanctioned and it was thought that it would enable the entire West Coast of Kerala to be developed. It is still in a sort of cold storage and nothing has happened. There are two most important bridges which are called Kuttipuram and Chetuvu. As far as these two bridges are concerned, the laying of foundation-stone ceremony is just kept pending.

So, I am requesting the hon. Prime Minister who is holding charge of the important portfolio is now to see that the National Highway No. 17 is expedited.

श्री राजबीबन सिंह (बलिया) : उपाध्यक्ष महोदय, बिहार में हर वर्ष राष्ट्रीय राजपथ नं० 31 की स्थिति ऐसी हो जाती है कि बाढ़ के दिनों में गंगा नदी का पानी उबे, प्लावित कर देता है, जिस के कारण बरौली से लेकर आसनसोल तक का रास्ता बिल्कुल बन्द हो जाता है। इस लिए सरकार से मेरा अनुरोध है कि या तो उस राजपथ की सुरक्षा की व्यवस्था की जाये, अथवा कोई वैकल्पिक मार्ग बना दिया जाये, जिस से बाढ़ के दिनों में वह रास्ता बन्द न हो।

श्री गंगा सिंह (मबी) : उपाध्यक्ष महोदय, मैं बार्डर रोड के बारे में कुछ कहना चाहता हूँ।

SHRI MORARJI DESAI: The border roads are being made. So, you need not be anxious about it. I do not want to be charged with a breach of promise by my hon. friend Shri Jyotirmoy Bosu as he charged my predecessor. So, I won't make any promise of doing a particular thing, but I would say that I will certainly give full consideration to what all the different hon. Members have said and do whatever I can. That is all I can say.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

# CARDAMOM (AMENDMENT) BILL

THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND CO-OPERATION (SHRI MOHAN DHARIA): I beg to move:

"That the Bill to amend the Cardamom Act, 1965, be taken into consideration."

It is a small Bill incorporating two provisions. One is regarding cess that is levied on the export of cardamom.

Today, it is levied *ad valorem* at 2 per cent. The Bill seeks that the Government should be empowered to levy this cess upto 5 per cent. And the second is a procedural amendment as suggested by one of the Parliamentary Committees.

Sir, this House may be aware that the Cardamom Board has been operating on the country under this Act, and with a view to take care of the crop and the whole cardamom plantation, it has become necessary to take care of the whole development of this plantation. Proper action against the diseases, soil testing, research and certain other actions that are needed for the development are very much necessary.

In order to take care of the whole plantation and the industry, it is necessary that the Board should have adequate funds. Unfortunately, the exports have suffered some setback last year as also the production. The production was of the order of 3000 tonnes; it has come down to 2100 during the year 1976-77. Primarily, the disease Katto, as it is called, was responsible for this. If we want to take adequate measures, naturally the Board has to be activated with provision of enough funds. As the exports have come down, there are not adequate funds with the Board and their activities have come down. It is in this context that this Bill seeks permission of the House to get it amended so that Government is entitled to have this levy upto five per cent. Of course, I would like to assure the House that, even though we are seeking this power, we do not want to levy immediately upto five per cent. The present intention is to go only upto three per cent. But it should not be necessary to come before the House every time. Therefore, we are seeking this permission. I can assure the House that all possible care will be taken so that the cess so collected is used in the interest of the growers and that this plantation of vital importance, one of our export commodities, is properly taken care of. I shall be happy to have the consent of the House to this measure. It is in this background that I have moved this Bill.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to amend the Cardamom Act, 1965, be taken into consideration."

Mr. Annasaheb Shinde.

SHRI ANNASAHAB P. SHINDE (Ahmednagar): Mr. Deputy-Speaker, Sir, I am glad to support this measure brought by the hon. Minister of Commerce. I think, the time has come now for Government to take a fresh view in regard to the cess on certain commodities because my humble opinion is that a very *ad hoc* approach is being made in regard to levying of cess on certain commodities. I think, a common approach has to be made in regard to the very large number of commodities which have also an export angle.

As far as cardamom is concerned, we were the leading exporters in the world, but unfortunately we are losing grounds to small but very powerful competitors. Guatemala is one of the countries in the world to which we are losing grounds in the international market; Sri Lanka is another country to which we are losing grounds. This Cardamom Act was enacted in 1965. Twelve years have passed and still we have not made any progress. The Coffee Board has made some impact, the Tea Board has made some impact...

SHRI JYOTIRMOY BOSU (Diamond Harbour): The Tea Board has made some impact. Who told you? You have no idea.

SHRI ANNASAHAB P. SHINDE: I have no objection to the work of all the Boards being reviewed. But presently I am confining my remarks to cardamom.

16.33 hrs.

[SHRI SONU SINGH PATI in the Chair]

The potential for exports, as far as cardamom is concerned, is very great. Particularly when 60 to 65 per cent of the total production is exported, it is not likely to have a dent on the local market. Therefore, a coordinated production-cum-export oriented approach has to be adopted in regard to this commodity.

Unfortunately our per hectare productivity is very low. There have been some surveys, and the surveys have indicated that—possibly there are certain plantations where the per hectare yield is more than 300 kgs—our average our per hectare yield in the country is only 40 to 45 kgs which are very low. In fact, it is possible, even with the available technology, to raise the productivity upto 125 kgs per hectare. That means, we can increase our production almost three times. We will not only be in a position to meet our domestic requirements but we shall be in a position to compete in the international market. Therefore,

[Shri Anas heb P. Shinde]

one has to go very deep into the reasons why our productivity is low. To my mind, still we are lacking in extension effort. While speaking on the Demands for Grants of Agriculture Ministry, I made an observation that, wherever research has made some impact, there we have succeeded in raising the yield. To my mind, in our country it is possible, even with the available technology and knowledge and agronomic practice, to raise the per hectare yield. But unfortunately as far as cardamom is concerned, like many other commodities, a very large number of holdings are small; 60 per cent of the cardamom holder, are small holders. I know, there are certain large plantations also. But 60 per cent of them are small holders; they have no adequate credits they do not get inputs as and when required. The extension services are so weak. To my mind, the Cardamom Board is such a weak body. It is not in a position to provide necessary extension support. In this country not only in the case of Cardamom, but in respect of a number of other agricultural commodities, a time has come to invest not only on irrigation and fertilizers alone, but also to invest for the development of human talent. We must be prepared to invest on the training of farmers. Unless the farmers are trained and they are persuaded to adopt a new technology, per hectare production will not go up.

In this connection, I would like to make a submission. The research support in the case of Cardamom is not adequate. I would submit for the consideration of the hon. Minister that if cess is found to be inadequate, he should be prepared to give budgetary support for the development of Cardamom. It is a small crop grown in an area of 77,000 hectares of land, but it has a reach potential to earn foreign exchange for our country. We have agricultural scientists; ask them to review the entire position; do not entrust this to the Cardamom Board. The Indian Council of Agricultural Research is a powerful and able body; you can involve them more and more and with their support, it should be possible to find some solution to the basic problems of promoting development of Cardamom.

Ninety percent of cardamom plantations are disease-affected—Katte disease. Nothing is being done in this respect. Some efforts have been made, but with no impact. There is a need to replace the plantations on a very large scale. For this purpose, large-scale nursery plantations, disease-free, will have to be prepared and

made available to the farmers. The State Governments can be involved as also the the Cardamom Board and the farmers should be persuaded to replant these plantations, because this plant has only a life of 15 years and it starts giving fruit from third year onwards. My impression is that many of the plantations are old and the older the plantation, more the disease is there. We must see that the disease is rooted out completely.

From the point of view of development of cardamom, the existing credit facilities, to which already a reference has been made, are not sufficient. If the Cardamom Board is unable to advance direct credit to the farmers, let the Commercial Banks give funds to them, or let the Commercial Banks be persuaded to accept the recommendations of the Cardamom Board to give liberal credit to the cardamom plantation growers, so that credit is not a difficulty as far as the availability of inputs is concerned.

As far as exports are concerned, we have a great possibility in the Middle-East. The cardamom was used for preparation of coffee also. In the past, fifty percent was used for coffee preparation, but recently they have gone down to ten percent. That means, that cardamom is losing ground there. With a massive publicity programme, it should be possible to have better market there. In the Scandinavian countries, denser varieties are more popular. We should cash on that and see that we do not lose the market there. Also in countries like France, cardamom oil is very much in demand. We shall have to see, whether instead of exporting the raw cardamom, with added value and with our labour input, we should export oil, and whether it is possible for us to produce cardamom oil according to specifications and requirements of international market. That should also be gone into. For this, the Central Food Technological Research Institute, Mysore needs to be involved very much. The institutional infrastructure is there, but you have to ensure that you make full use of both the Indian Council of Agricultural Research as far as production side is concerned and you make full use of the Mysore Institute, as far as processing side is concerned.

With these few observations, I would only suggest to the hon. Minister that he should be prepared to review basically, what are the factors which are withholding the progress of the productivity of cardamom and once we identify the areas, it should be possible to raise productivity and maintain and increase our exports to the international markets. There is a great potential and the National Agricultural Commission has given a forecast that it should be possible to raise our exports

almost to 3.4 million kilograms per year. If the Government looks into it carefully, I think, it should be possible and we extend our whole-hearted support for this. Only we wish that the general support of the House should be used purposefully for the promotion of the production of this commodity and for export of this commodity to the international markets.

**SHRI D. B. CHANDRE GOWDA** (Chikamagalur): At the outset, I would like to say that the Bill brought forward by the Minister is inconsistent with the statement he made and the objects he has set forth in the Bill.

The Minister made a statement that the export market has gone down, the production has gone down and the commodity is fetching a low price. I thought that the Minister would come out with an amendment abolishing the cess, but on the other hand, he has increased it.

With my past experience as a Member of the Board for some time, I should say that though the Bill looks simple, it has far-reaching effects on the entire cardamom plantation community at large.

The purpose for which the Board was created in 1965 was this. Section 9 of the Act lays down the functions of the Board. Clause 9, sub-clause (1) sub-section (b) says:

"ensuring remunerative returns to growers of cardamom."

and (d) of the same sub-clause says:

"regulating the sale and export of cardamom and stabilisation of the prices of cardamom."

I am sorry to say that the resolution of the Board in which its wisdom thought it fit that the entire cardamom which is grown in the country should be brought within the purview of the pool marketing system as it is done in the case of coffee, is kept in cold storage. The reasons for this resolution are quite obvious. To-day the cardamom-growers are at the mercy of the exporters. They are at the mercy of the fluctuating market in the foreign countries and again they are at the mercy of the decisions taken by the Central Government.

I should draw the attention of the Minister to the fact that sometime back a duty of Rs. 50 per kg. was levied on the export duty and finally when the resolution came up before this House, it was reduced to Rs. 10. But the effect it had on the cardamom market was that cardamom which was selling at Rs. 180—

200 crumbled down to Rs. 50—60 for the simple reason that the duty of Rs. 50 was levied.

Then, there is a proviso in the Act itself that the Chairman and the Members of the Board are to be consulted before taking any such decision. I do not know whether the Government has taken any opinion of the Board. Anyway it gave an indication to the exporters and they withheld the entire exportable commodity and taking this cue the other Cardamom-producing countries like Guatemala, Tanzania and Sri Lanka pushed through their commodity and captured the entire international cardamom market and we lost it. The result was that the price which was once ruling at Rs. 150—200 came down to Rs. 50—60.

Then, with regard to the internal market, you go to Kashmir, it is selling at Rs. 120—150. Then come down to Delhi and here it sells at Rs. 100—80 and if you go down to Bangalore it is still worse. So, unless marketing is disciplined, the planter is not assured of his return.

I may draw your kind attention to the fact that the National Commission on Agriculture, dealing with cardamom, has said:

"While the long-term demand for cardamom, both for internal consumption and export, is likely to expand considerably, no serious attempts have yet been made for the development of this crop."

They have suggested ways and means at page 142—

"The Sub-Committee recommended that:

(a) minimum prices should be notified for three groups each of Alleppey Green and Coorg Green Cardamom.

(b) no minimum price need be announced by Government for categories of cardamom like Mixed Green, Bleachable Whites, Bleached Cardamom and cardamom seed.

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(d) No cardamom grown in India should be marketed except through auctions conducted by auctioneers licensed by the Cardamom Board."

This is a very important factor which has been done in the Coffee Act. Pool marketing system should be adopted. As a Member of the Board I had the

[Shri D. B. Dhundee Gowda] privilege of moving a Resolution and I got it passed that the Cardamom should be brought within Pool marketing system. It has been in cold storage for the last three or four years. I would request the Minister to consider this and save the small growers who grow 10 to 15 kg. from the clutches of those who grow 35,000 to 50,000 kg.

You are bringing cardamom economy into doldrum because now marketing is done without paying richer dividend or benefit to the society. The planter is suffering.

Right from 1965 coming down to 1970-71 you were able to earn Rs. 11-24 crores in foreign exchange. It has dwindled down. We were able to export 3,000 tonnes cardamom per year.

In 1965-66 production per hectare was 27 kg. In 1960-61 production per hectare was 60 kg. From 60 kg. it came down to 27 kg. In 1971-72 there was a little improvement. It went up to 45 kgs.

We may attach so many reasons for this. One of the main reasons is the 'Katte' disease which spreads like a wild fire and eats away the whole plantation. Second is the indiscipline market. Unless we discipline the market the grower, the planter is not given an incentive to grow, the production of commodity will come down.

I would submit in all humility that by selling the shade trees of the entire plantation—as they are fetching very high prices, the plantation is lost and the entire cardamom is coming down particularly in Karnataka. Instead of thinking in terms of levying cess, you should think in terms of the entire cardamom community. If really the cardamom community is to be the thinking, I would submit that specially the marketing facilities should be disciplined and brought under pool system. Further I would request that 5% advance cess in the prevailing circumstances will hit plantation. I would make this appeal to the hon. Minister. This Act will not achieve the real purpose for which this has been brought about. Your purpose will not be served by this Act. Finally I would state that this Board has got to be strengthened as it is done in the case of the Coffee Board. With these remarks I conclude my speech and I hope that the hon. Minister will consider all these points.

**SHRI JYOTIRMOY BOSU** (Diamond Harbour): Cardamom business is a speculators' and middlemen's paradise. There are extreme invoice manipulations. The Ministry's report says that the price factor has been a great fluctuating factor. That indicates that these speculators and these middlemen are having their full freedom in the sphere of cardamom sales

in international markets. I don't know why this Board which started on this about four years ago has not gone to produce the lowest product, as Mr. Shinde has rightly pointed out. He said about the big market which is there in meat processing countries where cardamom products and derivatives out of cardamom are used extensively. I don't understand why the STC is not taking over this whole business. Coffee Board Act clearly states that once coffee is plucked it is government property. Why should there be different set of rules in the case of cardamom? Why don't you bring in legislation to make it Government property from the time it is plucked till the time it reaches the poor consumers? This is very important.

So far as research is concerned there is no research worth the name or something which will impress anybody. What we are interested is what the research has produced or yielded and there is not much to talk about although they have waxed eloquent in their report. There is no technical break-through. There is no 'steady crop pattern'. There is no proper standardisation of the product. The report says how the quantity of cardamom has been fluctuating. The report says that this has been due to excessive rain during the south-western monsoon which occurred during the year. That shows how we are still very much dependent upon nature. If nature is merciful you may have a good harvest, otherwise not. If nature is not merciful, you completely surrender. That is not at all good. That does not show any break-through in technology.

Then, in the cardamom-growing States, the workers' wage pattern, terms of employment, living conditions, housing conditions, medical facilities etc. are all in a very pathetic state. We talk about money, investment and all that. This cardamom is being sold in a manner whereby the speculators reap very rich harvests. Nothing is happening to the workers. This is an extremely labour-intensive industry. You can have jungles and jungles full of cardamom but if you don't have this human touch to look after it, you will not make money out of it.

But, those who make money for you and for the nation and for the individual are ignored. Mr. Chairman, if you visit these areas, you will be surprised to see the conditions in which the cardamom plantation workers are living.

Then, Sir, the Cardamom Board has paid very scant regard with regard to this.

I would like to know from the hon. Minister who is trying to find funds—more money—for the Cardamom Board's producing this impressive brochure, what has this Cardamom Board specifically done for these workers during the last seven years or so. If you ask me, I would say that they have done precious little.

That is why the whole Act needs to be re-examined and it has to be made purposeful. I say that the activities of these Boards—Tea and Coffee Plantation Boards, Rubber and Cardamom Boards—as also their achievements need to be reviewed by an impartial body so that you can formulate your future policies. I only want to mention to the Hon. Minister that there are places in this country where the rainfall and summer months, weather conditions, soil conditions etc. are equally suitable for production of cardamom. You have not made any effort to extend the areas. Why is it so? There is a big market. I do not understand why when the Middle-eastern country—a major Persian gulf and other Arab countries—are earning so much from out of their oil and oil products, the share from cardamom is not so much? You go to any part of the country where cardamom is grown. Somehow we have not been able to get more. May be, that is because the bureaucratic machinery have no idea as to how to operate in commercial field. Therefore, my question to the hon. Commerce Minister, Shri Dharwadkar is this: should he not look into this so as to see that he protects the interests of the people? We should have examined all those Boards that come under the Commerce Ministry and, at the same time, made it obligatory on the part of these Boards to look into the anxiety of these workers, such as, their wages, terms and conditions of service, medical facilities, housing etc. Old age security should also be made obligatory for the Boards to see that the employers are not able to exploit the workers. At the same time, he should also see—what I am saying is true in other areas also where the soil condition is good enough for the plantation—that experiments should be conducted so that the cardamom areas can be extended from Orissa down to north-eastern region, West Bengal, Assam, Andhra Pradesh, Nagaland and Arunachal. I consider that all these areas are worth trying. You will therefore please give us a categorical assurance that you are going to try this year for extending these areas elsewhere so as to bring them under cardamom cultivation.

श्री हुकूम बेब नारायण यादव (मधुबनी)  
सभापति महोदय, मैं ऐसे क्षेत्र से आता हूँ जहाँ पर इलायची की खेती नहीं होती है। मेरा सरकार से आग्रह है कि जिन इलाकों

में इलायची की खेती नहीं होती है लेकिन वहाँ इलायची की खपत ज्यादा है, वैसे बरनबा, मधुबनी बगरह का इलाका है बिहार में उस इलाके में इसकी खपत ज्यादा होती है इस माने में कि इलायची केवल एक मसाला ही नहीं है बल्कि इसका आयुर्वेद में बहुत महत्वपूर्ण स्थान है उसकी सरकार भी ध्यान जाना चाहिए आयुर्वेद की जिसकी दवाएं बनती हैं ताकत वाली वे सभी दवाइयाँ बिना इलायची के नहीं बन सकती हैं। सरकार का यह दृष्टिकोण बन रहा है कि आयुर्वेद का ज्यादा से ज्यादा प्रचार हो, इसको ज्यादा से ज्यादा बढ़ावा दिया जाए। इलायची आयुर्वेद की दवाओं के लिए एक महत्वपूर्ण पदार्थ है। इस वास्ते उसकी खेती का भी ज्यादा से ज्यादा विकास होना चाहिए। यह विकास होना तो सस्ती दर पर इलायची मिलेगी और आयुर्वेद की दवाइयाँ भी सस्ती होंगी। जैसे सीतोफलाद जो आयुर्वेद की दवाई है इस में इलायची का प्रयोग होता है और यह सर्दी जुकाम में लोगों को दी जाती है। यह उनको सस्ती मिल सकती है। इस वास्ते इस और आपका ध्यान जाना चाहिए।

दूसरी बात यह है कि कर बढ़ाने के बारे में जो सरकार का एक स्पष्ट दृष्टिकोण होना चाहिए। सरकार की नीयत पर हमें शंका नहीं है। लेकिन व्यवहार ऐसा रहा है कि अब तक जितने भी कर बढ़ाए जाते रहे हैं सरकार कहती तो यह रही है कि इनको विकास कार्य के लिए बढ़ाया जा रहा है लेकिन वह वैसे विकास कार्यों पर न लग करके सारा पैसा भोग पर खर्च कर दिया जाता था। ज्यों ज्यों कर बढ़ता था त्यों त्यों भ्रष्टाचारों की फहन फुटानी भी बढ़ती जाती है। तो यह टैक्स जो 2 प्रतिशत से 5 प्रतिशत बढ़ाया जायगा इस बात का ध्यान रखा जाय कि उसका पैसा भ्रष्टाचारों की फहन फुटानी और ऐसीभाराय पर खर्च न हो। भ्रष्टाचार के यहाँ नफ़े की कुर्सी बदल कर चपड़े वाली हो जायगी,

[श्री हुकम देव नारायण यादव]

उनके यहाँ कम दाम वाला कालीन जो होगा उसकी जगह पर ज्यादा दाम वाला कालीन खरीद लेंगे। ऐसा न होने पाये, इसका विशेष ध्यान रखा जाय। सरकार की तो नीयत रहती है कि विकास पर खर्च करेंगे, लेकिन जब कर लगाया जाता है तो सरकार खर्चा कर देती है ठीक उसके विपरीत जिस से कोई विकास का काम नहीं होता है। इसलिए मेरा सरकार से निवेदन है कि आप जब कर बढ़ा रहे हैं तो आप इस बात को भी देखें कि कर का पैसा विकास पर ही खर्च हो।

17.00 hrs.

अन्तर्राष्ट्रीय व्यापार में प्रचार का भी काम किया जाय। जब अमरीका ने सोयाबीन चलाया था तो हमने उसके दर्शन भी नहीं किये थे, लेकिन हमारे बी० डी० ए० की मार्फत सोयाबीन का काफ़ी प्रचार किया गया हमारे ध्यान को आकर्षित करने के लिए और उसका परिणाम यह हुआ कि हमारे अन्दर एक भावना जगी कि सोयाबीन को खा कर देखा जाय कि वह कैसे है और उससे स्वास्थ्य में क्या लाभ होता है। इसी तरह से अगर इलायची की खपत को अन्तर्राष्ट्रीय बाजार में बढ़ाना है तो उसका प्रचार बढ़ाना चाहिए और जिस जगह लोग इलायची के बारे में नहीं जानते हैं वहाँ के लोगों को भी इसके स्वाद का अनुभव कराया जाय। जितना उसका प्रचार होगा उतना ही व्यापार का क्षेत्र बढ़ेगा।

भाज व्यापार का दृष्टिकोण यह है कि बाजारमें मांग को देख कर सामान का उत्पादन नहीं करते हैं बल्कि कृत्रिम मांग पैदा कर के तब सामान का उत्पादन होता है। तो अन्तर्राष्ट्रीय बाजार से इलायची की मांग कैसे पैदा की जाय इस पर यह पैसा खर्च किया जाना चाहिए। मांग को बाजार में

विस्तृत करने के लिए जो अधिकारी जायें तो उनके दौरे पर भी पैसा खर्च होना। इसलिए इस बात का विशेष ध्यान रखा जाय कि वह दौरा प्रचार के लिए ही हो, न कि दुनिया की सुन्दरता देखने के लिए हमारे अधिकारी दौरा करें।

पैसा अगर लेंगे तो उसका लाभ किसान को अवश्य मिलना चाहिए। अभी यह देखा जाता है कि अगर कर बढ़ाया जाता है तो हमारी खेती के उत्पादन का, सामान का, दाम घट जाता है क्योंकि जो व्यापारी होता है वह उस वस्तु के दाम में से कर की राशि घटा कर ही किसान से माल लेता है। बाजार में उस वस्तु की कीमत उसी आधार पर संतुलित रहे बढ़े नहीं जिससे व्यापारी को घाटा नहीं लगे इस आधार पर बाजार चलता है। लेकिन दूसरी तरफ़ किसान को जो दाम मिलते हैं वह घटा कर दिये जाते हैं, उसको घाटा दिया करते हैं। तो कर का भार अप्रत्यक्ष रूप से किसान पर ही जा कर पड़ता है। इसलिए इस दृष्टिकोण को भी सरकार को रखना चाहिए और अधिक से अधिक इस पैसे का उपयोग सरकार की ओर से होना चाहिए खेती के विस्तार पर, प्रशिक्षण पर, इलायची के खेती के क्षेत्र का विस्तार हो और मिट्टी की जांच की जाये कि कैसे इलायची की खेती का विस्तार हो सकता है, वहीं वहीं खेती की जाय और छोटे छोटे किसानों को अधिक से अधिक सुविधा दी जाय। जो इलायची उत्पादक हैं उनकी सहकारी समितियाँ बनायी जायें और उनकी मार्फत उसकी खरीद बिक्री का काम किया जाय। इलायची बोर्ड के अफसरों के ऊपर ही अगर कर का पैसा खर्च होता है तो उससे कोई फ़ायदा होने वाला नहीं है। इसलिए मेरा निवेदन है कि कर द्वारा आने वाले पैसे को इलायची के प्रचार, उसकी खेती के विस्तार और किसानों को लाभ मिलने की दृष्टि से खर्च किया जाय।

बी कुर्वा बंद (कांफड़ा) : सभापति महोदय, कार्बनम अर्मेडमेंट बिल में लैबी को 2 परसेंट से 5 परसेंट किया जा रहा है। कार्बनम इन्फ्रेस्ट्री की देखरेख एक बोर्ड करता है। मैं इतना ही कहना चाहता हूँ कि इस बिल में सिर्फ एक एंगिल को ही देखा गया है कि एक्सपोर्ट के लिए यह लैबी लगाई गई है, और इस से जो पैसा आयेगा उसे प्लानटेशन के लिए ज्यादा लगाया जायेगा।

यह कमोडिटी इतनी यूजफुल है, एक्सपोर्ट की बात तो छोड़िये, हमारे डोमैस्टिक यूज के लिए इसकी बहुत ज्यादा जरूरत है। आज भारत में चाहे एलोपैथिक सिस्टम भाफ मेडिसिन हो या आयुर्वेदिक सिस्टम हो, हम अपनी दवाओं से देहातों की जरूरियात को पूरा नहीं कर पाये हैं। मैं यह जानता हूँ कि हमारे करल एरियाज में इलायची की तकरीबन दवा के तौर पर लोग इस्तेमाल करते हैं। ऐसा कोई घर नहीं होगा जो इलायची का इस्तेमाल न करता हो। जबसे हमारी सरकार ने इसकी एक्सपोर्ट शुरू की है, इसके दाम बढ़ गये हैं। इसके डोमैस्टिक यूज के लिए और एक्सपोर्ट के लिए, जिससे फारेन एक्सचेंज हमें प्राप्त होता है, हमारी सरकार को इसकी पैदावार बढ़ाने के लिए ज्यादा तबज्जह देनी चाहिए और ज्यादा प्रहमियत इसको देनी चाहिए।

हम जो 5 परसेंट की लैबी लगा रहे हैं, उससे कितना पैसा आयेगा और जो प्लानटेशन पैदा करते हैं, उनको उसमें से कितना मिलेगा, इस तरफ देखा जाना चाहिए। मैं अभी महोदय से कहूँगा कि इसकी पैदावार हमारे नेशनल प्रोग्राम का एक बंग होनी चाहिए और इसकी रिसर्च की जानी चाहिए। एग्नी-कल्चरल यूनिवर्सिटीज को इसकी रिसर्च के लिए खास तौर पर डायरेक्शन्स दी जानी चाहिए कि यह यह देखें कि इसकी पैदावार कैसे बढ़ सकती है। इस समय हमारे देश में जो इसकी पैदावार बताई गई है

वह प्रति हेक्टर 27 किलो ग्राम है यदि कोशिश की जाय तो यह तकरीबन 100 किलोग्राम एक हेक्टर में हो सकती है। अब तक हम जो अपने देश में 3 हजार टन इसकी पैदावार करते हैं वह घटकर 2 हजार टन रह गई है। इसलिए इसके बारे में नेशनल प्रोग्राम बनाना चाहिए। एक्सपोर्ट की दृष्टि से हो सकता है कि लैबी ज्यादा लगाने से इसको एक्सपोर्ट कम हो जाय।

मैं यह सैजस्ट करना चाहता हूँ कि सिर्फ एक्सपोर्ट की ही दृष्टि में न रखा जाय, बल्कि इलायची डोमैस्टिक यूज के लिए कितनी मुफीद है, इसकी धोर भी तबज्जह दें ताकि यह सस्ते दाम में लोगों को मिल सके। आज होता क्या है कि एक रुपये में 8 इलायची के दाने मिलते हैं। गरीब लोग जो इसका दवा के तौर पर इस्तेमाल करते हैं, उनको यह मोहय्या नहीं हो रही है। मेरा सुझाव है कि इसको नेशनल प्रोग्राम में रख कर इसकी प्रगति की धोर सरकार को ध्यान देना चाहिए।

MR. CHAIRMAN: Now, we have to take up half-an-hour discussion at 5:30 P.M. There are about 5 speakers on the list to speak on this Bill.

SHRI VAYALAR RAVI (Chirayinkil): Sir, we can start the half-an-hour discussion after accommodating these speakers.

MR. CHAIRMAN: I can accommodate all the hon. Members if you take five minutes each. Now, Mr. A. C. George to speak.

SHRI A. C. GEORGE (Mukandapuram): Sir, we are discussing about a plantation crop which is unique in its taste and interesting in its pattern of production. It may be very interesting for us to know that perhaps this is the only plantation crop in India where the production has gone down during the past 6 or 7 years. Our tea production has gone up very encouragingly; our coffee production is steady or going up rather fairly



(Shri A. C. George)

well. Rubber production is going up. Cardamom is one commodity where production has gone down from 3300 tonnes in 1969-70 to 2100 tonnes last year. Another interesting aspect is that it is grown in three states only: nearly 70 per cent is grown in Kerala, out of which nearly 60 per cent of the country's production is in one district alone; about 30 per cent is produced in Karnataka and 10 per cent in Tamilnadu. I am sure the hon. Minister will look into the interesting pattern of production. India, Tanzania and Guatemala account for nearly 90 per cent of world's production; we contribute nearly 70 per cent; Guatemala production is 900—1000 tonnes and Tanzania produces nearly 500 tonnes. Brazil, Thailand and Sri Lanka are other small producers; their production is infinitesimal. At one time there was a proposal; the idea was to have an international understanding among Tanzania, India and Guatemala and later get the support of other members also and form an international cardamom community. At one time we worked on this proposal. There was fluctuation in prices and there was vast difference between the price ultimately paid by the international consumer and the price actually received by the producer. The attempt was to narrow this difference and margin so that what the consumer pays at the final stage is to a great extent passed on to the producer. We were discussing this and I request the hon. Minister to pursue this because substantial ground work had already been done and some understanding has been reached among the three countries. I myself went to Guatemala and Tanzania and we sounded Sri Lanka, Thailand and Brazil. If you make a little more effort, we may get an international understanding which will benefit the growers to a great extent. I do not blame the present commerce minister because whenever there was some increase in the price of this commodity, there was temptation on the part of the finance ministry to grab it and as a result we have spoilt the market sufficiently. The marketing pattern is interesting; at one time it was the Scandinavian countries which were consuming the most; the second were the Arab or Gulf countries. Because of the new prosperity in Gulf countries, the pattern of consumption has somewhat changed, with more buying capacity at the disposal of the Gulf countries. There is immense potential for marketing of this commodity. Another feature is, among all the crops grown in this world, nature, or God has made a readymade pack; so there is not much to do by way of packing or processing. So we have to see that maximum benefit is passed on to the grower. The recent experiment of Rs. 30 per kg. Rs. 10 per kg. and the con-

ditions which the finance ministry had with a view to make quick money have spoiled the market to a great extent. That is why the foreign exchange realisations from cardamom which were more than Rs. 28 crores once have reached the level of below Rs. 10 crores this time. That is why export is going down; production is going down. In every respect cardamom crop is in shambles. I request the hon. Minister to take immediate measures so that nearly 60,000 small producers in this country may not suffer any more. As Mr. Jyotirmoy Bosu pointed out—there is a way he speaks sense also—there is potentiality for extending this crop not exactly in the area he mentioned, viz., Orissa or West Bengal but in Arunachal Pradesh, Nagaland and especially Sikkim. Scientific study has proved that there is potentiality in these areas. Sikkim has already got the basic cultivation there. So, if we make an effort we can improve the cultivation there and at the same time expand the area of cultivation.

But the most important thing that we have to now look at is the production in Kerala and in the Coorg area in Karnataka. It is going down because of the deadly cholera called 'kante' disease. I am not pessimistic. I am not going to blame that. A lot of effort has gone into it and a lot of research has also been done. But what is the use in finding out solution in the laboratory unless we take the fruit of research to the field. We are earning the lot of foreign exchange through this crop. 70% of the total crop is exported. Naturally, it is the duty of the Government and the society to see that improvement is made and this deadly disease has to be attacked in a vigorous manner. By increasing the cess, the realisation is in rupee. Whereas by export, we are getting foreign exchange. It has to be seen in a cumulative way. If it comes to that, over and above what is being realised by cess, we are determined to see that this crop is maintained. It is not as though that we can grow this crop anywhere we like. It is a very sensitive and delicate crop. It needs monsoon, it needs a particular terrain, it needs a particular altitude. I wish Mr. Jyotirmoy Bosu is here, because he is supposed to be a man knowledgeable on every subject, but here at least he has made some basic errors. It needs some shade, a shade of monsoon type. So, it is not as though that you can put it in Dahanu or anywhere. You will have to do particular research and study as to where we can grow this crop. This country being large and extensive, we have terrains where we can expand this cultivation.

I may suggest that there is a general feeling that this is a rich man's crop. There are five or six large plantations in

[Shri A.C. George]

this country, five or six, within the limits of fingers. But 80% of the crop is grown by nearly 42000 small growers and they realise more than Rs. 80 crores of foreign exchange in hard currency. If you look at the destination of this crop, you will find that it is Scandinavia or the Western countries or the Gulf countries. Now, the rich people in the oil producing countries, with immense purchasing power, are in a mood to pay and consume this. There is not a single house in the Gulf countries, where the cardamom will not be available. Let us not spoil the markets by the ad hoc methods and by the vagaries of the Finance Ministry. Let us not drive away our customers of this important commodity. I may once again request the Commerce Minister to pay some little attention to this matter because it is a very delicate crop, it is a very sensitive crop and it has to be studied in a peculiar manner. It is not as though that you can handle it in a haphazard manner. So, again I repeat that you must pursue it in the International Cardamom Community, where a basic understanding has been reached, pursue. The marketing operation has to be regulated and the cultivation has to be improved. The deadly 'Katte' disease must be attacked. I may suggest ultimately that this cess may go to the betterment of the farmers.

SHRI C. K. CHANDRAPPA (Cannanore) : Sir, while making his introductory remarks, the Minister himself had, admitted at least four important problems which the cardamom industry is facing, viz., falling production, large disease affected plantations, fall in export and almost complete dependence on the vagaries of weather. That is the reason why this cardamom industry is in crisis. So, I really do not know whether by enhancing the cess, you will be able to meet the needs of the cardamom plantation. I am not against enhancing it, but I think a more closer look is necessary as to what extent the enhancement will affect the export market. If it affects the export market, if it puts us in an awkward position in relation to our competitors in the international market, then there should be a second look at it.

Another important thing is that, to strengthen the Board and to expand the developmental activities, the Government is enhancing the cess. At the same time, compared to the requirements, what has been done by the board is very little. The board should be strengthened by giving it more powers and by including in it various interests of the cardamom industry. If you can make the board a powerful instrument for bringing about big developmental activity, it will be a good thing.

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The task ahead is very big. The cess will not be able to meet all the requirements. You must have made some assessment about the money you will realise by way of this enhanced cess. I think more budgetary support is necessary. Also, more determined action is necessary on the part of the board to fight the disease and to provide assistance to the small growers in replanting those plantations where the plants are old or disease-infected. For more inputs also, the board's assistance is needed. I hope all these things will be taken into account and the minister will enlighten us about the ideas he has in his mind while replying.

With these words, I support the Bill.

SHRI VAYALAR RAVI: Sir, I want to raise a basic question. What is the approach of this government to cash crops like coffee, cardamom, rubber etc. The export market is fluctuating. I am afraid that there is a tendency on the part of the government to put more tax on these commodities when the export value goes up. I am thankful to the government for being good enough to reduce the tax on coffee and cardamom. So, the question is about the basic approach: Can we think of ad hoc adjustments and ad hoc increase and decrease?

The next question is, who is to control the money you will be collecting? Today on account of the rubber cess fund, Rs. 26 crores are lying in the consolidated fund. The rubber board is not given much powers to spend it. You have been giving some money by way of re-plantation subsidy but that also is going to be stopped. I want that the cardamom board should be given more freedom and it should be made more powerful. Somebody in the secretariat here thinks that they have wisdom than the cardamom board members. Of course, during the last one or two years, the cardamom board has been earning more foreign exchange and the functioning of the board is better. I appreciate it and congratulate them. The market has gone up because of the activities of the board. We can earn more foreign exchange if the board is given more freedom and autonomy.

About research, I support what Mr. Shinde has said. The help of the ICAR may be taken. I hope more research will be done and more help will be given to the small growers. With these words, I support the Bill.

SHRI S. NANJESHA GOWDA (Hassan) : Sir, I come from a district where cardamom is grown—Hassan district of Karnataka. I fully agree with what my senior friends have said about

[Shri S. Nanjappa Gowda]

the problems of the cardamom growers and I do not want to repeat them.

On account of this katte disease in Hassan district, hundreds of planters abandoned the cardamom plantation and switched on to coffee growing. This katte is a disease which is not controlled by any research till today. The cardamom growers are really afraid of finding a fresh area to raise cardamom because of this katte. The Government must think of doing something like research in this direction and give aid to the small growers.

Regarding the price fluctuation, I am told that now it is only Rs. 60 per K.G. At times it was Rs. 180 to Rs. 200 per K.G. This fluctuation is affecting the small growers very severely. For that, I would like to suggest to the hon. Minister that the Cardamom Board should secure price to these growers just as the Coffee Board is doing. In the same pattern the Cardamom Board should also work. That is what I want to request the hon. Minister.

Much is already stated by my friends. This cardamom is a very delicate crop and it is grown only in restricted areas, in shady areas, in particular temperature and rainfall and all that. In my district particularly the small cardamom growers have suffered heavily due to the katte disease and also due to the fluctuation in the market. In that direction I would request the hon. Minister to pay more attention to the cardamom crop.

In continuation of this, I want to say that just as the Coffee Board and other Boards are working, a Board must be set up for coconut also. Coconut is also not grown everywhere. It is only grown in restricted places, in a particular temperature and at a particular altitude. For coconut also a Board must be set up. Similarly, for coconut there is a lot of price fluctuation. So, the coconut growers also must be protected.

With these few words, I thank you.

**THE MINISTER OF COMMERCE AND CIVIL SUPPLIES AND COOPERATION (SHRI MOHAN DHARIA) :** Sir, I am grateful to the hon. Members for their participation. Particularly I am happy that the Members coming from the areas where cardamom is grown could also participate. From the speeches they made, one could very well realise that they must be coming from areas where such sweet things are grown.

Several friends have made constructive suggestions and I am very much with them so far as these suggestions are concerned. It is not research alone that is

enough. Research, training and extension—all these three activities shall have to go hand in hand. I am extremely sorry that the production of cardamom should have come down. As I said earlier, from 3000 tonnes it has gone down to 2100 tonnes. When we have set up these Boards and when it is the idea that all possible promotional and developmental activities should be carried out by these Boards, it is most unfortunate that the production has come down. And it is with a view to improve the functioning of the Board so that the functions as are expected under Section 9 of the Cardamom Act can be discharged satisfactorily, that I would come before the House with proposals. And I would like to assure the House that it is one of the commodities which is being exported outside. Over and above the cess that will be collected, if some budgetary support is necessary, it will not be lacking. I would very much like to take care of this plantation and all possible efforts will be made so that the production of cardamom does not go down, that whatever losses have been incurred so far are regained, and that the disease which is perhaps very much the cause for eating this crop is properly taken care of.

Sir, my friend Mr. George has made one suggestion, viz. that the International Cardamom Community, for which lot of spade-work has been done, should be revived. I can assure him that it is very much necessary. There are only five or six countries producing cardamom; and when we are the major country, it is for us to take the lead. I can assure him that the lead will be provided in the matter of revival of that Community.

Several other suggestions have also come.

**MR. CHAIRMAN :** The Bill can be held over, because at 5.30 the Half-an-Hour Discussion has to start.

**SHRI VAYALAR RAVI :** I would suggest that we extend time by 5 or 6 minutes.

**MR. CHAIRMAN :** We may agree to it; we can take up the Half-an-Hour Discussion after 5 or 6 minutes.

**SHRI MOHAN DHARIA :** Within 10 minutes we can do it. I would not like to go into all other details, but some valid suggestions have come regarding the activities of the Board. Some of the Members have said that this Board should also function like the Coffee Board, or the Tea Board. I can very well see that there is a lot of scope, even though a lot of work has been done for development and re-

search; but I think much has to be done. I am not happy with the present activities of the Board; and I do feel that the Board would have to be streamlined in matters, not only in marketing, but right from the stage of production upto marketing and exports i.e. wherever it has to be strengthened it should be done, and it shall be done.

My friend Mr. Ravi has asked a pertinent question regarding the whole policy of taxation, particularly whenever the export levies are put against these commodities. I can see that there should be no *ad hoc* measures; but the whole effort of the government is to have proper regulation. If the prices in the international market are too high, naturally, taking care of our domestic consumers we can mop up the excess price and do things in the interest of the country, I think it should be done.

**SHRI A. C. GEORGE :** In these things, what happened earlier was that the chairman of the commodity board was not taken into confidence.

**SHRI MOHAN DHARIA :** You are perfectly correct. If such a thing had happened in the past, we will now take them into confidence. I entirely agree with Mr. George that wherever such decisions have to be taken—wherever we have created boards for these plantation produce—they must be taken into confidence. It shall be our endeavour to do so.

I was referring to mopping up of excess profits. But care should be taken at the same time not to lose the markets. Our friends will agree that there are complaints of under-invoicing and over-invoicing. Care has to be taken in that regard; and care will be taken.

I would not like to go into details. Now regarding workers I must say that their conditions are extremely poor. Lot of efforts have been made. While re-constituting the Board, I shall take care to see that the Board necessarily has representatives from small growers and also a representative from the workers from these areas. That care will be taken.

**SHRI C. K. CHANDRAPPA :** Will you come up with a comprehensive Bill on this?

**SHRI MOHAN DHARIA :** So far as the plantations as a whole are concerned, a comprehensive scheme is being formulated. We shall take care of it.

There are some amendments. I am making an appeal to the hon. Members. I am not speaking on them. There is an amendment suggesting that it should

be upto 4%. It is true we are taking permission for 5%; but I shall be conservative in levying more cess and be more generous in having developmental activities.

I commend that the Bill be passed.

**MR. CHAIRMAN :** The question is ; "That the Bill to amend the Cardamom Act, 1965 be taken to consideration."

*The motion was adopted.*

**MR. CHAIRMAN :** We will now take up clause by clause consideration. For clause 2 there is an amendment by Shri Lakkappa.

**Clause 2—(Amendment of Section 14)**

**SHRI K. LAKKAPPA (Tumkur) :** I beg to move :

Page 1, line 6,—

*for "five per cent."*

*substitute "four per cent." (1)*

I do not want to add anything more, because all my points have been mentioned earlier on the production, marketing, export etc. of cardamom. I had an opportunity to serve in the Cardamom Board for one year. That is why I say that the composition of the Board should be re-vamped. Now there are big growers who are always monopolising the Board, controlling the entire activities of the Board in the sphere of production, marketing and even export. That is how they are controlling the entire situation and creating a lot of difficulties for the small growers. That is why the small growers are not getting a remunerative price. Shri Chandra Gowda, a member of the Cardamom Board, was suggesting the pooling of the marketing. If the pooling in marketing is introduced, a better price will be secured by the small growers, they will have a say in the matter and developmental activities will take place.

We are very happy with the assurance that there will be re-organisation of the Board, in order to make it more functional.

There is a lot of trouble for the employees. It is a peculiar problem. The entire problem has to be gone into. The Commerce Ministry is a big ocean. You will be surprised to know that some of the previous Ministers have not even seen cardamom, even though it is such a nice and pleasant commodity from the south which attracts the entire Gulf countries.

SHRI M. V. KRISHNAPPA : (Chik-billapur) : Foreigners came to India for cardamom.

SHRI K. LAKKAPPA : It gives such a beautiful smell. It has got a wide market. As my friend mentioned, Guatemala and Tanzania are in the world market. So, we have to organise our market and export in a proper manner so that we can get the maximum benefit. I would request the Minister to kindly visit the garden area once so that he can understand the problem.

There should be research for evolving alternative uses for cardamom. Otherwise, it will be used only for consumption. If by research other uses could be found then it will fetch a better price and the small growers will be benefited. In that case, even the area under cardamom crop can be extended.

The katte disease is plaguing the cardamom crop in Karnataka. The growers require financial and scientific help to fight this disease. Pesticides should be supplied at concessional rates to poor farmers.

Since a cess is being levied, let us hope that more funds will be spent for developmental activities. Otherwise, the industry will stagnate. I hope the dynamic Minister will take all steps to see that the Cardamom Board is restructured, it functions well and creates a good export market. Please see that proper people are put on the Cardamom Board, not the people who have been always monopolising it.

I want a categorical assurance that the pool marketing system, which alone will root out the monopolies, will be operated by you. I appreciate what the hon. Minister has said and seek permission to withdraw my amendment.

SHRI MOHAN DHARIA : So far as this assurance which is demanded by the hon. Member is concerned, I shall look into it because I always admire the advice that comes from him.

Mr. CHAIRMAN : Has the hon. Member the leave of the House to withdraw his amendment?

HON. MEMBERS : Yes.

Amendment No. 1 was, by leave, withdrawn.

MR. CHAIRMAN : The question is :

"That Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. CHAIRMAN : The question is :

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI MOHAN DHARIA : I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

17.42 hrs.

HALF-AN-HOUR DISCUSSION.

MALARIA INCIDENCE IN THE COUNTRY

श्री श्रीम प्रकाश त्यागी (बहराइच) :

मुझे एक विशेष बात कहनी है कि आज देश पर बहुत बड़ा आक्रमण हो रहा है और हमारी सरकार और जनता दोनों इस भयंकर आक्रमण की अनुभव नहीं कर रहे हैं। यह सेनाओं का नहीं अपितु मच्छरों का आक्रमण है। उसकी भयंकरता लड़ाई से ज्यादा है। विदेशी सेनाओं के आक्रमण में जितने घावमी मरते हैं उस से ज्यादा इस बीमारी से बायल और परेशान होते हैं। मैं कुछ आंकड़े आपकी देना चाहता हूँ। 1952 में मलेरिया के खिलाफ आन्दोलन शुरू हुआ था डब्ल्यू एच ओ के सहयोग से। उस समय देश में इस बीमारी से बीमार लोगों की संख्या, मलेरिया से रोगग्रस्त लोगों की संख्या 7 करोड़ 50 लाख थी। उस साल बाद यानी 1965 में यह संख्या केवल एक लाख रह गई और ऐसा लगता था कि इस देश में मलेरिया खालपाक्स की तरह समाप्त हो जाएगा। लेकिन ऐसा नहीं हुआ। 1976 में मलेरिया के रोगियों की संख्या 50 लाख हो गई। डब्ल्यू एच ओ

का कहना है कि अगर इसी मति से यह बक़्ता रहा तो बस सप्ताह के बाद इस देश में यह संख्या 1 करोड़ 20 लाख हो जाएगी। अगर प्रसन में या तराई के क्षेत्रों में यह तेजी से बढ़े तो आश्चर्य की बात नहीं होनी चाहिए। परन्तु मैं कुछ झांके आपको देना चाहता हूँ। दिल्ली जो कि मलेरिया प्लेस नहीं है यहां हमारी लोकप्रिय सरकार और हमारी जनता की लापरवाही किस रूप में चल रही है इसके झांके मैं देता हूँ। 1971 में मलेरिया से ग्रस्त लोगों की संख्या 3852 थी, 1972 में 3562 और 1973 में 3521, लेकिन 1975 में यह बढ़ कर 37879 हो गई और 1976 में 493300। अप्रैल, 1977 में अब तक दिल्ली में 25000 मलेरिया के केसिस हो गये हैं। यह गवर्नमेंट डिस्पेंसरीज के झांके हैं। प्राइवेट डाक्टरों के यहां जो इलाज करवाने जाते हैं उनके झांके लिए जाएं तो वे इस से कई गुना ज्यादा होंगे। हमारी सरकार और जनता कितनी लापरवाह है उसकी ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ। दिल्ली में मलेरिया की बेसिक मेडिसिन प्राइमा-क्वीनाइन और क्लोरोक्वीनाइन है। इन दोनों का बाजार में बिल्कुल अभाव है। जो सरकारी डिस्पेंसरीज हैं वहीं यह दवायें मिलती हैं, प्राइवेट डाक्टरों को नहीं मिलती हैं। यह दोनों दवायें मिला कर अगर बी जाती हैं तो मलेरिया हमेशा के लिए चला जाता है। लेकिन प्राइवेट डाक्टर केवल कुनीन से इलाज कर रहे हैं जिस से मलेरिया कुछ दिनों के लिए तो चला जाता है, लेकिन फिर उसका घटैक उस मरीज को हो जाता है। सरकार का ध्यान इस ओर नहीं गया।

सरकार ने 1976 में इसको समाप्त करने की योजना बनाई थी और मन्त्रीय सरकारों को आदेश भी दिये गये। परन्तु किसी प्रादेशीय सरकार ने इस ओर ध्यान

नहीं दिया और मलेरिया की गति उसी प्रकार से चल रही है।

दूसरी जो सबसे बड़ी लापरवाही है वह यह कि इंडियन काउन्सिल आफ मेडिकल रिसर्च का ध्यान अभी तक मलेरिया की ओर नहीं गया। उसका ध्यान गया परिवार नियोजन के लिए कोई दवा निकालें, फर्टिलिटी कंट्रोल, डिलिवरी सिस्टम और न्यूट्रिशन आदि पर ही गया और मलेरिया को कैसे रोकें, जाय, इसकी क्या दवा निकाली जाय इस पर काउन्सिल का कोई ध्यान नहीं गया। यही नहीं, जो हमारे पास दवा भी उसका भी सही प्रकार से प्रयोग नहीं हुआ और कांग्रेस सरकार की तमाम शक्ति केवल परिवार नियोजन पर ही लगी। जो मलेरिया में भी डाक्टर वे उन सब की भी यही झूठी थी कि वह नसे काटें। इस लापरवाही का ही यह कुपरिणाम है। इसलिए मैं मंत्री महोदय से कहूंगा कि इस खतरे को आप भयंकर समझ कर युद्ध स्तर पर इसको रोकने के लिये समाप्त करने का आप काम करें। जे डी० डी० टी० अब तक इस्तेमाल होती रही वह कम मात्रा में थी, और मच्छरों से भी उसको सहन करने की ताकत आ गई है। इसलिए आप इंडियन काउन्सिल आफ मेडिकल रिसर्च से प्रार्थना करें कि वह डब्लू० एच० ओ० के साथ मिल कर मलेरिया को दूर करने के लिए कोई दवा निकाले। इस बीमारी से सड़ने के लिए केवल सरकार की मशीनरी काम कर सकेगी इसमें मुझे संदेह लगता है। आप इस काम को जिसाधिकारियों को भी सौंपे और जो आपके जिले में मेडिकल आफिसर्स हैं उनको भी कहें तब जा कर यह बीमारी जायगी।

जो आपने परीक्षणशाला केन्द्र बनाये हुए हैं उनमें जहाँ पर कियों की जांच होती है उसका विकीपीकरण कीजिए और ज्यादा संवाद में प्रयोगशालाएं बनाइये ताकि केलेज को बकड़ा जा सके। स्वाभाविकतः,

[श्री मोन प्रकाश खाली]

रेडियो और दूरदर्शन की सहायता से आप जनता को इस बीमारी के खतरे से परिचित करावें कि वह कैसे बचें। इसके साथ-साथ आपको यह भी ध्यान रखना है कि बांग्ला देश और पाकिस्तान से भी मच्छर आ जाते हैं, इसलिए उन दोनों देशों की सरकारों से भी आप सहयोग लें ताकि मलेरिया उन्मूलन का अभियान दोनों तरफ से चल सके।

दिल्ली में मलेरिया केसेब बढ़ने का कारण यह भी है कि वहां बहुत बाटर ल.पिंग है और हर जगह तालाब भरे पड़े हुए हैं। दिल्ली ऐंमिनिस्ट्रेशन का ध्यान उधर नहीं गया है। इसके अलावा बड़ी-बड़ी कोठियां हैं, जहां गाय बैस रखने की अनुमति है। उन लोगों के नीकर जहां उनके जी में आता है, गोबर फेंक देते हैं और वह गोबर सड़कों के किनारे पर पड़ा रहता है, जिससे वहां मच्छर पैदा होते हैं। मैं जानना चाहता हूं कि आपके सैनिटरी इन्स्पेक्टर क्या करते रहते हैं? सरकार इस तरह ध्यान क्यों नहीं देती?

सरकार का ध्यान आकर्षित करने के लिए मैंने इस विषय को बड़ा उठाया है, मैं आशा करता हूं कि मंत्री महोदय किसी विशेष योजना का परिचय इस सदन में देंगे ताकि इस प्रकोप से हम लोग बच सकें।

SHRI K. LAKKAPPA : (Tumkur) : Mr. Chairman, Sir, when Mr. Raj Narain the Health Minister took over this Ministry, I thought that people would become healthy and free from all the diseases and the nation would try to fight and eradicate diseases in this country. My friend has raised a very useful discussion on malaria, 10 per cent of the population is affected by this disease now. I think the main problem this country is facing is that preventive methods are not fully operating in this country. First of all, there is no proper supply of drinking water in the villages. Health facilities and other basic amenities are lacking in the country. (Interjections) It is no use

saying all these things now and bringing out the faults of the previous Government, because I thought the moment the Janata Government comes into power, both milk and honey will flow through the same channel so that we can drink.

We forget this very serious problem which has spread in the country. National evaluation regarding malaria has not been made properly on a sound footing. Medical facilities for such diseases in various States and villages have not reached the people and there is at least one person affected by this disease in every family in every village.

Recently when I returned from my constituency I found that in about 3-5 taluk as more than 30 percent of people were suffering from malaria and there was no place in the hospitals with the result that admission was refused and the doctors were not attending on the patients. These days Medicine is not available; even simple medicine is also not available. We have got very ambitious programme and policy to evolve and eradicate malaria, but the medical facilities are not reaching the people who are affected very much by this disease.

Protected water should be provided in every village. This is one of the important aspects. Today, there is no protected water. There are States where so many families are affected. Certain measures should be taken to operate rigs for digging wells so that drinking water problem can be solved. For example, in Karnataka, in Tamil Nadu and other places, we cannot operate rigs because of paucity of funds.

MR. CHAIRMAN : You can only put a question and not make a speech.

SHRI K. LAKKAPPA : I have got a right to put questions. We are confronted with shortage of medicines, lack of administrative facilities and shortage of doctors to meet the situation. I would like to know whether you are going to solve this problem on a war-footing, whether eradication of malaria will have a time-bound programme whether a national programme will be evolved, so that by a particular point of time complete eradication of malaria will have been achieved by this Ministry. I want a categorical assurance from the Minister to this effect. Also I would like to know what are the shortcomings in this regard, why malaria is spreading throughout the country and what are the remedial measures that you have found in your wisdom in your Ministry. I want Mr. Raj Narain, who is heading the Health Ministry, to see that a complete

control of malaria effected in the country. I want a categorical assurance from him in this regard.

**SHRI GIRIDHAR GOMANGO (Koraput) :** The Congress Government eradicated small pox from this country. I want to know whether this Government will assure us that they will eradicate malaria from this country for ever.

My second question is this. The medicine, that is, quinine, is in short supply in the country, and the reason for that is neglect of cultivation of cinchona plants. Also whatever quinine we are producing in this country is being exported. So, the medicine is not available in this country. I want to know whether Government will encourage cultivation of cinchona plant so that the medicine will be available in plenty in this country.

Malaria is a problem not only in towns but mostly in the rural areas, especially in the hill areas. Officers who are posted there are afraid to go to these areas. That is another reason why it has not been controlled. I want to know whether the Government will consider it as a national problem and will come forward to solve this, to eradicate malaria completely from this country, forever, as the Congress Government had eradicated small pox.

**SHRI C.K. CHANDRAPPA (Cannanore) :** In the last decade Government had claimed that they had come to a stage when malaria had almost been eradicated. But now we are finding that malaria is again coming back. I want to know whether Government would consider taking steps to fight this growing mosquito menace in a new way. I hope, the Ministry is aware of the fact that it is due to the immunity developed by the mosquitoes that the chemical pesticide is no more sound to be effective. There was a suggestion made by some scientist that certain other kinds of insects could be developed which would eat away the mosquitoes and thereby even those mosquitoes which have developed immunity could be removed by this method. I want to know whether Government would consider some such new method, so that we may be able to wipe out this growing menace of mosquitoes which are now immune to chemical pesticides.

19 hrs.

स्वास्थ्य और परिवार कल्याण विभाग (श्री राज नारायण) : श्रीमान्, माननीय त्वागी जी ने तीन प्रश्नों के सम्बन्ध में उत्तर

जानना चाहा है। राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम क्या है? मलेरिया के बारे में विश्व-स्वास्थ्य संघ ने भारत को क्या चेतावनी दी है और मलेरिया उन्मूलन के लिए सरकार द्वारा किए जाने वाले प्रयास क्या हैं? मैं समझता हूँ कि माननीय त्वागी जी के तीनों सवाल में जितने सम्मानित सदस्य बिरोधी पक्ष के बोले हैं सभी का समावेश हो जाता है। हमारे मित्र लक्ष्मण ने यह जानना चाहा है कि विशेष कार्यक्रम क्या हैं? तो प्रायः हम ने एक नारा दिया है—एक चट्टा देश को। इस देश के सभी नागरिक अपने निजी कामों से अपने को हटा कर एक चट्टा देश को अवश्य दें और उस में पहला काम करें कि मलेरिया उन्मूलन के कार्यक्रम में लग जायें। एक चट्टा देश को—इस नारे को सब लोग हृदयपूर्वक कर लें।

सरकार इस सम्बन्ध में जो कुछ कर रही है उस का विवरण तो मैं पूना ही नगर में चाहूँगा कि सदन के सम्मानित सदस्य मलेरिया के इतिहास से भी परिचित हो जायें और मलेरिया कब बढ़ी, कब घटी और फिर कब बढ़ी और फिर कब घट रही है, इन सभी बातों को ध्यान में रखें।

हमारे मित्र त्वागी जी ने थोड़ी सी ज्यादाती की है। उन्होंने कहा—हमारी सरकार, हमारी सरकार ने कुछ नहीं किया। तो इस का मतलब तो हम से हो जाता है। . . . . .

श्री ज्ञान प्रकाश त्वागी : प्रायः से नहीं, पहले वाली सरकार से मतलब था।

श्री राज नारायण : इन को कहना चाहिए था कि पहले की सरकार, पुरानी सरकार, भूतपूर्व सरकार। कहने का मतलब इनका वही था लेकिन शब्द का प्रयोग गलत हो गया।



[ श्री राज नारायण ]

तो मैं साफ पढ़ देता हूँ, आसानी से जिस से माननीय सदस्य समझ जाय कि किस साल में मलेरिया की क्या स्थिति है।

भारत में मलेरिया जन-स्वास्थ्य की एक प्रमुख समस्या बनी आ रही है। अभी भी है। देश के विभाजन के बाद इस रोग से प्रति वर्ष 7.50 करोड़ व्यक्ति पीड़ित हुआ करते थे—त्यागी जी ने जो आंकड़े दिये हैं वे करीब करीब सही हैं—जिस में से प्रति वर्ष 8 लाख मीते हो जाती थी। 7.5 करोड़ रोमी और 8 लाख मीत। राष्ट्रीय मलेरिया नियंत्रण कार्यक्रम 1953 में शुरू किया गया और इसे 1958 में उन्मूलन कार्यक्रम में बदल दिया गया उस समय किए गए प्रयत्नों के परिणामस्वरूप 1965 तक इस रोग से पीड़ित होने वालों की संख्या घट कर लगभग 1 लाख रह गई। अब 1965 माननीय सदस्य याद कर लें। यहां माननीय चौहान साहब से मैं कहूंगा कि खूटा गाढ़ दें—1965। अब 1966 से किस की रिजिम आ रही है उसे भी माननीय चौहान साहब ठीक से समझ लें क्योंकि माननीय चौहान साहब इस समय नेता बिरोधी दल हैं हमारी बजह से और भी जय प्रकाश नारायण ने भी उन से आज कुछ अपीलें की हैं। इसलिए मैं उन से निवेदन करना चाहता हूँ कि 1966 के आते ही फिर मलेरिया प्रगति पर आ रही है। फिर भी विभिन्न प्रशासनिक, तकनीकी और वित्तीय कारणों के फलस्वरूप 1966 के बाद रोगियों की संख्या में वृद्धि होनी शुरू हो गई। वर्ष 1976 के दौरान लगभग 58.22 लाख मलेरिया के पाश्चिम रोगी थे जिनमें से 40 रोगियों की मीते हुईं। अप्रैल, 1977 तक 6.54 लाख पाश्चिम रोगी हुए बताए गए हैं। रोगियों की संख्या में 1974 की तुलना में 1975 में लगभग 38 प्रतिशत की वृद्धि हुई जब कि 1975 की तुलना में 1976 में लगभग

11 प्रतिशत की वृद्धि हुई। यानी अब धीरे धीरे जब इमर्जेंसी पीरियड का 1976 वर्ष खत्म हो रहा है और अब भारत माता के सच्चे सपनों की जेल से छूटने की तैयारी हो रही है तब मलेरिया भी धीरे-धीरे नीचे की तरफ जा रहा है।

देश भर में मलेरिया फैलने के मुख्य कारण क्या हैं उनकी ओर माननीय सदस्यों का ध्यान जाना चाहिए।

गुजरात, महाराष्ट्र, राजस्थान की बस्तियों और बिहार, उत्तर प्रदेश और उड़ीसा के छोटे-छोटे क्षेत्रों में, देहातों में सामान्यतः पाया जाने वाला मलेरिया रोग बाहुक मच्छर “ए” किबलसीफरोख में डी डी टी को हजम करने की शक्ति उत्पन्न हो गई है। मलेरिया के जो कीटाणु हैं वे अब डी डी टी को हजम कर लेते हैं। यानी कीटाणु की शक्ति बढ़ गई है और जो दवा है उस की शक्ति अब उन को मारने की नहीं रह गई है। इस के कारण भी मलेरिया देश में प्रपटा प्रकोप दिखा रहा है। गुजरात और महाराष्ट्र के कुछ स्थानीय क्षेत्रों में इस मच्छर में डी एच सी हजम करने की शक्ति भी देखने को मिली है। गुजरात और महाराष्ट्र के कुछ भागों में लगभग तीन वर्ष तक प्रयोग करने के बाद 1973 से कुछ मच्छरों में मेलाथिन नामक एक और कीटनाशी दवाई हजम करने की शक्ति भी देखने को मिल रही है। यानी मलेरिया कीटनाशक जितनी दवाइयाँ हैं उनको हजम करने की शक्ति धीरे धीरे मच्छरों में बढ़ती चली जा रही है।

फरवरी, 1977 के पहले जो सारी घटनाएँ घटीं उन से सारी स्थिति देश की इस तरह से सामने आई।

तेल संकट के कारण कीटनाशक दवाइयों के मूल्य में वृद्धि और देश में तथा बाहर इन की कमी, यह भी एक कारण है।

राष्ट्रीय संचारी रोग संस्थान, दिल्ली और राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम द्वारा भारत के विभिन्न भागों में 1973 से किए गए अध्ययनों से यह पता चलता है कि असम, मेघालय और मिजोरम की कुछ बस्तियों में भी काल्सिपेरम नामक परजीवी जो प्रायः दिमाग पर प्रभाव डालता है में स्लोरोबिन हजम करने की शक्ति विद्यमान है। यानी अब मलेरिया से दिमाग पर भी असर पड़ेगा ऐसी स्थिति पैदा हो रही है। मैं चाहता हूँ कि मलेरिया आने के पूर्व ही उसके जो प्रिवेंटिव मेजर्स हैं उन को लोग भ्रष्टाचार करे।

कुछ क्षेत्रों में जहाँ मलेरिया का उन्मूलन कर दिया गया था उनमें मलेरिया सम्बन्धी सतर्कता के अथवा कार्यकलापों के परिणाम-स्वरूप मलेरिया के रोगियों का देर से पता लगाया गया और समय पर उपचारात्मक उपाय बरतने में देरी हो गई। अब ये सारे कार्यकलाप जो हुए हैं भूतपूर्व सरकार के शासन में उस का मजा हम सब लोग पा रहे हैं क्योंकि जो उपचारात्मक काम था वह किया ही नहीं गया। जो निरोधक काम थे वे किए ही नहीं गए। 1966 से लेकर 1976 तक दस साल का समय चाहे इस को प्रगति के ग्यारह वर्ष कहिए या अवनति के 11 वर्ष कहिए यह माननीय सदस्यों के सब के सामने है और इस से वे पूरा अन्दाजा लगा लें। इधर-उधर जाने से कोई काम नहीं चलता है।

देश के कुछ भागों में कीटनाशक दवाईयों के छिड़काव के तुरन्त बाद कीचड़ से पुताई करने के कारण छिड़काव की गुणकारिता पर प्रतिकूल प्रभाव पड़ा है। कहीं पर पुताई हुई और फिर उस पर कीचड़ आ गया तो जो कुछ पुताई का काम हुआ, वह खत्म हो गया।

अन्त्येक मैं सोचा कि मलेरिया का लगभग उन्मूलन ही हो गया है, इसलिए प्रवासों

में डील घा गई,। यानी अब जोबर-कामिडेट हो गए कि मलेरिया का उन्मूलन हो गया, अब वह आया ही नहीं। लेकिन मलेरिया रह गया था, उस के कारणों की जानने की कोशिश ही नहीं की गई, उस तरह से 10-11 वर्ष बिस्कुल बरबाद कर लिए गए और आज देश को मलेरिया के गाल में झोक दिया गया।

कार्यक्रम के धारम्भ में अब डी० डी० टी का इस्तेमाल किया गया तो इस से छटमल, छिपकलिया, तिलचट्टे और बिच्छू बाकि मर जाते थे। अब लोग डी० डी० टी के छिड़काव को सत्परता से स्वीकार करते थे। किन्तु कुछ समय बीत जाने पर वे कीड़े-आदि डी० डी० टी को हजम करने वाले बीब बन गए और इसलिए लोगों का यह खत बन गया कि डी० डी० टी० प्रभावकारी नहीं है। जो लोग जेलों में रहे हैं—जैसे हम लोग जेलों में थे तो बड़ा छिड़काव करते थे, लेकिन छिड़काव के बाद देखते थे कि जो स्थिति पहले थी, वही स्थिति रहती थी।

श्री हीरा भाई : (बासबाबा) यह भी तो हो सकता है कि डी० डी० टी० असली के बजाय नकली हो।

श्री राज नारायण . हम उस पर भी आ रहे हैं। सम्मानित सदस्यों के मस्तिष्क और मन में जितने प्रश्न उठते हैं, सब की जानकारी हम को है, इसलिए सब की जानकारी हम करा देते हैं।

हमारे मित्र लक्ष्मण को भ्रष्टाचार से मलेरिया के प्रकोप का पता चल गया होगा, यदि 26 जून, 1975 के बाद दो महीने तक जेल में रह लिए होते

SHRI K LAKKAPPA We were together You have forgotten.

SHRI RAJ NARAIN 'You were with me, no doubt. Do not talk like this, just you left us

{ श्री राज नारायण }

मलेरिया केवल भारत में ही फिर से फैला हुआ है, यह तो विश्व भर में ऐसे ही हुआ है, जिसके कारण ऊपर कहे जा चुके हैं। श्री लंका जैसे देश में मलेरिया का लक्ष्य उन्मूलन कर दिया था, किन्तु इस समय वहाँ मलेरिया फिर से जोर पकड़ गया है। दक्षिण पूर्व एशिया और लैटिन अमेरिका के सभी देशों में यही समस्या है। अमरीका में कोई भी उन्मूलन कार्यक्रम नहीं चलाया गया जहाँ मलेरिया की समस्या अत्यधिक गंभीर बनी हुई है।

मैं सदन के सम्मानित सदस्यों को बतला दूँ—भाब ही हम से तीन बजे अमरीकी एम्बेसेडर से बातचीत हुई। मलेरिया से वे भी बहुत चिन्तित हैं। उन्होंने पूछा कि आप अपने देश में मलेरिया के उन्मूलन के लिए क्या योजना बना रहे हैं। मैं आप को पूरी बातें बता देना चाहता हूँ—इस में कोई चीज छिपाने की नहीं है। जनता पार्टी की सरकार जनता से कोई बात नहीं छिपायेगी। हम बराबर कहते रहे हैं कि यह लोक सभा है—जिसमें लोक की आकांक्षों प्रतिबिम्बित होनी चाहिए। अगर हम खुद कोई चीज छिपायें तो हमने जो 25 साल की पार्लियामेन्ट्री लाइफ में बराबर मांग की है, उन मांगों को समझना चाहिए कि हमारी मांगें नकली थीं। इस लिए हम किसी से कोई बात छिपाना नहीं चाहते, चाहे उसके लिए हमें कुछ भी मेहनत करनी पड़े।

**संक्षेपित प्रश्नोत्तर :** अब आप समाप्त करें।

श्री राज नारायण : मैं निवेदन करूँगा कि सम्मानित सदस्यों ने जो प्रश्न किए हैं, कम से कम उन का उत्तर देने का मुझे मौका देंगे। यदि आप पहले से ऐसा प्रतिबन्ध लगाए होते तो आपके चप्पे के अन्दर यह खतम हो गया होता, लेकिन सम्मानित

सदस्यों ने प्रश्न की जगह लेकर देना शुरू किया, किसी ने दस मिनट, किसी ने 15 मिनट ले लिए, तो यह सारा बोझ हमारे ऊपर नहीं आएगा। हम क्या उपाय करने जा रहे हैं, अब मैं आपको उन के बारे में बताता हूँ। जो उपाय इस की रोक-थाम के लिए हम कर रहे हैं, वे इस प्रकार हैं।

भारत सरकार ने इस रोग के नियंत्रण के लिए एक सशोधित कार्य योजना अनुमोदित कर दी है और उसे 1-4-77 से चलाया जा रहा है।

लक्ष्मी जी, देखिए। सदन के डेकोरम के लिए यह आवश्यक है कि सम्मानित सदस्यों का मुँह बराबर चैयर की ओर रहे। यह नहीं कि चैयर की ओर पीठ कर दी और मुँह पीछे कर दिया। अब जो मूल चीज है, वह मैं बताने जा रहा हूँ।

SHRI K. LAKKAPPA : I do respect Shri Raj Narain. He is a friendly person.

श्री राज नारायण : मैं यह बता रहा था कि भारत सरकार ने इस रोग के नियंत्रण के लिए एक सशोधित कार्य योजना अनुमोदित कर दी है और उसे 1-4-77 से चलाया जा रहा है।

राष्ट्रीय मलेरिया उन्मूलन कार्यक्रम की वर्तमान यूनिटों को जिले की प्रोग्रेसिव सीमा के अनुरूप पुनर्गठित किया गया है जैसा माननीय सदस्य स्वामी जी ने मांग की थी। पहले इस कार्यक्रम में जिलों के मुख्य चिकित्सा अधिकारियों को शामिल नहीं किया गया था किन्तु पुनर्गठन के कारण वे जिले में इस कार्यक्रम के लिए मुख्य रूप से जिम्मेदार ठहराए गए हैं। अब उन की जिम्मेदार बना दिया गया है जब कि पहली सरकार ने ऐसा नहीं किया था।

राज्यों को विभिन्न कोटनारी इकाइयों और अधिक मात्रा में सप्लाई की जा रही

है। जहाँ वेक्टर में डी० डी० टी० को हलक करने की शक्ति पैदा हो गई है वहाँ पर युनिटों को बैकलिपक कीटनाशी दवाइया भी सप्लाई की जा रही हैं।

इस कार्यक्रम के इतिहास में पहली बार क्लोरोक्विन नामक लगभग 50 करोड़ जीवन रक्षक गोलिया सप्लाई की गई है जब कि पहले 20 करोड़ गोलिया सप्लाई की गई थी। केवल मलेरिया कार्यक्रम ही इन गोलीयों को मुफ्त नहीं बांट रहे हैं बल्कि बहुत से स्थानों पर पंचायतें तथा स्कूल के अध्यापक और अन्य स्वैच्छिक एजेंसियाँ भी इन का वितरण कर रही हैं। यह इस सरकार का कार्य है। इसी सरकार ने इस सदन के सम्मानित सदस्यों के द्वारा और इस सदन के द्वारा देश की ग्राम जनता से अपील की है कि वह एक घण्टा देश को दे और मलेरिया का उन्मूलन करे। मलेरिया के उन्मूलन के बाद फिर वे एक घण्टा देश को दे और नहरें खोदें, बाग लगाएँ, देश की पैदावार बढ़ाएँ और राष्ट्रीय विकास के सारे कार्यों के लिए देश के सभी लोग अपना एक घण्टा प्रयत्न दें।

श्रीमती प्रेमलताबाई चव्हाण (कराड) : माननीय मंत्री जी से मेरा निवेदन है कि आप के पास जो ये स्टैटिस्टिक्स आए हैं कि इतनी दवाइयाँ दी गई हैं, मेरी ऐसी जानकारी है कि वे अभी बचा पड़ती नहीं हैं। उसके लिए सरकार क्या इलाज कर रही है?

श्री राज कश्यप : माननीय सम्मानित सदस्य अगरे किसी विशेष स्थान के बारे में हमें बताएं, तो वहाँ पर इस की कमी को दूर करने की पूरी कोशिश करेंगे।

अब समझ लीजिए, केवल मलेरिया कार्यकर्ता ही इस में नहीं लगे हैं। स्कूल के अध्यापक, स्कूलों के बच्चे, पंचायतों के सेक्रेटरी, पंचायतों के सदस्य और

सभापति सभी से अपील की गई है कि वे इस कार्य में पूरी शक्ति के साथ अपनी ताकत और सामर्थ्य के साथ जुट जाएँ। इस के प्रतिरिक्त सारे देश में लगभग 50 करोड़ गोलिया कैमिस्टों की दुकानों पर भी उपलब्ध की गई है। गाँवों में सिर दर्द की दवाई के रूप में किराने की छोटी दुकानों पर इसे उपलब्ध करने के लिए कदम उठाये जा रहे हैं।

जहाँ परजीवी पर क्लोरोक्विन का प्रभाव नहीं होता, वहाँ पुरानी कुनीन इस्तेमाल की जा रही है जिसकी सप्लाई पर्याप्त मात्रा में की गई है। बहुत काफी मात्रा में जो पहले लोग इसे देते थे, उसकी सप्लाई का इन्तजाम कर दिया गया है।

इस रोग के पुनरावर्तन की रोकथाम के लिए प्रिमक्विन का इस्तेमाल किया जाता है भले ही यह एक जीवन रक्षक औषधि नहीं है। राज्यों को यह दवाई पर्याप्त मात्रा में सप्लाई की गई है। चूँकि इस दवाई से कई बार टोक्सीयर प्रतिफल प्रभाव पड़ता है। इसलिए बाजार में इसकी बिक्री पर प्रतिबन्ध लगा दिया गया है। अब इस दवाई को कैमिस्ट की दुकानों पर उपलब्ध करने के उपाय किये जा रहे हैं।

शहरी मलेरिया कार्यक्रम के अन्तर्गत मलेरिया-रोधी कार्यों को तेज कर दिया गया है। वर्तमान 28 कस्बों के अलावा यह योजना 1-4-77 से 38 और कस्बों में आरम्भ कर दी गई है।

आप चाहेंगे तो हम इन कस्बों के नाम भी बता देंगे।

श्रीमती चव्हाण : माननीय मंत्री जी, निरीक्षण को और सुदृढ़ कर दिया गया है।

## [श्री राज नारायण]

मलेरिया उन्मूलन कार्य के क्षेत्र में बुनियादी और प्रापरेशनल अनुसंधान करने के लिए उपाय किए गये हैं।

ब्लड स्पीयर की शीघ्र जांच करने और मलेरिया के पाजिटिव रोगियों का उपचार करने के लिए प्राथमिक स्वास्थ्य केन्द्रों में भी प्रयोगशाला सम्बन्धी सेवाएं उपलब्ध कर दी गई हैं।

इसके साथ साथ में देश में मलेरिया से पीड़ित होने वाले व्यक्तियों की 1962 से संख्या दे रहा हूँ —

वर्ष	संख्या
1962	59575
1963	87306
1964	112942
1965	100185
1966	148156
1967	278621
1968	274881
1969	348647
1970	694647
1971	1322398
1972	1428649

इस 1971, 1972 में कोरिस का भ्रज्य बहुमत था गया। अब भ्रज्य बहुमत था गया तो किस वृत्तगत से मलेरिया

रोगियों की ताबाद बढ़ी इसको देखा जाए —

1973	1930273
1974	3167658
1975	5166142
1976 (अनन्तिम)	5821734

1977 में अब हम आ रहे हैं। हमें भागे चार महीने बीते हैं। इन चार महीनों में मलेरिया से पीड़ित व्यक्तियों की संख्या है 654903 यानी साल के एक तिहाई भाग में, क्योंकि साल के अभी आठ महीने बाकी हैं, यह संख्या है। अगर इसको तिगुना कर दिया जाए तो यह लगभग 18 लाख संख्या बनती है। हमने जो मलेरिया को रोकने के उपाय किये हैं उनसे इस संख्या में और कमी आएगी। कहां संख्या पिछले साल में 58 लाख थी, कहां अब यह संख्या 18 लाख तक ही जाएगी। यह है जनता पार्टी सरकार की उपादेयता।

इन उपर्युक्त तथ्यों से यह देखने में आएगा कि मलेरिया के प्रकोप को उल्लेखनीय मात्रा में घटाने में मिली प्रारम्भिक सफलता के बावजूद इस कार्यक्रम में फिर व्यवधान खड़े हो गए।

ये जो व्यवधान खड़े हुए हैं, ये खड़े न हों, इसके लिए हमें बहुत की बिताएं हैं और हम इन व्यवधानों को रोकने की कोशिश कर रहे हैं। 1976 में रोगियों की जो संख्या थी, वास्तव में उस पर काबू पा लिया गया है। इसे हम भागे बढ़ने नहीं दे रहे हैं।

1969 से 1971 तक ऐसे रोगियों की संख्या कुछनी ही नहीं थी परन्तु समय पर कीटनाशक दवाइयों की पूर्ति और

छिड़काव कार्य शुरु किये जाने से 1972 में इस संख्या को घटाने नहीं बढ़ने दिया गया ।

भव मरने वालों की संख्या सुनिये ।

SHRI DHIRENDRANATH BASU (Katwa) : Sir, the Minister has already replied to all the points. And he has made a brilliant speech. I think you should now adjourn the House.

श्री राजेन्द्र कुमार शर्मा (रामपुर) : ब्लड टेस्ट के उपरान्त जहाँ पर मलेरिया के केसिज मिलते हैं वहाँ पर छिड़काव वा स्त्रे का निवेश दिया जाता है । मेरा अनुरोध है कि जिस तरह से मलेरिया का प्रकोप बढ़ रहा है उसको देखते हुए किसी विशेष स्थान को निश्चित न करके सब स्थानों पर स्त्रे किया जाए ताकि मलेरिया पर एक दम रोक लग सके । क्या आप ऐसा करवाएंगे ?

श्री राज नारायण : मैं आपकी राय से सहमत हूँ । मैं अपना ही केस बता हूँ । हमारा रक्त लगभग तीन दिन पहले लिया गया था । लेकिन यह तब लिया गया जबकि हमारा बुखार उतर गया था । बुखार उतर जाने के बाद

भी रक्त जिया जा गया तो मलेरिया है या नहीं उसका पता नहीं चल सकता है । इसलिए हम इस बात की कोशिश करेंगे कि जहाँ रक्त में मलेरिया के कीटाणुओं का पता न चले, इस बास्ते चूँकि मलेरिया बढ़ रहा है और उम्मीद की जा रही है कि मलेरिया का रोग बाहर से भी आ रहा है, इस बास्ते हम प्रयत्नशील हो कर जहाँ जहाँ हमें महसूस हो कि मलेरिया बढ़ रहा है, चाहे रक्त में कीटाणुओं का संकेत मिले या न मिले, वहाँ भी छिड़काव की व्यवस्था करवाएंगे ।

सभापति महोदय : राज नारायण जी, हाउस का समाधान हो गया है ।

श्री राज नारायण : तब ठीक है । मैं समाप्त करता हूँ ।

सभापति महोदय : अब हम एडान होते हैं और कल मिलेंगे ।

13.26 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, July 20, 1977/Asadha 29, 1899 (Saka).