

LOK SABHA

DEBATES

(Fourth Session)



(Vol. XI contains Nos. 11-20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

1

LOK SABHA

Wednesday, March 8, 1978/Phalguna
17, 1899 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR SPEAKER in the Chair]

OBITUARY REFERENCE

MR SPEAKER I have to inform the House of the sad demise of Shri John N Wilson who passed away on 19th February 1978 at Mirzapur at the age of 82

Shri Wilson was a Member of the First and Second Lok Sabha during the years 1952 to 1962 representing Mirzapur constituency of Uttar Pradesh. Earlier he was a member of the Uttar Pradesh Legislative Council during the years 1948 to 1952.

He took part in the freedom struggle and was imprisoned several times. An educationist he was associated with several educational institutions and was also a member of the Allahabad University Court for some years.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

The House may stand in silence for a short while as a mark of respect to the departed soul.

The Members then stood in silence for a short while.

3903 LS-1.

2

ORAL ANSWERS TO QUESTIONS

Jobs Created by K. & V. I. Commission

*205 SHRI T A PAI: Will the Minister of INDUSTRY be pleased to lay a statement showing:

(a) whether there is a proposal to shift the headquarters of the Khadi and Village Industries Commission to a rural area,

(b) how many additional jobs were created by the Khadi and Village Industries Commission during the year as a result of the Rs. 36 crores provided for them in the Budget,

(c) what are the stocks of Khadi in the country for 1 year, 2 years and 3 years,

(d) what is the production every year and sale every year, and

(e) number of people employed in Khadi production in 1974, 1975, 1976 and 1977.

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES) (a)
No, Sir

(b) Employment to about 5 lakh more persons has been provided during the current year.

(c) to (e) A statement is placed on the Table of the House.

Statement

Stock Position of Khadi Employment in Khadi Production and Figures of Production and Sale during 1974-75, 1975-76 and 1976-77.

- (1) Stocks value in crores of rupees.
 (2) Production and sale—value in crores of rupees.
 (3) Employment—Number in lakh persons.

Item	1974-75	1975-76	1976-77
(1) Production	43.28	46.73	56.03
(2) Sales	42.01	50.30	51.97
(3) Closing stocks of Khadi	34.01	35.78	45.82
(4) Employment	9.01	8.24	8.53

NOTE: National stocks (as worked out by an expert committee) held at different points such as production centres, wholesale depots and retail bhandars together are equivalent to 9 to 10 months' production. On this basis the stock position appears to be normal. It is not possible to indicate the age of stock due to wide dispersal of activities.

SHRI T. A. PAI: Sir, the Finance Minister in his Budget speech had said that in providing Rs. 36 crores to the Khadi and Village Industries Commission, it would provide 25 lakh more jobs to the people. It only shows that 5 lakh jobs have been provided.

Further, Sir, there is not even a proposal to shift the headquarters of the Khadi and Village Industries Commission. It reflects that the same old attitude continues when all talk of rural development takes place.

Then, Sir, the stocks carried forward are as much as production every year. As long as this state of affairs continues, Khadi as a means of providing additional jobs will not be meaningful. What steps does the Government propose to take to remedy this state of affairs?

SHRI GEORGE FERNANDES: Sir, there is a study group that is currently concerned with the entire functioning of the Khadi and Village Industries Commission and about the future perspectives that we have before this Organisation. This Group is expected to submit its report by 30th June. I

would like to assure the House that the points that the hon'ble Member has made will be taken into account while formulating the recommendations and taking action thereon.

SHRI HITENDRA DESAI: What are the daily earnings of those employed in the production and sale activities of Khadi?

SHRI GEORGE FERNANDES: There is not any such standard. There are weavers, for instance, whose earnings may be Rs. 2.50 per day. They vary from Rs. 2.0 a day to Rs. 10.0 a day and so far as those employees who are employed at 'bhandars' and 'Bhavans' are concerned, they are paid salaries which are on par with Government employees' salaries.

श्री श्रीम प्रकाश त्यागी : क्या सरकार को यह ज्ञात है कि खादी कमिशन की ओर से, खादी बोर्ड की ओर से जो देहातों में लोगों को कार्य देने के दृष्टिकोण में यह योजना बनायी गई है, और कितने खादी बोर्ड हैं, मेरी जानकारी है, खामतीर से मोगदाबाद खादी बोर्ड की ओर से सब गलत प्रकाउन्ट

बनाये जाते हैं, फौड चलता है तो क्या सरकार ने कोई ऐसी मशीनरी बनायी है जो यह देखे कि जिनको सहायता देते हैं वेहातां म कार्य करन के लिये वहा काम हो रहा है कि नहीं, चर्खा वालों को पैसा दिया जाता है कि नहीं, बुनने वालों का सामान दिया जाता है कि नहीं कही फौड तो नहीं चलता है इस प्रकार की चीजों की कोई व्यवस्था है कि नहीं ? यदि नहीं, ना बनवायगा ।

SHRI GEORGE FERNANDES There is a Khadi and Village Industries Commission which looks after the overall policies and also looks after some of the institutions at the national level. Ultimately, the work of the Khadi and Village Industries Sector is carried on through the Khadi and Village Industries Boards which help at the State level which are set up by the State Governments. There are 23 such State Boards at the moment. There are in addition 700 institutions plus about 24,000 co-operative societies and outlets. It is not possible for the Khadi and Village Industries Commission operating from the Centre to look after the functioning of each of these institutions. If there are specific complaints I am willing to take up those complaints and I would expect the State Boards operating at the State level under the overall jurisdiction of the State Governments to look into this matters wherever they arise.

डा० रामजी सिंह : क्या मंत्री जी बतायेंगे कि जो इन्होंने कहा है कि खादी और विलेज इंडस्ट्रीज कमिशन का प्रधान कार्यालय बम्बई में नहीं रखा जायगा । वह किस कारण से ? यदि खादी की उत्पत्ति को ध्यान में रखा जाये तो प्रायः उनको मालूम है कि सबसे ज्यादा खादी की उत्पत्ति बिहार में होती है । अगर केन्द्र थल पर रखा जाय तो वर्धा या दिल्ली में रखा जाये टैक्नीकल दृष्टि में देखा जाये तो गुजरात में रखना चाहिये । बम्बई में प्रधान कार्यालय रखने में बहुत ज्यादा खर्चा होता है, इसीलिये यह आवश्यक है कि खादी की भावना के अनुरूप उसके

प्रधान कार्यालय को निश्चित रूप से बदला जाये जैसा कि हमारे पाई साहब ने बताया है ।

श्री जार्ज फर्नान्डिस : मैंने यह नहीं कहा कि उसको नहीं हटाया जायेगा । मैंने यह कहा कि इस समय हमारे सामने ऐसा कोई प्रस्ताव नहीं है हटाने का । लेकिन यह सवाल इनका ध्यान भी नहीं है । एक जगह पर प्राज दफ्तर है, सारा एम्प्लॉयमेंट है, वेगफर्नेलिया है, कर्मचारी है, ता उस दफ्तर को उस जगह से वर्धा हटाना हा या कहीं और ले जाना हो तो बर्द समस्याये हमारे सामने आ जायेगी । इन सब पर सावधानी लेंगे और कुछ इसमम रास्ता जरूर निकालेंगे ।

SHRI K LAKKAPPA Sir, the main activities of Khadi and Village Industries Boards and its Commission which has been functioning at Bombay are completely urbanised. It is a means of giving jobs to the jobless people and the entire functioning of the Commission is completely urbanised. The Khadi and Village Industries Boards working in various State, are not providing jobs to the village people or catering to the needs of the village people. They are not functioning keeping in view the main object of providing employment to the village people and for the development of the cottage industries in the rural areas. I would like to know what are the guidelines that are being followed. Whether the Ministry is going to consider the entire question of the activities and functioning of the Khadi and Village Industries Commission so that it may operate in the rural areas rather than in the urban areas?

SHRI GEORGE FERNANDES Sir I think the hon. Member is not well informed about the functioning of the Khadi institutions and various other organisations which are under the overall guidance and jurisdiction of the Khadi and Village Industries Commission or the State Boards. Just now

25 lakhs of people are employed in the Khadi and Village industries. As I said in reply to a question by Shri T. A. Pai, in the current year we estimate that due to additional moneys that were ploughed and the additional efforts that were put in we have been able to generate half a million additional jobs in the Khadi and village industries sector and it is now increased from about 25 lakhs to about 30 lakhs. None of these jobs are in the urban areas, these are in the rural areas. You cannot have village industries operating in the town as Mr Lakkappa would like to believe.

SHRI K. LAKKAPPA: It is happening.

SHRI GEORGE FERNANDES: His concept of town and village may be some what different from my concept. Village industries are invariably in the villages. I should like to assure the hon Member that the entire work of khadi and village industries commission would be geared to rural development in villages.

श्री मृत्युंजय प्रसाद वर्मा : मैं आपसे इस परिप्रेक्ष्य में यह जानना चाहूंगा कि खादी का हाथ के कने सूत और हाथ के बने हुए कपड़े में सम्बन्ध है, लेकिन आजकल बहुत ज्यादा यह देखा जाता है कि प्रमाणित भंडारों में भी मिल के सूत का कपड़ा या यों कहिये कि मिल के सूत और हाथ के सूत का मिश्रित कपड़ा मिलता है क्या इसकी कोई जांच पड़ताल की गई है और ऐसा कोई उपाय किया जायेगा जिसमें ऐसा न हो सके और खादी पहनने वाले शब्द खादी पा सकें ?

अगर ऐसा नहीं होता है तो हमारे जैसा को लाचारी हो जाती है और कभी-कभी सोचना पड़ता है कि हम केवल हैडलूम का ही कपड़ा क्यों न लें ? क्या कोई इस तरह का क्वालिटी कंट्रोल किया जायेगा कि मिल के सूत को हाथ के सूत में न मिलाया जाये ?

श्री जार्ज फर्नान्डिस : अब तक ऐसी कोई शिकायत नहीं आई थी। अब शिकायत

आई है तो हम इसकी जांच करायेंगे। अगर ऐसा कहीं पाया गया तो उसका रास्ता निकाला जायेगा

SHRI JAGANNATH RAO. Some years ago a new type of ambar charkha was designed at Coimbatore and then Dhebar Bhai, Chairman of KVIC and myself as minister here, we had visited that place and we found that several women were employed on this ambar charkha. May I know whether that is flourishing and what is the number of womenfolk employed in this?

SHRI GEORGE FERNANDES: I will have to look into this matter.

Modernisation of Eastern Subsidiary of N.T.C.

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*206 **SHRI PRADYUMNA BAL:**
SHRI A. BALA PAJANOR.

Will the Minister of INDUSTRY be pleased to lay a statement showing:

(a) the number of mills being run by the eastern subsidiary of the National Textile Corporation;

(b) the loss being suffered by the eastern subsidiary of the NTC per month and since when and the total accumulated loss thus suffered;

(c) the total amount granted to the eastern subsidiary of NTC for modernisation so far;

(d) the amount actually spent on modernisation; and

(e) the steps taken or proposed to be taken to improve the situation and save the public undertaking?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (e) A statement is laid on the Table of the House.

Statement

(a) There are 18 nationalised textile mills which are run by the National Textile Corporation (West Bengal Assam, Bihar and Orissa) Ltd., Calcutta—a Subsidiary of the National Textile Corporation, New Delhi.

(b) Losses suffered by the NTC (West Bengal, Assam, Bihar and Orissa) since 1-4-1974 are as under:—

(Rs. in lakhs)

Year	Net loss	Monthly average
1974-75	647.25	53.94
1975-76	961.64	80.14
1976-77	476.73	39.72
1977-78 (April '77 to January '78)		
April, 1977	50.36	
May, 1977	56.22	
June, 1977	69.41	
July, 1977	58.81	
August 1977	59.28	
September, 1977	69.11	
October, 1977	84.21	
November 1977	89.65	
December, 1977	78.86	
January, 1978	71.68	68.76

Total accumulated loss of this Subsidiary is *Rs. 2773.21 lakhs upto January, 1978.

(c) An amount of Rs. 1054.64 lakhs has been granted by the NTC for modernisation of the unit under NTC (West Bengal, Assam, Bihar and Orissa) Ltd., upto 28-2-1978.

(d) Modernisation schemes to the extent of Rs. 480 lakhs have been implemented. Further orders to the extent of Rs. 525 lakhs have been placed and are expected to be executed shortly.

(e) The following steps have been taken/are being taken to improve the working and better functioning of this Subsidiary:—

(i) request to the State Government of West Bengal for supply of uninterrupted power;

(ii) seeking co-operation of the State Government of West Bengal in the implementation of voluntary labour rationalisation programme;

(iii) Strengthening of the Management of the Subsidiary; and

(iv) implementation of the modernisation programme.

SHRI PRADYUMNA BAL: The National Textile Corporation is now come to be known as National Textile Corruption; corruption is so rampant in this Corporation. The Minister and the Government must have a deep look into the matter. When a textile mill becomes obsolete, when the industrialist has taken out everything by way of profit and thrown away everything from the mills, only then Government is taking the mill, when it has become a sick mill. When the monopoly capitalist or the industrialists come to that stage, it becomes sick and Government takes it over. That is how National Textile 'Corruption' is now functioning. Those mills are not manufacturing the standard cloth for the poor people at controlled price. I should like to know from the hon. Minister what steps do the ministry propose to take to check this corruption and whether they would consider that those mills should specialise only in the production of cheaper cloth for millions of people who go without cloth.

SHRI GEORGE FERNANDES: We have inherited the National Textile Corporation and it is true that 103 textile mills came to be nationalised when they got closed down. Still a large number of mills are closed and it is insisted that government should take over those mills, we have not been able to take them over. In the circumstances, when we have taken over a mill which is in a very bad shape economically, it is inevitable that there will be certain losses. Today, we are trying to modernise these mills; a lot of money has been put in on modernising, obsolete machinery is being removed. There is a scheme, which I believe, in course of time would give us good results. If there are specific charges against any official of the National Textile Corporation—and there have been charges against some of the top Executives; these charges are being investigated; they have been investigated; action is being

*This does not include an amount of Rs. 69 lakhs paid towards bonus for the year 1976-77 in 1977-78.

taken, has been taken—and action will be taken. A policy for the NTC mills is currently being discussed at the level of the Government and in the course of three or four weeks, I hope to present to the House the perspectives that we have for the NTC mills the areas in which the NTC mills should operate, the kind of cloth the NTC mills should produce, the ways and means by which we shall see that NTC, from a loss-making concern comes to be a profit-making concern.

SHRI PRADYUMNA BAL: He did not answer my question.

MR. SPEAKER: He did answer. He stated that the areas will be discussed.

SHRI PRADYUMNA BAL: About controlled cloths.

MR. SPEAKER: You have not followed him, he has said that.

SHRI GEORGE FERNANDES: The entire question is being discussed and in the course of the next three or four weeks, I shall come with a policy announcement before this House.

SHRI PRADYUMNA BAL: There is a mill in Choudwar called Orissa Textile Mills near Cuttack in Orissa. I have drawn the attention of the Government in the Consultative Committee when it was under Commerce Ministry; Now, it has been transferred to Industry Ministry. This mill was established in 1946 and for more than thirty years, this mill is run by some private industrialists. It is showing a loss. My information is that they are making huge profits and that to defraud the shareholders, these industrialists are not showing profit. When it becomes obsolete and runs into real loss, only then the Government should think of taking over this mill.

MR. SPEAKER: The question is about NTC.

SHRI PRADYUMNA BAL: Will he consider the taking-over of this mill, when the going is good?

SHRI GEORGE FERNANDES: Unfortunately, I am not in a position to go on acquiring any mill, wherever it is.

SHRI PRADYUMNA BAL: Will he consider?

MR. SPEAKER: He cannot because he does not know anything about it.

SHRI M. RAMGOPAL REDDY: Just now the Minister said that he has inherited the mill which was in a very bad shape, but he should know that he has inherited the Government also. I want to know, what arrangement he has made to modernise these mills within the shortest possible time. We had got sufficient machinery during Mr. Pal's regime. He has made arrangements for the textile mills machinery. I would like to know whether that machinery is taken by the mills, how many mills are modernised and how much time he will take to modernise the remaining mills also, so that their efficiency may go up.

SHRI GEORGE FERNANDES: We are presently engaged in modernising these mills. Money has been earmarked, which is being used and schemes of modernisation are being implemented. It will take some time before the modernising schemes are completed.

श्री सखन लाल कपूर : मंत्री महोदय ने बताया है कि गवर्नमेंट सिक मिलों को माडर्नाइज करने जा रही है। सरकार की नीति कपड़ा उद्योग को डीसेंट्रेलाइजेशन करने की है तो जहां तक मोटे और साधारण कपड़े का सम्बन्ध है, उसे पावरलूम की तरफ ले जाने की है। क्या सरकार इस बात पर विचार करेगी कि सिविलिलो पर भारी रकम खर्च करने के बजाये उन्हें डिस्मैटिंग कर दिया जाये और उन्हीं मजदूरों को लेकर पावरलूम और हैंडलूम पर उतना पैसा खर्च कर के कपड़ा उद्योग को डीसेंट्रेलाइज किया जाये? मैं यह भी जानना चाहता हूँ कि नेशनल टेक्स्टाइल कॉर्पोरेशन या प्राइवेट पार्टियों की टेक्स्टाइल मिलों के जरिये जो कपड़े निर्यात होते हैं,

क्या गवर्नेमेंट इस वक्त उन पर प्रति-मीटर 70 पैसे सबसिडी दे रही है; यदि हाँ, तो क्यों? इस की क्या आवश्यकता है?

श्री जार्ज फर्नान्डिस : जहाँ तक डिसेंट्रलाइजेशन का सवाल है, हम इस प्रयास में हैं, हम नेशनल टैक्सटाइल कारपोरेशन के मजदूरों के साथ बातचीत भी कर रहे हैं और यह प्रयास हमारा चल रहा है कि अगर बहुत ही खराब अवस्था में कोई मिलें हैं तो उनको बन्द करा कर गाँवों में छोटे-छोटे पावर लूम्स लगाकर उन में उन मजदूरों को ले जाया जा सके। लेकिन मिलों में काम करने वाले मजदूर कहाँ तक हैं डलूम के क्षेत्र में जाने के लिए तैयार होंगे इसके बारे में हमारे मन में बहुत शक है और अभी तक हमने जो उनकी ट्रेड यूनियन्स से बातें की हैं उस में कोई ठीक जवाब उनकी तरफ से नहीं मिला। लेकिन पावर लूम के बारे में हमारा प्रयास जारी है और उम में हमें कामयाबी की आशा भी है।

जहाँ तक निर्यात का सवाल है वह सवाल कामर्स मिनिस्टर से पूछना पड़ेगा। मैं उनका जवाब देने की स्थिति में नहीं हूँ।

श्रीधरी बलबोर सिंह : मंत्री महोदय ने एक तरफ तो यह कहा है कि जो बीमार मिलें हैं उन को माडरनाइज कर के ठीक करने की कोशिश की जा रही है। दूसरी तरफ पहले सवाल में इन्होंने कहा कि लोगों को एम्प्लायमेंट देने के लिए खादी बोर्ड के काम को बढ़ाया जायेगा। तो माडरनाइजेशन करने से तो एम्प्लायमेंट कम होगा और उधर खादी बोर्ड की बात भी आप कह रहे हैं तो इन दोनों पालिसीज में कैसे आप इमको बैलेंस करेंगे?

श्री जार्ज फर्नान्डिस : अध्यक्ष महोदय, मुझे इसमें कोई अन्तर्विरोध नहीं दिखाई दे रहा है। हम देश में इस समय 8 सौ करोड़ गज कपड़ा बनाते हैं। उसमें मिलों से बनता है 400 करोड़ गज, हैंडलूम से बनता है 200 करोड़ गज और पावर लूम से बनता

है 200 करोड़ गज। तो जो भी नीति हमें चलानी है उसमें से इन सभी चीजों को कुछ न कुछ तो जारी रखना होगा और अगर अगर पाँच सालों में कपड़े का उत्पादन 800 करोड़ गज से बढ़ा कर 1200 करोड़ गज तक ले जाना है तो इन सभी क्षेत्रों में यह मेहनत हम लोगों को करनी पड़ेगी। इसलिए इसमें कोई अन्तर्विरोध नहीं है। सब को साथ लेकर चलने का ही प्रयास है।

SHRI SAUGATA ROY: Sir, when these sick mills were taken over by NTC, they were not actually nationalised. Their managements were taken over for a number of years and it has happened in a number of cases that the mill managements have gone to court against this decision of take over by the Government and in one case that I know of, in Mahalakshmi Mill in my constituency the management went to court so that the Government's taking over of the mill lapsed and this has happened in a number of other cases. So, may I ask the hon. Minister what steps the Government is taking to see that this take over is permanent and after all this spending of money and investment of money by the NTC, the mills do not in any way go back to their previous managements.

SHRI GEORGE FERNANDES: There is no question of any nationalised mill under the NTC's jurisdiction today being the subject matter of litigation. They are mills which are owned by the Government and there is no question of any of these mills going back to any private owners. Under the National Textile Corporation we own all the mills, we own everything within those mills. There is no question of any private owner, any private shareholder having anything to do with any of these 103 mills.

श्री मनोहर लाल : अध्यक्ष महोदय, इसमें कोई दो राय नहीं है कि नेशनल टैक्सटाइल कारपोरेशन की जितनी मिलें चल रही हैं उन सब में घाटा हो रहा है। कानपुर में ही मात्र मिलें एन०टी०सी० की चल रही हैं

जिनमें बराबर घाटा चल रहा है। क्या माननीय मंत्री जी बताएंगे कि इनमें घाटे के जो कारण हैं उनमें सबसे बड़ा कारण यह है कि पिछली सरकार ने इन मिलों के जनरल मैनेजर पोलिटिकल बेसिस पर एंवाइंट किए थे जिनकी टेक्स्टाइल के बारे में कोई जानकारी नहीं है? बिल्कुल पोलिटिकल बेसिस पर ये एंवाइंटमेंट हुए हैं, यह उनका सब से बड़ा कारण है। दूसरा कारण यह है कि जो राज्य सरकारों के लेबर डिपार्टमेंट हैं वे इन मिलों में कोई दखल नहीं दे पाते हैं। क्योंकि इन मिलों का प्रबन्ध केन्द्रीय सरकार के द्वारा होता है इसलिए राज्य सरकार का धर्म विभाग इनमें कोई दखल नहीं दे पाता है। तो क्या माननीय मंत्री जी इस तरह की कोई कार्यवाही करेंगे कि जनरल मैनेजर की जगह पर जिनका एंवाइंटमेंट पोलिटिकल बेसिस पर पिछली सरकार ने किया है उनको हटा कर उन लोगों का एंवाइंटमेंट किया जाए जिनकी टेक्स्टाइल के बारे में जानकारी हो और दूसरी बात— क्या लेबर डिपार्टमेंट को इस बात की हिदायत दी जायेगी कि वह इन मिलों में ठीक ढंग से काम कराने के लिए दखल दे सके?

श्री जार्ज फर्नान्डिस : पहली बात तो यह सही नहीं है कि सब में घाटा हो रहा है। कुल 103 मिलें एन टी सी में हैं और दिसम्बर 1976 में उन में से 18 मिलों में मुनाफा हो रहा था और अब वे दो महीने पहले, दिसम्बर, 1977 में 43 मिलों में मुनाफा हो रहा है। अब सिर्फ 60 मिलों में घाटा हो रहा है। पिछले 12 महीनों में, इमर्जेंसी हटने के बाद, इनमें काफी सुधार हुआ है और वह तेजी से आगे बढ़ती जा रही है जैसे कि जनवरी महीने में कुछ घाटा सिर्फ 1 करोड़ 35 लाख रुपए तक सीमित रहा है और हमारी कोशिश जारी है कि एन टी सी की मिलों की स्थिति सुधरे। मुझे पूरा विश्वास है कि हम इसमें कामयाब होंगे।

जहाँ तक पोलिटिकल एंवाइंटमेंट्स की बात है, अब तक मेरे पास कोई शिकायत नहीं आई है लेकिन जो भी अफसर वहाँ काम करते हैं उनमें कोई कमी सामने नजर आये तो उसको सुधारने और उनको हटाने का काम तो हम करेंगे। इन मिलों के बारे में या किसी भी क्षेत्र के उद्योगों के बारे में जिस प्रकार के महयोग की अपेक्षा राज्य सरकारों से हम रखते हैं वह महयोग हमें मिल इसके लिए हम हमेशा कहते रहते हैं।

Ship Repairing Yard at Haldia

*208. SHRI SAMAR MUKHERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the progress so far made in the work of construction of the ship repairing yard at Haldia?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): Work on ship repairing yard at Haldia has not been taken up so far.

The requirement of a ship repair yard at Haldia has been recommended by the Study Group set up by the Government to examine the feasibility of establishing a ship repair complex in the Calcutta region. Government would consider the matter further subject to financial and other priorities

SHRI SAMAR MUKHERJEE: From the reply, it appears that Government has not finally taken a decision. How much time will Government take to start work for this ship repairing yard? When is it expected to be completed? This concrete assurance must be given.

SHRI CHAND RAM: The study group set up by the Ministry in 1976 has made its recommendations; and we have received the recommendations only in February 1978. That report is being examined; and we will take a decision very soon. In fact, we have made an ad hoc provision for the

construction of ship repairing complex at Haldia in the Five Year Plan also; and we will take up the work very soon.

SHRI SAMAR MUKHERJEE: When will it be completed?

MR. SPEAKER: That he cannot say.

SHRI SAMAR MUKHERJEE: There must be some plan.

MR. SPEAKER: He says the matter is being examined. He will be able to tell you only after it is completed.

SHRI SAMAR MUKHERJEE: After its completion, do you have any idea how many people will get jobs?

SHRI CHAND RAM: A detailed project report will be worked out by a committee of consultants; and it will be only thereafter that we will be able to know how many people will get work. About economic viability etc., we will be getting a detailed report. (Interruptions).

MR. SPEAKER: Please, Mr. Saugata Roy. This is Question Hour. Now, Prof. Dilip Chakravarty.

PROF. DILIP CHAKRAVARTY: Is the Minister aware that so far, with regard to Haldia development, people were fed only with a diet of promises? As has been mentioned, only promises were made. Secondly, is the Minister aware of the need for developing and building up the infra-structure in the Haldia region, for the proper growth of the Haldia project? Thirdly, is he aware that excellent ship repairing arrangements are available in Calcutta Port itself? What about having ship building in Haldia?

SHRI CHAND RAM: I have already stated in my written answer that there is no scope for ship building yard over there. But we have agreed.... (Interruptions).

SHRI SAUGATA ROY: What does the Minister mean by saying that there is no scope? Two expert committees have given the recommendation that

there is scope. He is saying that there is no scope, for a ship building yard. (Interruptions). He should not say that there is no scope.

PROF. DILIP CHAKRAVARTY: There is scope for ship building in Haldia.

MR. SPEAKER: Let the Minister answer the question.

SHRI CHAND RAM: I have already made the point clear that we are setting up a ship repairing yard and not a ship building yard.

THE PRIME MINISTER (SHRI MORARJI DESAI): The question of establishing a ship building yard in Haldia was examined very fully by a Committee. The Committee did not favour it at Haldia. It gave two other sites. Then, I had discussions with the Chief Minister and I said that instead, we will consider a ship repairing yard, and that is what we are seriously considering. But it cannot be done tomorrow. Then next time I will not be able to say even this, if I am going to be pursued like this.

SHRI SAUGATA ROY: Sir, if we do not use the forum of this Parliament, we cannot pursue the matter....

MR. SPEAKER: The clearest possible answer he has given.

SHRI SAUGATA ROY: He is saying that in the future he will not say anything. We want protection.

श्री स्वर्णजी भाई : श्री मंत्री महोदय ने बताया है कि बातचीत चल रही है कि दोनों स्थानों में से किस स्थान पर कारखाना खोला जाय । मैं मंत्री महोदय से जानना चाहता हूँ कि दोनों में से कौन से स्थान पर कारखाना खोले जाने की सम्भावना है ?

श्री चंड राम : इस के बारे में डी० पी० प्रार० मांभी है कि कौन सी साइट यूटेबिल होगी । यूटेबिलिटी का निश्चय डी० पी० प्रार० प्राने के बाद ही हो सकता है ।

Economy in expenditure on tours by Ministers

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*209. SHRI R. V. SWAMINATHAN:
SHRI PRASANNBHAI
MEHTA:

Will the Minister of HOME AFFAIRS be pleased to lay a statement showing:

(a) whether he has stressed on the Union Ministers to effect utmost economy in the expenditure on tours;

(b) whether he had issued guidelines that they should differentiate between the official work and electioneering;

(c) if so, how many Ministers made official tours to the States who were undergoing election in the month of February, 1978;

(d) the total expenditure incurred on each of them; and

(e) the names of the Ministers and how many times they toured the States?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) No fresh formal instructions have been issued on the subject. However in accordance with the philosophy of the Janata Party, the Union Ministers are following a policy of avoiding unnecessary expenditure and effecting the utmost economy in the expenditure on tours.

(b) A copy of the guidelines is attached. (statement).

(c) to (e). Information is being collected and will be laid on the Table of the House.

Statement

Instructions regarding the tours of Minister for non-official purposes including election tours, are contained in several communications issued and re-

issued from time to time. These have been summarised below:—

General instructions

(1) Until a Minister demits office he is in charge of public affairs and accordingly even while on tours, whether for official or private purpose, he must continue to discharge the responsibilities as Minister. Hence,

(a) he can take with him the minimum personal staff needed for this purpose and such staff is entitled to draw travelling and daily allowance under the rules; and

(b) when he visits any place, the district officers must arrange for normal courtesies and security.

(2) A Minister may claim travelling and daily allowance only in respect of tours undertaken for official purposes i.e. tours, actually necessitated by duties which he could not perform at headquarters. If an official tour is combined with private business of the Minister, which includes party work, and he has to undertake any additional journey for this purpose, he is not entitled to any travelling allowance for the additional journey. If a Minister while on official tour devotes any day of his halt exclusively for private business he is not entitled to daily allowance for that day.

Special instructions regarding election tours

(3) Whenever a Minister decides that a meeting which is going to be addressed by him is an election meeting he should ask for arrangements to be made on his behalf non-officially and not by Government servants. During the election tours Government meetings would be rare and normally public meetings should be considered election meetings and all expenses except those relating to maintenance of law and order, borne privately.

(4) The role of officials at election meetings should be confined to maintaining law and order and affording normal protection to Ministers.

(5) No travelling expenses or daily allowance should be charged by Ministers for journeys, which have, for their main purpose, election campaign. It would be presumed that for some weeks prior to the poll, the activities of Ministers on tour are much more concerned with elections than with their official duties.

(6) A journey undertaken by a Minister for filing nomination papers and subsequent tours to his constituency should be regarded as being for election purposes.

(7) If a Minister who has proceeded to his constituency for election purposes at his own expense, has to proceed to some other place on duty, he may draw travelling allowance limited to the amount admissible from his headquarters to the other place and back to headquarters. If he has to return to headquarters from his own constituency in public interest by interrupting his election work, he may only claim the return air or railway fare. Public interest shall naturally include attendance at all Cabinet and Cabinet Sub-Committee meetings. Other meetings or conferences at headquarters should be avoided as far as possible.

(8) Where a Minister has been provided with a car exclusively at the expense of the State, the car should not be used for election purposes. Even where a car is provided by the State but the Minister is given an allowance for maintenance of the vehicle, it is not desirable to use such vehicle for election purposes.

SHRI R V SWAMINATHAN: This is a very important information that has been sought and in (c), (d) and (e) it has been thwarted by saying that the information is being collected. But may I at least ask the hon. Minister whether he will give a categorical answer that all the Ministers who undertook tour during the elections have strictly followed the guidelines or has any Minister violated them? Will he please answer that now?

SHRI DHANIK LAL MANDAL: In answer to (d), (e) and (f) I have stated that the information is being collected. Now the hon. Member wants to know whether I would be able to assure him that the guidelines have not been violated. I can only assure the hon. Member that I hope that there will be no violation of the guidelines.

SHRI R. V. SWAMINATHAN: Since there is a mention of philosophy of the Janata Party, may I know whether the Government is considering the revision of these guidelines according to its philosophy?

SHRI DHANIK LAL MANDAL: There is no question of revising the guidelines. I can assure the hon. Member that the utmost effort will be made to effect economy.

SHRI RAGHAVALU MOHANARANGAM: It has been stated by the hon. Minister that information in regard to parts (c), (d) and (e) of the question is being collected. I want to know from the hon. Minister how long he will take to give a reply to a small question like this. It has taken already 22 days. I do not know how many years he will take to give the answer to this.

श्री धनिक लाल मण्डल : अध्यक्ष महोदय, पांच राज्यों में चुनाव हुए हैं और 44 मंत्री हैं, उन सभी राज्यों में सूचना एकत्र करनी है। मैं नहीं समझता कि सूचना एकत्र करने में कोई देर लग रही है।

श्री राम प्रकाश त्रिपाठी : जो नेहरू के मंत्रियों के लिए गाइडलाइन्स तैयार की गई हैं, क्या उन गाइडलाइन्स की प्रतियां राज्य सरकारों को भी भेजी जायेगी जिसमें कि राज्यों के मंत्री भी उनका पालन कर सकें ?

श्री धनिक लाल मण्डल : यह प्रश्न इस प्रश्न से नहीं उठता है।

PROF P. G. MAVALANKAR: The hon. Minister has stated that he will take some time to collect the information with regard to the tours made

by the Ministers concerned, specifically during the election months. I am prepared to wait for the information. My supplementary is with regard to part (a) of the question in reply to which he has stated that guidelines were there. May I know whether the guidelines would also include at an early date this particular instruction that as far as possible the local official machinery and staff which have to look after the Minister's paraphernalia and programmes is kept to the minimum so that the local administration does not suffer, as the experience so far has been that a lot of local work suffers because so many officials have to hang around Ministers, practically doing nothing?

श्री धनिक लाल मण्डल : महोदय, गाइडलाइंस में यह स्पष्ट है कि जब मंत्री दौरे पर रहें तो स्थानीय आफिशियल्स कंटेसी के लिये तो रहें लेकिन उनके पीछे भराउड रहने की पद्धति आगे नहीं चलानी है।

श्री कंवर लाल गुप्त : मैं यह पूछना चाहता हूँ कि ये जो गाइडलाइंस आपने तैयार की हैं ये वही गाइडलाइंस हैं जो पिछली सरकार ने तैयार की थी या उनमें कुछ परिवर्तन किया है ?

दूसरे, क्या आपके पास ऐसी सूचना है कि पिछली सरकार के जमाने में जो मंत्री टूर पर जाया करते थे, उनके साथ उनकी पार्टी के लीडर्स भी जाया करते थे ? क्या आपको ज्ञात है कि श्री संजय गांधी के दौरे पर करोड़ों रुपया सरकार द्वारा खर्च किया गया ? क्या यह रुपया वसूल किया जाएगा ? यदि नहीं किया जाएगा तो क्यों नहीं वसूल किया जाएगा ?

श्री धनिक लाल मण्डल : पहला प्रश्न गाइडलाइंस से सम्बन्धित है, दूसरा इमसे सम्बन्धित नहीं है।

SHRI B. RACHAIAH : May I know the number of Ministers who have toured during the February, 1978, election in Andhra Pradesh and particularly in Guntur constituency?

HR. SPEAKER : He has got of the information. He has already stated that the information is being collected.

श्री राम कवार बेरवा : अध्यक्ष महोदय भूतपूर्व सरकार द्वारा जो सरकारी साधनों के दुरुपयोग की परम्परा डाली गयी है, उसकी काफी चर्चा इस पार्लियामेंट में भी हुई थी और यहां पर भारत सरकार ने उत्तर दिया था इस प्रकार के दुरुपयोग पर जो खर्चा हो रहा है, उसको कम किया जा रहा है। मैं जानना चाहता हूँ कि क्या वह इस निष्कर्ष पर पहुंचे है कि भूतपूर्व सरकार ने जो जायज खर्च उसका करना चाहिये था नहीं किया और धन का दुरुपयोग किया ? यदि हां, तो कितने धन का दुरुपयोग किया ? आप जो नीति अपनाने जा रहे हैं उसको आप कब तक लागू कर देंगे ताकि मंत्री लोग आपकी नीति के अनुरूप चल सकें ?

श्री धनिक लाल मंडल : जहां तक पहले हिस्से का सम्बन्ध है कि कितना मही था और कितना धन का दुरुपयोग हुआ यह मैं इस वक्त नहीं कह सकता। लेकिन जहां तक दूसरे हिस्से का सम्बन्ध है मैं बताना चाहता हूँ कि 1973-74 में 44.27 लाख रुपया खर्च हुआ था, 1974-75 में 33.29 लाख रुपया खर्च हुआ।

MR. SPEAKER : It does not arise. You are answering a question which does not arise at all.

SHRI SAUGATA ROY : Collecting information is no information. He has to give proper information or the question be postponed to some other day.

श्री ग्रहमान जाकरी : जैसे पहले हुआ करता था वैसे ही अब होता है। प्रधान मंत्री जी हेलीकोप्टर से जाते हैं। लेकिन बहुत से मिनिस्टर भी अब तो हेलीकोप्टर में गए हैं। मैं यह जानना चाहता हूँ कि हेलीकोप्टरों का जो पैसा खर्च हुआ वह कहाँ से दिया या ?

बी ब्रनिक लाल बंडल : पार्टी की ओर से दिया गया ।

MR. SPEAKER: Question No 210 (interruptions)

SHRI SOUGATA ROY: He is avoiding the answer. We seek your protection. (Interruptions) *

MR. SPEAKER: Do not record. (Interruptions)

I have already passed on to the next question...no point of order during Question Hour. If anybody wants half-an-hour discussion, he must give notice, I will consider that. Question No. 210.

QUESTION OF PRIVILEGE RE. CERTAIN REMARKS BY SHRI MOHD. SHAFI QURESHI ABOUT THE SPEAKER.

11.43 hrs.

SHRI MOHD. SHAFI QURESHI (Anantnag): On a point of order.

MR. SPEAKER: No point of order during Question Hour.

SHRI MOHD SHAFI QURESHI: My submission is.

MR. SPEAKER Do not record.

SHRI MOHD SHAFI QURESHI: Do not record! You are only threatening us that you will not record it. How will you run this House? My submission is....

MR. SPEAKER: I am not running it with your assistance.

SHRI MOHD. SHAFI QURESHI: No, no. You are not running it at all. You have ruined this Parliament. You are not fit to be in this Chair. I am sorry to say.

MR. SPEAKER: Mr Qureshi, if you speak that way, I will refer the matter to the Privileges Committee.

SHRI MOHD. SHAFI QURESHI: I will speak. You name me.

MR. SPEAKER: You are not to dictate to me....You are repeating it.

SHRI MOHD. SHAFI QURESHI:

I will continue to speak. You can name me into. I will repeat it 101 times. You are partial (Interruptions)

MR. SPEAKER: Note down that.

MR. SPEAKER: Either you withdraw the expression or I am going to refer the matter to the Privileges Committee. (Interruptions).

SHRI MOHD. SHAFI QURESHI: You can refer the matter to the Privileges Committee. I will not withdraw....(Interruptions) I have enough proof against you....(Interruptions)

MR. SPEAKER: Don't record anything.

SHRI MOHD. SHAFI QURESHI: ** (Interruptions)

SHRI KANWAR LAL GUPTA (Delhi Sadar): I want to make a formal motion that the statement made by Mr. Qureshi should be referred to the Privileges Committee and you take the consensus of the House. (Interruptions) My motion is that the statement made by Mr. Qureshi against the Speaker be referred to the Privileges Committee. (Interruptions)

MR. SPEAKER. The motion made by Mr Kanwar Lal Gupta is:

"That the remark made by Mr. Qureshi be referred to the Privileges Committee."

Those who are in favour may say, Aye....(Interruptions)

SEVERAL HON. MEMBERS: Aye. (Interruptions)

MR. SPEAKER: The Ayes have it; the Ayes have it.

The motion was adopted.

SHRI MOHD SHAFI QURESHI: Your remarks too should be referred to the Privileges Committee. (Interruptions)

MR. SPEAKER: Don't record anything.

SHRI MOHD. SHAFI QURESHI:
 ** (Interruptions)

At this stage, Shri Mohd. Shafi Qureshi and some other hon. Members went to the dais.

THE PRIME MINISTER (SHRI MORARJI DESAI): If you are going to behave like this... (Interruptions) This is not the way... (Interruptions)

May I appeal to my hon. Members ...? (Interruptions) If this is the way to deal with this... (Interruptions) Sir, I am sorry that passions ... (Interruptions) I am sorry that passions should govern us instead of reason. I do not know how any question can be settled in this manner. Whatever may be the grievance, can be settled in a proper manner. But if the Speaker is not able to satisfy somebody and he does not like it, I can understand it. I can even understand that Speaker also is human as we are all human and the Speaker may not have given his ruling according to the satisfaction of the Members. But if the Members then say that you are unfit to be a Speaker, that you have ruined....

(Interruptions)

SEVERAL HON. MEMBERS:
 Shame, Shame.

SHRI MORARJI DESAI: Do not do this:

श्री मोहम्मद शफी कुरेशी : ऐसे जेम जेम करने ? Shame on you. मैं डरने वाला नहीं हूँ इस चीज से, भेड़ बकरियाँ। यह पार्लियामेंट है ऐसे नहीं दबा सकते हैं आप हमको ।

شہید محمد شفیع قریشی :

ایسے شیم شیم کرنا۔۔۔ میں ڈرنے

والا نہیں ہوں۔ اس چیز سے۔۔۔

بکریاں۔ یہ پارلیمنٹ ہے۔ ایسے

نہیں دبا سکتے آپ ہم کو۔

SHRI MORARJI DESAI: May I say that this is not the way... If this is what is done, I do not know how the transaction... (Interruptions)

SHRI MOHD. SHAFI QURESHI: Shame, shame. Is this proper when the Leader is speaking, you people are shouting? (Interruptions)

SHRI K. LAKKAPPA (Tumkur): Because we are in a minority they are shouting us down.

SHRI MORARJI DESAI: I don't think that is the real reason.

SHRI MOHD. SHAFI QURESHI: If you want to destroy democracy in this country, destroy... (Interruptions).

SHRI MORARJI DESAI: Is it right that hon. Members should come here near the Speaker and show all these things? I do not know under what rule that is justified, I cannot understand it. I can understand shouting, but I cannot understand this (Interruptions)

Is that the right thing?

(Interruptions)

I do not know what will happen But if that is what we want to reach, I do not know. God help us. Now take the question on which this trouble has arisen. The question was about some helicopters used and I could not follow the answer myself because I was then, at that time not quite attentive; I must say that, I was attending to something else. But as I understand, it was said that these helicopters were hired and paid for by the party members; and that was done even by some of the opposition leaders. It was not done on this side. Then it was asked; what is the expenditure incurred by the parties? How can he reply to this question. How is a Minister bound to reply to it? It is for a party to reply to that question and let all parties give their expenditure. We will

also give our expenditure. But this is not the way to demand it here. Let all parties give their expenditure properly and we will also give it. But this is not the way of getting that information. But going to the Speaker for that purpose is not right. We have pledged ourselves to see that the Speaker is helped in seeing that the work goes on smoothly. Even if we have any dissatisfaction with the Speaker, it would be wrong for us, totally wrong for us, to show disrespect to the Speaker in any way by words or by gestures. It will not be a right thing to do. If Members are dissatisfied, the proper thing would be to bring in a motion of no-confidence against the Speaker. That can be done. I would not say that it should not be done. That is the right of the hon. Members. But to disrespect the Speaker here, I consider, is preposterous. Let us not do it. It is a crime against democracy, if I may say so. It is not a right thing. That is why I humbly plead with the hon. Members. I am saying this with pain. I am not trying to censure anybody. I have no business to do so. But can I not appeal to them not to do this kind of a thing? We can sit down and talk about it. I am prepared to do it any time they want and find out a remedy for it. But this way, does it give any dignity to the House? Do we enhance our reputation in the eyes of the public? All kinds of visitors come to this House, visitors from foreign countries, visitors from all walks of life, young students for schools and colleges come here and see this. What will be the impression they will carry with them? May I, therefore, request my hon. friends not to do such things? I would not justify retaliation of this kind; if anything is done there and something is done here; I would not say that it is a right thing; similarly; if anything is done here and something is done there, that is also not right. Let us not retaliate. Let us not do such things. If somebody loses his temper, let others keep it. But if one loses the temper and everybody

else begins to do that, I do not know where it will all end. It is possible for people to lose temper. It is a human frailty. But we must not succumb to it. That is my appeal to my hon. friends.

SHRI C. SUBRAMANIAM (Palani): I would like to give this assurance that it will not be the intention or the attempt of the Opposition to disrespect the Speaker in any way. If any such thing has happened or if any such impression has been created, I would like to tender an apology on behalf of the Opposition. But certainly if a certain matter, in which we are interested, is: bypassed, we have to bring it to your notice in the proper manner possible. If there has been any improper manner adopted, by rushing there, certainly it should not have been done, but it was because of the passions roused by the other side. (*Interruptions*). We are prepared to cooperate fully to maintain the dignity of the Speaker and to see that proceedings are conducted in an orderly manner.

MR. SPEAKER: On a point of personal explanation. This Question took more than 20 minutes, and most of the question I have allowed to the Opposition Members. The records will bear me out. It was only after 20 minutes that I passed on to the next Question. If that is the only charge against me, I have not given more time, it is Question Hour and the records will bear out how much time has been taken by this Question and how many Members on either side have been allowed. A small Party has been allowed more than 50 per cent of the questions. Even then the complaint is that sufficient opportunity has not been given to them. (*Interruptions*) I am not responsible for the answer.

SHRI K. LAKKAPPA: I would like to make it clear. Our intention is not to disrespect the Chair. We were only asking the Minister through you to give the correct information. The Minister said that he was collecting information....

MR. SPEAKER: I am not responsible for that.

SHRI K. LAKKAPPA: This is not the answer expected of the Minister. (*Interruptions*)

12.00 hrs.

SHRI C. M. STEPHEN (Idukki): May I make an appeal to you? With respect to the sentiments expressed by the Leader of the House, there can be no difference of opinion, and I broadly agree with him. Mr. Subramaniam has given expression to the feelings on this side, as far as that is concerned. Against this background, I would just request you to have a look-back on what happened. I am not going to cover the whole thing. But when tensions arise and all these things happen we will have to bear within one another for some time.

Now, here there is a rule which we have to proceed under. The first thing I would appeal to the House and the Speaker is, in the light of what Mr. Subramaniam has stated, is it proper to press for a reference of this matter to the Privileges Committee? You may kindly reconsider this matter. Secondly....

SHRI SHYAMNANDAN MISIIRA: (Begusarai): Then let him withdraw the remark. (*Interruptions*)

SHRI C. M. STEPHEN: Secondly, if it is to be a matter for Privileges we are to be governed by the rules. You may kindly consider whether we conform to the rules. If a Member has mis-behaved, the provision is to name him and take action against him—not to send it to the Privileges Committee. If it is to be sent to the Privileges Committee—if you in your wisdom think so, you certainly can. But if it is to be sent by a Motion, then, Sir, the House has got a right to discuss that Motion. It is entirely wrong, in a row, to take a voice vote of the House and send it by a Motion. You will have to consider whether it is to go as on a Motion: if that is so, it is entirely wrong because this House did not have the time to consider that aspect of it. You may kindly consider that.

Therefore, taking the totality of the situation, I would appeal to you, appeal to the House, appeal to the Leader of the House, that in view of what Mr. Subramaniam has magnanimously stated—in view of that and in view of the fact that the procedure we adopted was not in conformity with the Rules of Procedure prescribed—which are to govern all of us—in the light of all this I would appeal that the Motion for sending this matter to the Privileges Committee may, in your magnanimity and generosity, be dropped and the matter may be closed on a happy note.

SHRI MORARJI DESAI: May I say that after what Mr. C. Subramaniam has said, there is no question of any Privilege Motion being moved just now? I cannot support it; it won't be moved.

MR. SPEAKER: But he has not withdrawn the remark. (*Interruptions*).

SHRI K. LAKKAPPA: In the light of all this discussion, you will have to take a decision. You will have to treat it as withdrawn.

MR. SPEAKER: He has to withdraw it: on his behalf another cannot withdraw. (*Interruptions*)

MR. SPEAKER: Mr. Subramaniam, this is not the first time. Every day Mr. Qureshi has been making some aspersion, whether right or wrong.

SHRI MORARJI DESAI: This is not the first time I am hearing this. Let us not do that. I am prepared to say 'forget it now'. But if it happens again it will have to be referred to Privileges Committee and I will be moving the motion: let me also say this.

AN HON. MEMBER: You are saying it on behalf of the Speaker?

SHRI MORARJI DESAI: I am saying it on behalf of the House. What is the meaning of saying 'on behalf of the Speaker'? The Speaker represents all of us. If this is what my Hon. friend is going to say, God help us! It is not the way to do it.

Then, when my Hon. friend Shri Stephen spoke, he tried again to justify it—which is not right. You may say that it is not being done in accordance with the procedure and the rules. But who is to decide? I? You? It is the Speaker who has to decide. And if there is a mistake we can ask for it to be re-considered. There are ways of doing it, but not in the manner in which it is being done. (*Interruptions*).

SHRI VASANT SATHE (Akola): He has only brought it to the notice of the Speaker. What is the mistake he has committed.

SHRI MORARJI DESAI: Will you please hear me? The mistake is, it should not have been repeated in this context now. You can be of that view. But when we say that it should be forgotten, we ought not to say things which will raise it again; we should not raise it again.

SHRI C. M. STEPHEN: Then you would postpone that? (*Interruptions*).

SHRI VASANT SATHE: Sir I am on a point of order. I most respectfully want to bring it to your notice that whatever has happened... (*Interruptions*) Some remark against the Speaker has been made here, that the Speaker is not fit to be in the chair, if I understood correctly. That is what you have taken exception to and the House has taken exception to.

MR. SPEAKER: The remarks were: 'You have ruined the House and you are not fit to be in the Chair.'

SHRI VASANT SATHE: When in this very House some remark was made by that side against the ex-Speaker, Shri Dhillon, what did you do? You would remember that. When we moved a privilege motion... (*Interruptions*). You cannot have double standards. All that I am saying is, when we moved a privilege motion, you were pleased to say that there is no question of privilege. To make a remark against a Speaker is no breach of privilege... (*Interrup-*

tions) We cannot have two standards... (*Interruptions*).

AN HON. MEMBER: What is the point of order?

SHRI VASANT SATHE: The relevant rules to deal with the question of privilege are 222 to 228. Rule 227 says:

"Notwithstanding anything contained in these rules, the Speaker may refer any question of privilege to the Committee of Privileges..."

Now, the question of privilege comes only under rules 222 and 223 and not on your own. Kindly see rule 222; it 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."

(*Interruptions*)

MR. Prime Minister, kindly listen Rule 223 says:

"A member wishing to raise a question of privilege shall give notice in writing to the Secretary-General before the commencement of the sitting on the day the question is proposed to be raised..."

If tomorrow they were to give a notice and raise this question, it would be in order. Which is the rule under which a question of privilege can be raised just by standing up unless you waive the rules under Rule 388? (*Interruptions*) That also has to be moved. Unless you waive these rules and say, "I will allow a question of privilege to be raised on the floor of the House by any member and then I will decide", you cannot do this. First, there is no question because it has not been raised. (*Interruptions*)

MR. SPEAKER: I have understood the point.

SHRI VASANT SATHE: Under rule 223, unless the question is raised by giving a notice, there is no question...

MR. SPAKER: I have understood the point.

SHRI VASANT SATHE: What can you refer, Sir?

MR. SPEAKER: I am on my legs.

SHRI VASANT SATHE: Sir....

SHRI MORARJI DESAI: How can you ask the Speaker to sit down? This not right.... (Interruptions)

MR. SPEAKER: Do not record anything. I am on my legs.

SHRI VASANT SATHE:**

MR. SPEAKER: The question has already been referred to the Privileges Committee.

SHRI VASANT SATHE: How?

MR. SPEAKER: Any objection can be taken before the Privileges Committee.

SHRI VASANT SATHE: No, no. This is the way it is going on.... (Interruptions)

SHRI C. M. STEPHEN: It is impossible to carry on like this.

SHRI SAUGATA ROY (Barrack-pore): It can be referred only on a substantive motion. We demand a debate.

SHRI VASANT SATHE: It has not been said how it can be referred. You are bound by the rules as much as we are. Are you above the Rules?

... (Interruptions)

SHRI KRISHAN KANT (Chandigarh): The issue at present is that not been said how it can be referred, remarks and has passed a resolution on a substantive motion. It seems as the hon. Leader of the House, Mr. Morarji Desai has said, members of both sides—Mr. Stephen has said it, Mr. Subramaniam has said it—have said it that this House does not want a bad precedent to be created. It

wants a healthy parliamentary atmosphere to be created. I would appeal to Mr. Qureshi in view of what the Leader of the House has said, in view of what a senior member of his Party, Mr. Subramaniam has said and in view of what Mr. Stephen has said, let us not go into the rules. We want to establish the best traditions in this House and the Speaker must be respected by everybody whether he gives a right ruling or a wrong ruling. In the light of what the leader of the House has said, I would appeal to Mr. Qureshi that he may hear the appeal made by both sides of the House in order to set up the best traditions of parliamentary democracy and he may say that he did not mean it and that he withdraws those words so that nothing bitter remains. I would make this appeal to him.

SHRI MORARJI DESAI: May I say one thing, Sir? I understood from what my friend Mr. C. Subramaniam has said that they have expressed regrets for all that and that they have withdrawn those remarks. There is no reason why they should not withdraw the other remarks which are absolutely wrong. I do not know what kind of prestige comes in the way. But if they are not withdrawn, then I cannot say we will acquiesce in this position. Those words have to be withdrawn. How can they remain on the record?

SHRI VAYALAR RAVI (Chirayinkil): It was not recorded. You please look into the record.

MR. SPEAKER: It has gone on record.

SHRI K. LAKKAPPA: Let us respect the Leader of the House and also our senior colleague, Mr. Subramaniam and I appeal to you. You kindly see the odd treatment meted out to our friend. There was no such intention on the part of the Member but because of that the member was so agitated to get elucidation and information. That is what we are all

seeking. Therefore you kindly drop the proceeding and close the matter.

SHRI MORARJI DESAI: Then there is another thing that was said that these remarks have not been recorded. If they were recorded then this must be withdrawn.... (*Interruptions*)

SHRI SAUGATA ROY: Sir, you are above all this. You should not take it personally. When Ministers withhold the information the Members get agitated. It is not personal. (*Interruptions*)

SHRI C. SUBRAMANIAM: Let us know what has gone on record. If it is unparliamentary and anything against the Chair, I would request the hon'ble Member to withdraw it.

SHRI C. M. STEPHEN: Sir, let us take the totality of the situation. It is now very clear that the House does not approve of the statement that was made. What we want is to uphold the dignity of the House and that of the Speaker. Once the House—totality of opinion expressed in the House—has disapproved of a particular position, what more can be there? (*Interruptions*)

The second point is that as the leader representing that party now—Mr. Chavan is not there—Mr. Subramaniam has made a statement of apology. What more can be there? Are you going to ignore the statement of apology? Is it so inconsequential?

Sir, two things are established. First, the House does not approve of the remark. Second, the party to which Mr. Quresi belongs, representing that party, Mr. Subramaniam has expressed an apology. (*Interruptions*) Is it to be the precedent in this House or is it to be the method of our behaviour and understanding one another's camaraderie that an expression of apology by a leader of the standing

of Mr. Subramaniam should be brushed aside?

SHRI MORARJI DESAI: Mr. C. Subramaniam has already appealed to them to withdraw. Why do you come in the way?

SHRI C. M. STEPHEN: I am not standing in the way. I am concerned with one thing, that is, how this House is going to deal with an expression of apology by a party leader. As regards upholding the prestige of the Speaker, it is completely upheld. I would appeal to the House not to press for technicalities and close the chapter as far as this is concerned. If that is not done, then other points of order arise.

MR. SPEAKER: Now, we take up the next item on the agenda.

SHRI VASANT SATHE: How have you sent this matter to the Privileges Committee? If so, under what rule in a matter in which you yourself are involved? I want to know from the House how can you throw these rules over-board.

MR. SPEAKER: I have not been able to accept your point of order.

SHRI VASANT SATHE: This makes us angry. If by majority you are going to do this, we shall not function in this House. How can we function in this way. (*Interruptions*).

SHRI SAUGATA ROY: How can you send it to the Privileges Committee? You cannot do it. We will not allow it to be sent to the Privileges Committee. (*Interruptions*).

PROF. P. G. MAVALANKAR (Gandhinagar): Kindly listen to my point of order.

MR. SPEAKER: The House stands adjourned for ten minutes.

12.22 hrs.

The Lok Sabha adjourned for ten minutes

The Lok Sabha re-assembled at Thirty-two Minutes past Twelve of the Clock.

[MR. SPEAKER in the Chair]

QUESTION OF PRIVILEGE RE. CERTAIN REMARKS BY SHRI MOHD. SHAFI QURESHI ABOUT THE SPEAKER—Contd.

SHRI VAYALAR RAVI (Chirayinkil): Sir, what about your ruling?

MR. SPEAKER: All that can be raised before the Committee.

SHRI VAYALAR RAVI: Sir, I rise on a point of order. Shri Sathe quoted Rule 222. You must refer to the rules. If it is raised tomorrow, then there is no problem. Let Shri Kanwar Lal Gupta give a formal notice and then you may send it. How are you referring this matter to the Privilege Committee? Shri Sathe raised the question and quoted Rules 227 and 228.

SHRI KANWAR LAL GUPTA (Delhi Sadar): Let me read the rule with your permission. Rule 227 says:

"Notwithstanding anything contained in the rules, the Speaker may refer any question of privilege to the Committee of Privileges for examination, investigation or report."

So, in the case of privilege, it is entirely the sweet-will of the Speaker to follow any procedure he likes. (Interruptions).

SHRI VASANT SATHE (Akola): No. There is no question of privilege. Under what rule does it become a question of privilege? Please do not mislead the Speaker.

SHRI KANWAR LAL GUPTA: The question of privilege is clear. Any procedure may be adopted by

the Speaker in the case of a privilege question.

SHRI VASANT SATHE: That is not so. (Interruptions).

SHRI KANWAR LAL GUPTA: The entire matter should be referred to the Committee of Privileges.

SHRI VASANT SATHE: That can be only under Rule 222.

SHRI K. LAKKAPPA (Tumkur): Where is the question of privilege?

SHRI VASANT SATHE: Where there is a question of privilege, it is the Member alone who can raise the question of privilege. (Interruptions).

SHRI SAUGATA ROY (Barrackpore): That is the point we are making. They have not given any notice under Rule 227. The question of privilege has not been raised and no substantive motion has also been moved. So, how can you refer the question to the Privileges Committee? (Interruption). I can understand your anxiety to uphold the dignity of the House. But, we cannot go outside the rule book to make the House more dignified. It will only lower the dignity of the House. (Interruptions).

SHRI MOHD. SHAFI QURESHI (Anantnag): Sir, I am obliged to the Leader of the House and to my own leader, Shri Subramaniam and other colleagues—Shri Krishna Kant and Shri Stephen—who have made an appeal and said that whatever remarks have been made should not have been made. I am very sorry for what has happened in this House. I meant no disrespect to the Chair and if any of my utterances have given such an impression I have no hesitation in withdrawing it.

SHRI MORARJI DESAI: Sir, in view of all this, now let us ring the curtain down on the whole episode and not discuss it further. Let the Privilege Motion be dropped and I would request you to say that the whole matter now ends.

MR. SPEAKER: Under the circumstances the motion may be withdrawn.

SHRI KANWAR LAL GUPTA: I withdraw my motion.

MR. SPEAKER: The motion is withdrawn.

SHRI SHYAMNANDAN MISHRA (Begusarai): Sir, we are all very glad that it has happily ended. We would not like any discussion to develop or much less a recrimination. But the whole point is that it has to be formalised in a proper way. (Interruptions).

We want to achieve the same result but it has to be achieved in a proper way and according to the rules. The only course open to the House is to suspend Rule 338 because a motion had been adopted and then seek rescission of the motion adopted. This is the only way to go about it.

SHRI MORARJI DESAI: I was not a question for adoption by the House. It is a question of the Speaker exercising his powers. It was not put to the vote either. When the Speaker withdraws it and finishes it, it finishes.

MR. SPEAKER: It may be looked into in two ways. One is the Speaker referring it to the Privileges Committee, in which case it is withdrawn by the Speaker. Secondly, there is a formal motion in the House. The formal motion moved is withdrawn and the leave is granted by the House.

SHRI SHYAMNANDAN MISHRA: That is right. Please go through Rule 338. It must be according to rule. (Interruptions)

SHRI SAUGATA ROY: Sir, the Prime Minister says something and the Deputy leader says something else. I do not understand the relevance. (Interruptions).

SHRI MORARJI DESAI: I don't say unnecessary in that sense; I cannot say what he has raised under the rules is not legitimate but looking to the whole atmosphere and now

that the matter is finished, let it be dropped. (Interruptions).

SHRI SHYAMNANDAN MISHRA: Let the rule be suspended (Interruptions).

MR. SPEAKER: When I permitted him, it means suspended, if necessary.

SHRI SHYAMNANDAN MISHRA: Unless the Motion is moved for suspension of a particular rule... (Interruptions).

MR. SPEAKER: I can *suo moto* suspend it.

SHRI SHYAMNANDAN MISHRA: Therefore, a formal Motion has to be moved by an hon. Member that it be suspended under Rule 338. I move that the rule be suspended and then another Motion I move that the earlier Motion be rescinded.

MR. SPEAKER: Yes, now the next item.

WRITTEN ANSWERS TO QUESTIONS Plan Outlay for 1st year or Rolling Plan

*207 SHRI SOMNATH CHATTERJEE: Will the Minister of PLANNING be pleased to state:

(a) whether the attention of Government has been drawn to the suggestion made by Dr. Ashok Mitra West Bengal's Finance and Planning Minister at a Press Conference on the 23rd January, 1978 that the size of the Plan should be increased very substantially and the first year of the new Rolling Plan should get an outlay 25 to 30 per cent higher than the expenditure on the last year of the Fifth Plan; and

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

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir. The Government has seen press reports of the suggestion made by Dr. Ashok Mitra, Finance and Planning Minister of West Bengal.

(b) As the Hon'ble Member is aware, the broad details of the

Annual Plan for 1978-79 have already been announced by the Finance Minister in his Budget speech on 28th February, 1978. As indicated therein, the Annual Plan for 1978-79 has been drawn up pending the finalisation of the new Five Year Plan for 1978-83 and reflects the Government's commitment to a new agriculture-oriented and employment-intensive strategy for development. The total outlay on the Annual Plans of the Centre, States and Union Territories will be Rs. 11,649 crores as against Rs. 9,960 crores in 1977-78. This represents an increase of 17 per cent.

High Powered Commission for the Reorganisation of Ordnance Industry

*210. SHRI SHYAM SUNDAR GUPTA:

SHRI SHANKERSINHJI VAGHELA:

Will the Minister of DEFENCE be pleased to state:

(a) whether a High Powered Commission headed by Mr. G. V. Rajadhyaksha has been constituted by Government to submit its report into the reorganisation of Ordnance Industry in the country;

(b) if so, names and number of the Members of the Commission;

(c) the terms of reference of the Commission; and

(d) the time by which, the Commission will submit its report to Government?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) A Committee had been appointed in August, 1975 to look into the working of Ordnance Factories

(b) The names are —

(1) Shri V. G. Rajadhyaksha, Member, Planning Commission, (Chairman).

(2) Shri V. Krishnamurthy, Secretary, Deptt. of Heavy Industry.

(3) Shri S. Banerji, Secretary, Department of Defence Production.

(4) Dr. A. Ramachandran, Secretary, Department of Science and Technology.

(5) Shri J. P. Kacker, Financial Adviser (Defence Services) Ministry of Finance.

(6) Dr. S. Bhattacharya, Director General, Ordnance Factories.

(c) The terms of reference are:—

(i) To consider the slippages in respect of major items of production;

(ii) To suggest remedial measures to prevent production slippages in future;

(iii) To avoid delays in establishing production of new items and augmentation of capacity where necessary;

(iv) To examine the existing working of the DGOF's Organisation and the Factories and suggest suitable reorganisation and restructuring;

(v) Any other item which the Committee may like to consider.

(d) The Committee proposes to submit an interim report by April, 1978 and its final report by October, 1978.

आकाशवाणी के नागपुर केन्द्र से "संसद् समीक्षा" का प्रसारण

*211. श्री सुभाष आहूजा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का आकाशवाणी के नागपुर केन्द्र से "संसद् समीक्षा" कार्यक्रम प्रसारण करने का विचार है;

(ख) यदि हां, तो कब तक ; और

(ग) इस समय देश में आकाशवाणी के कितने केन्द्र "सप्त समीक्षा" का प्रसारण कर रहे हैं ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण शर्मा) (क) 'सप्त समीक्षा' और 'टूडे इन पार्लियामेंट' एक ही समय पर प्रसारित की जाती है। नागपुर जैसे एक चैनल वाले केन्द्र के लिए दोनों कार्यक्रमों को रिले करना संभव नहीं है। नागपुर केन्द्र 'टूडे इन पार्लियामेंट' रिले कर रहा है। आकाशवाणी के उस केन्द्र में 'सप्त समीक्षा' रिले करने का कोई प्रस्ताव नहीं है।

(ख) प्रश्न नहीं उठता।

(ग) 36 केन्द्र 'सप्त समीक्षा' को रिले करने हैं।

Opening of the Farakka Navigation Canal

*212 SHRI SHYAMAPRASAD BHATTACHARYA Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether Government are considering to open up the Farakka Navigation Canal and Calcutta-Farakka-Buxar commercial steamer service on a regular basis as recommended by Inland Water Transport Committee in 1970,

(b) if not the reasons thereof

(c) if so when, and

(d) the reasons of this delay of over 7 years into implementing it?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (d) The navigation Canal along with the connected locks at Farakka is still under construction. The question of opening up of the Navigation Canal and operation of Calcutta-Farakka-Buxar commercial steamer service on a regular basis will arise

only after the navigation canal and the locks at Farakka are completed.

Rehabilitation of Workers of Dry Dock Project

*213 SHRI DAYA RAM SHAKYA Will the Minister of DEFENCE be pleased to state

(a) whether Government have decided in principle to rehabilitate workers of Dry Dock who have been working in the Dry Dock Project under MES for the last few years,

(b) whether the instructions were issued to Naval Dock Yard Visakhapatnam to absorb workers,

(c) whether these have not yet been implemented,

(d) whether the Naval Dock Yard have not been intimated their deficiencies to the Adjutant General's Branch Army Headquarters for filling up the vacancies and they are resorting to local recruitment on casual basis and

(e) if so the reasons therefor and immediate efforts to be made to rehabilitate these personnel in the Naval Dockyard on any such scheme?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) (a) to (e) 1055 unskilled and 409 skilled workers were engaged on contract basis by the MES for the Dry Dock Project in Visakhapatnam. Although there was no contractual obligation on the part of Government to provide continued employment to these workers, was decided in July 1977 on humanitarian grounds and as a special case to absorb suitable surplus personnel in equivalent or lower posts in the Naval Dockyard in Visakhapatnam or other Defence Establishments subject to certain conditions of eligibility. As a result, the Flag Officer Commanding-in-Chief Eastern Naval Command, as

the Zonal Commander for the adjustment of surpluses and deficiencies in his jurisdiction, has already been able to absorb 96 surplus employees. The surpluses have been brought to the notice of the Adjutant General's Branch, Army Headquarters, as a result of which 653 persons have already been adjusted in other Defence Establishments. Further efforts in this direction are continuing.

Development of Ports in Andhra Pradesh

*214. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the ports in Andhra Pradesh for which the money is allotted for development this year; and

(b) the allotment made therefor?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b). There is only one major port in Andhra Pradesh, namely Visakhapatnam Port. For financing the development schemes of the port in 1977-78, there is a Central loan provision of Rs. 310 crores. Amount released so far is Rs. 210 crores.

Ports other than major ports figure in the Concurrent List of Constitution and the responsibility for their development vests in the State Government concerned.

Manufacture of Soap from Fatty Acids

*215. SHRIMATI PARVATHI KRISHNAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether the British multinational Hindustan Lever has a proposal under consideration to set up a plant based on Bombay High petroleum, using a new technology, which is claimed to have been developed by them, for soap manufacture using fatty acids from wax waste;

(b) whether it is a fact that this new technology was developed by the Indian Scientists at the Indian Institute of Petroleum, Dehradun;

(c) whether the said company has sought to retain at least 51 per cent foreign equity holdings claiming the technology being high; and

(d) what are the details and Government's reaction thereto?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) and (b). The Indian Institute of Petroleum, Dehradun, has developed the technology for manufacture of fatty acids from wax. These fatty acids can be used in the manufacture of soaps. The know-how has been licensed to M/s Hindustan Levers Ltd., who had sponsored this project. The firm has set up a pilot plant and may, in course of time, go on to commercial production of fatty acids, which they may use in their soap manufacture.

(c) and (d). The firm has claimed that its turnover from Appendix I activities and manufacturing activities requiring sophisticated technology would, with the implementation of certain Appendix-I projects in 1979, make it eligible to retain 51 per cent foreign equity under the FERA guidelines. The representation is under examination.

हिमाचल प्रदेश में दूरदर्शन सुविधाएं

*216. श्री रामानन्द लिबारी : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या शिमला जिला और एक सीमावर्ती जिला, किन्नौर में अभी तक दूरदर्शन सुविधाओं की व्यवस्था नहीं की गई है ;

(ख) यदि हां, तो सामरिक महत्व और जनजाति क्षेत्र के उक्त सीमावर्ती क्षेत्र की

इस मामले में उपेक्षा करने के क्या कारण हैं ;
घोर

(ग) उक्त क्षेत्रों में शीघ्रातिशीघ्र दूर-दर्शन सुविधाओं की व्यवस्था करने के बारे में सरकार का क्या कार्यवाही करने का विचार है ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) . (क) जी, हा ।

(ख) और (ग) सीमावर्ती और जनजाति क्षेत्रों की उपेक्षा नहीं की गई है । श्रीनगर, भ्रमनगर और कलकत्ता के दूरदर्शन केन्द्र अपने सेवा क्षेत्रों के अन्तर्गत आने वाले सीमावर्ती क्षेत्रों में सेवा प्रदान करते हैं । श्रीनगर, मसूरी, रायपुर और पुणे के दूरदर्शन केन्द्र और वे केन्द्र, जो अब मुजाफरपुर और सम्बलपुर में स्थापित किए जा रहे हैं, कुछ पहाड़ी और पिछड़े क्षेत्रों में सेवा प्रदान कर रहे हैं/करेंगे । हिमाचल प्रदेश में बसोली में एक ग्ले ट्रांसमीटर स्थापित करने का प्रस्ताव है जो अब स्थापित किए जा रहे जनगढ़ दूरदर्शन केन्द्र के कार्यक्षेत्र का ग्ले करेगा । उम्मीद है यह ट्रांसमीटर पञ्जाब, हरियाणा और हिमाचल प्रदेश (शिमला जिले सहित) में १। लाख जनसंख्या 13,600 वर्ग किलोमीटर के क्षेत्र में (इसमें मसूरी और जनगढ़ दूरदर्शन केन्द्रों द्वारा कवर किया जाने वाला क्षेत्र शामिल नहीं है) सेवा प्रदान करेगा ।

Ernakulam-Cochin Shipyard

*217 SHRI R. K. MHALGI Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the ship-yard of Ernakulam-Cochin (Kerala) have commenced its production work;

(b) if so, when;

(c) when the first steamer or vessel of this national project is likely to be completed and floated into the sea;

(d) what will be its cost;

(e) whether the production-work of the said steamer or vessel is according to the schedule; and

(f) if not, the reasons thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir.

(b) From 1-1-1976.

(c) It is anticipated to be floated out by June, 1979 and completed and delivered by June, 1980.

(d) Rs. 29 crores (Anticipated).

(e) No, Sir.

(f) Main reason is the non-delivery on time of 150 Ton Gantry Crane ordered indigenously. This has hampered erection and subsequent outfitting activities.

Formulation of New Plan Proposals by newly constituted Planning Commission

*218 PROF P. G. MAVALANKAR Will the Minister of PLANNING be pleased to state:

(a) whether the Planning Commission was partially or fully reconstituted last year, and if so, the names, qualifications, experience etc. of the new personnel,

(b) whether the said newly constituted Commission has deliberated on any specific areas and targets while formulating new plan proposals and if so, broad details thereof;

(c) whether the Planning Commission meets regularly for a periodic review and if so, when and how; who attends such meetings, and

(d) the broad details of the liaison between the Commission and the various Ministries at the Centre?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) to (d). The

Planning Commission was fully reconstituted in May, 1977. The following is the composition of the reconstituted Commission:—

Chairman

1. Prime Minister

Deputy Chairman

2. Dr. D. T. Lakdawala

minutes

3. Minister of Home Affairs
4. Minister of Defence
5. Minister of Finance
6. Shri B. Sivaraman
7. Shri V. G. Rajadhyaksha
8. Prof. Raj Krishna

Dr. D. T. Lakdawala, who is the Deputy Chairman of the Planning Commission, is a noted economist and specialist in international and fiscal matters. He has been the Director of Department of Economics at University of Bombay, and the Sardar Patel Institute of Economic and Social Research at Ahmedabad. He was a Member of the Fifth Finance Commission and also the Chairman of the Taxation Enquiry Committee of Government of Uttar Pradesh. He has been the Chairman and Member of several Committees and Wage Boards appointed by the Centre and State Governments.

Shri Sivaraman who was a Member of the Indian Civil Service is an ex-Cabinet Secretary. He was also Secretary, Ministry of Agriculture, and Vice-Chairman of the National Commission on Agriculture.

Shri Rajadhyaksha who is a Chemical Engineer, was Chief Consultant in the Planning Commission and is the Chairman of the Public Enterprises Selection Board. Previously he was a member of the action com-

mittee on Public Enterprises, Chairman of the Development Council on Organic Chemical Industries, and Member of the Board of Governors of the Indian Institute of Management, Ahmedabad and of Administrative Staff College, Ahmedabad. Before joining Government he was Chairman of Hindustan Lever Ltd.

Prof. Raj Krishna is well known Economics in the Delhi School of Economics in the Delhi School of Economics and University of Rajasthan. He has been a Member of the Agricultural Prices Commission, Committee on Steel Control and Panel of Economists of the Planning Commission, Government of India. He has also been Senior Economist in the International Bank of Reconstruction and Development.

The full Planning Commission, including Cabinet Ministers and full-time Members meet periodically to review the work and indicate policy guidelines. But the day to day work is carried on by the full time Members who meet a number of times regularly during the week to review the work of the Planning Commission and give directions. The full time Members have been allotted specific subjects on which close touch is maintained by them with the concerned Ministries at the Centre. The Deputy Chairman, is invited to attend all Cabinet meetings and when necessary other Members of the Commission also attend the meetings of the Cabinet or its Committees.

The newly constituted Commission has considered a number of issues relating to the objectives and strategy of the draft Five Year Plan—1978—83, like removal of unemployment, agriculture and rural development, area planning, Minimum Needs Programme and generation of savings. Targets and other details of the programme would be made available after they have been approved by the National Development Council, which would be meeting on 18th and 19th March, 1978.

A National News Agency in every Country

*219. SHRI G. M. BANATWALLA:
SHRI MUKHTIAR SINGH
MALIK:

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

(a) whether Government have seen the press reports in the *Hindustan Times* dated the 12th February, 1978, wherein all the participants at the seminar on Non-aligned News Pool have desired of having a national news agency in every country;

(b) whether need for such a news agency in every country had also been stressed by the UNESCO and the UN body had also given due recognition to the desirability of every region developing its own regional news agency; and

(c) if so, what is Government's reaction thereto?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) to (c). Government have seen press reports concerning a seminar on the Press Agencies Pool of Non-aligned countries organised by the All India Newspaper Editors' Conference on the 11th February, 1978. The establishment of national news agencies wherever they do not exist, and strengthening of those that exist, was recommended by the Inter-governmental Conference on Communication Policies in Latin America and the Caribbean region held in San Jose in July, 1976 in accordance with the resolution of the 18th Session of UNESCO's General Conference.

The forthcoming second meeting of the Coordination Committee of Press Agencies Pool of Non-aligned Countries of which India is the Chairman, and which is to be held at Jakarta in the first week of April, 1978, is expected to consider this matter further.

Code of Conduct for Government Servants Re: Drinking

*220. DR. SUSHILA NAYAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the code of conduct for Government servants prohibits them from drinking; and

(b) if so, what steps are being taken or are proposed to be taken, to prevent the breach of this rule?

THE MINISTER OF HOME AFFAIRS (SHRI CHARAN SINGH): (a) and (b). According to the Conduct Rules, a Government servant shall strictly abide by any laws relating to consumption of intoxicating drinks, refrain from drinking in a public place or appearing in a public place in a state of intoxication and ensure that the performance of his duties is not affected by the influence of intoxicating drinks. Instructions have been issued requiring all disciplinary authorities to take the strictest view of any violation of these provisions.

Jurisdiction of Central Vigilance Commission

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

(a) the number of public undertakings which have not so far accepted the jurisdiction of the Central Vigilance Commission and the reasons therefor; and

(b) the reasons why Reserve Bank, one of the important public sector institution is still out of the pale of the Commission?

THE MINISTER OF HOME AFFAIRS (SHRI CHARAN SINGH): (a) According to the information available with the Central Vigilance Commission, there is no Central Public Undertaking which has not accepted its jurisdiction.

(b) The Reserve Bank of India feels that there are, *Inter alia*, some

legal difficulties in its accepting the jurisdiction of the Central Vigilance Commission. The legal issues are being examined in consultation with the Law Ministry; further action will be considered in the light of the legal opinion received.

गुजरात में सड़कों को राष्ट्रीय राजमार्ग घोषित करना

*222. श्री धर्म सिंह भाई पटेल : क्या नौबहन और परिवहन मंत्री निम्नलिखित जानकारी देने वाला एक विवरण सभा-पटल पर रखेंगे कि :

(क) क्या गुजरात सरकार ने केन्द्र को (1) राजकोट-भावनगर, (2) राजकोट-जेतपुर-जूनागढ़ - केशोद - बेरावल - सोमनाथ, (3) अहमदाबाद - त्रोगमगाम-धंगघरा-हालवाड-मालीया और (4) बड़ोदरा-भावनगर-ऊता-वेरावल-पो-वन्दर-औरवा, जामनगर-जोदिया-मालीया सड़कों को 20 वर्षीय सड़क योजना के अन्तर्गत राष्ट्रीय

राजमार्ग घोषित करने का प्रस्ताव भेजा है और यदि हाँ, तो कब और उसका विषय क्या है ;

(ख) प्रत्येक सड़क की लम्बाई क्या है और उस पर कितने परिवह्य का अनुमान है, और

(ग) इन चार सड़कों को कब राष्ट्रीय राजमार्ग घोषित किया गया अथवा करने का विचार है ?

नौबहन और परिवहन मंत्रालय में प्रभारी राज्य मंत्री (श्री बाबू राम) :

(क) में (ग). संभवतः माननीय सदस्य का आशय 5वीं योजना में निम्नलिखित सड़कों को राष्ट्रीय राजमार्ग घोषित करने के लिए गुजरात सरकार द्वारा भेजे गये प्रस्तावों में है ताकि "भारत के लिए सड़क विकास योजना पर मुख्य इंजीनियरों की रिपोर्ट" के अनुसार उनके द्वारा निर्धारित लक्ष्य को प्राप्त किया जा सके —

क्र० सं०	सड़क का नाम	कि० मी० में	1972 के मूल्यांकन के अनुसार एक लेन की अनुमानित लागत (लाख रु० में)
1	2	3	1
1	अहमदाबाद-कलकत्ता सड़क बराम्ना भूत-धुलिया-नागपुर	85	152 02
2.	अहमदाबाद-भोपाल सड़क बरास्ता इन्दीर	183	453 61
3	काङला-बम्बई तटीय राजमार्ग (बराम्ना) जाम-नगर-ओखा-पोरबन्दर-बेरावल-भावनगर-वाटमैन-कैम्बे-बड़ोदरा	996	1964 76
4.	अहमदाबाद-हैदराबाद सड़क बरास्ता बलसार-नामिक-पूना	84	180.95
5	भावनगर-जामनगर सड़क बराम्ना राजकोट	217	550 00
6.	बड़ोदरा-भोपाल सड़क बरास्ता गोधरा और इन्दीर	133	273 30

1	2	3	4
7	अहमदाबाद-काठला सड़क बरास्ता वीरमगाम और धर्मगढ़ . . .	190	429.76
8	काठला-14 पत सड़क बरास्ता गाधीगाम-भुज . . .	184	172.10
9	अहमदाबाद जयपुर-दिल्ली सड़क बरास्ता मेहसाना-पलनपुर-अबू-जैवर . . .	175	139.50
10	भगोदरा-वाटमन योजक सड़क . . .	26	55.76
कुल		2309	4371.66

ग्रन्थ के भाग (क) में (i), (iii) तथा (iv) पर उल्लिखित सड़के क्रमशः क्र० सं० 5, 7 और 3 के अन्तर्गत आ जाती हैं। राजकोट-जैतपुर-जूनागढ़ वेशोद-वेरावल-सोमनाथ सड़क इन दस मार्गों के अन्तर्गत नहीं आती। परन्तु राष्ट्रीय राजमार्ग संख्या 8-ख राजकोट और जैतपुर से जुड़ा हुआ है।

वित्तीय कठिनाइयों और अन्य प्राथमिकताओं के कारण, सरकार इन सड़कों को राष्ट्रीय राजमार्ग घोषित करने में असमर्थ है।

आकाशवाणी और दूरदर्शन में प्रोड्यूसरों और स्टाफ आर्टिस्टों के पदों पर नियुक्तियों के लिए अनुसूचित जातियों और अनुसूचित जनजातियों के लिए आरक्षण

*223. श्री राम प्रसाद वेशमुख : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि

(क) गत आठ वर्षों से आकाशवाणी और दूरदर्शन में प्रोड्यूसरों के रूप में कितने व्यक्ति कार्य कर रहे हैं

(ख) उनकी शैक्षिक योग्यताएँ क्या हैं और अनुसूचित जातियों तथा अनुसूचित जनजातियों के प्रोड्यूसरों की संख्या कितनी है ;

(ग) वहाँ, अनुसूचित जातियों के कुल कितने स्टाफ आर्टिस्ट काम कर रहे हैं और स्टाफ आर्टिस्टों की कुल संख्या में उनकी संख्या कितने प्रतिशत है, और

(घ) क्या अनुसूचित जातियों के व्यक्तियों को भविष्य में आर्टिस्ट नियुक्त किया जायेगा और वे कितने प्रतिशत होंगे ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) (क) आकाशवाणी में 125 और दूरदर्शन में 3। आकाशवाणी में सहायक प्रोड्यूसर और प्रोड्यूसर की श्रेणी का एक अप्रैल 1977 से विलय कर दिया गया था। अतः आकाशवाणी से सम्बन्धित सूचना में ऐसे सहायक प्रोड्यूसर भी शामिल हैं जिन्होंने सहायक प्रोड्यूसर और प्रोड्यूसर दोनों के रूप में 8 वर्ष की सम्मिलित सेवा पूरी कर ली है।

(ख) आकाशवाणी और दूरदर्शन के प्रोड्यूसरों के नाम और उनकी शैक्षिक अर्हताएँ सभा पटल पर रखे गये विवरण में दी गई हैं [अन्वयालय में रखा गया]। इसलिए संख्या एन० टी० 1719/78। दूरदर्शन में 3 प्रोड्यूसरों में से आरक्षित श्रेणी का कोई भी प्रोड्यूसर नहीं है। आकाशवाणी के 125 प्रोड्यूसरों में से 2 प्रोड्यूसर अनसूचित जाति के हैं। इन 2 में से एक को डम बीच कन्वर्जिडेशन के रूप में नियुक्त किया गया है।

(ग) आकाशवाणी और दूरदर्शन में कार्यरत प्रारक्षित श्रेणियों के स्टाफ प्रॉटिस्टों की कुल संख्या तथा स्टाफ प्रॉटिस्टों की कुल संख्या में उनकी प्रतिशतता समा पटल पर रखे गये विवरण में दी गई है। [ग्रन्थालय में रखा गया। देखिए संख्या एन० टी० 1739/78]।

(घ) आरक्षण सम्बन्धी आदेश 18 सितम्बर 1976 में वादकों और संगीतज्ञों को छोड़कर आकाशवाणी के स्टाफ प्रॉटिस्टों की सभी श्रेणियों पर लागू कर दिये गये हैं। दूरदर्शन में आरक्षण सम्बन्धी आदेश फिलहाल निम्नलिखित छ श्रेणियों पर ही लागू होते हैं :—

1. जनरल प्रसिस्टेंट ;
2. लाईटिंग प्रसिस्टेंट ,
3. फ्लोर प्रसिस्टेंट ;
4. कार्पेटर ;
5. पेंटर , और
6. दर्जी ।

स्टाफ प्रॉटिस्टों की अन्य श्रेणियों पर भी आरक्षण सम्बन्धी आदेश लागू करने का प्रस्ताव विचाराधीन है ।

Industries in Rural Areas

*224. SHRI AGHAN SINGH THAKUR: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have formulated any scheme for setting up industries in the rural areas of the country;

(b) if so, the details thereof; and

(c) whether Government will select places for setting up these industries,

and if so, the criteria proposed to be adopted for the purpose?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) to (c). The thrust of the Industrial Policy announced in Parliament on 23rd December, 1977, will be on effective promotion of Cottage and Small Industries widely dispersed in rural areas and small towns. To achieve this, the list of Industries reserved for the Small Scale Sector has been expanded substantially to cover over 500 items. This list will be continuously reviewed to provide adequate support for the growth of the Small Scale Sector as new products and new processes capable of being manufactured in the small scale sector are identified.

In order to provide a focal point of development for small scale and cottage industries, there will be one agency in each District viz., the District Industries Centre to deal with all requirements of small and Village Industries. The District Industries Centre will provide all the services and support required by Small and Village entrepreneurs under a single roof. The Centre will be manned by responsible officers of different disciplines to provide an effective set up for economic investigation supply of machinery and equipment, provision of raw material, arrangement of credit facilities, an effective set up for marketing and financial assistance and linkage with the banks. This organisational set up will be implemented from May, 1978 to initially cover the RIP districts and progressively entered to the other districts in the country.

The State industrial machinery is being effectively involved in identification of the districts for locating the District Industries Centres and in manning these Centres with the requisite skills and disciplines to ensure a comprehensive involvement of Central and State resources and expertise in generating sustained and productive industrial growth in the rural areas.

Chairman of the Hindustan Paper Corporation

1837. SHRI MAHI LAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the Chairman of the Hindustan Paper Corporation is staying in Calcutta while the headquarters of the Corporation are in Delhi;

(b) the number of visits made to Delhi by the Chairman every month and the expenditure incurred on these visits and his stay in Delhi; and

(c) whether Government propose to take measures to stop this wasteful expenditure; and if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) Although the Headquarters of the Corporation are presently in Delhi, the important divisions of the Corporation, which are mainly concerned with the implementation of its projects, are located in Calcutta. The Corporation is also in the process of setting up integrated pulp and paper mills in Nagaland and Assam. In view of these reasons, the Chairman's Office is located at Calcutta.

(b) and (c). The Chairman visits Delhi from time to time in connection with the business of the Corporation and for consultation with Government, and is paid travelling allowance in accordance with the rules of the Corporation. During the year 1977, he visited Delhi 21 times for stay of 61 days in all, and an expenditure of Rs. 29,709 was incurred on these visits. The Chairman undertakes these tours for official purposes, and in accordance with normal guidelines applicable to Public Sector Enterprises, such tours are undertaken only when necessary.

राजस्थान में बिजली की कमी

1888. श्री मोठा लाल पटेल : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बहुत से राज्यों में और विशेष रूप से राजस्थान राज्य में इस समय बिजली की बहुत अधिक कमी है ;

(ख) यदि हां, तो उसके क्या कारण हैं ; और

(ग) क्या केन्द्र सरकार राज्य सरकार को उनकी समस्याओं के हल के लिए कोई विशेष सहायता प्रदान कर रही है और यदि हां तो तत्संबंधी व्यौरा क्या है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :

(क) उत्तर प्रदेश, राजस्थान, जम्मू और कश्मीर, महाराष्ट्र, मध्य प्रदेश, कर्नाटक, पश्चिम बंगाल, असम राज्यों तथा गोवा और दिल्ली संघ शासित क्षेत्रों में अधिसूचित विद्युत कटौतियाँ/विभिन्न प्रकार के प्रतिबन्ध हैं। उत्तर प्रदेश तथा कर्नाटक राज्यों में ऊर्जा की बहुत अधिक कमी है जबकि पश्चिम बंगाल में व्यस्ततम समय की क्षमता में कमी है। जब भी ताप-विद्युत यूनिटों में जबरन बन्दी के कारण उत्पादन में कमी हो जाती है तो कुछ अन्य राज्यों में अस्थायी प्रतिबन्ध लगाए जाते हैं।

(ख) राजस्थान में विद्युत की कमी मुख्यतः राजस्थान परमाणु विद्युत केन्द्र को 220 मेगावाट की यूनिट ओवरहाल तथा अनुरक्षण के लिए बन्द किए जाने के कारण है। यह यूनिट 3 जुलाई 1977 से बन्द है तथा मई 1978 के प्रथम सप्ताह में इसके पुनः कार्य शुरु कर देने की संभावना है।

(ग) केन्द्रीय सैक्टर में वदरपुर ताप-विद्युत केन्द्र से राजस्थान को जो भी सहायता संभव है वह सहायता केन्द्रीय सरकार दे रही है।

Collapse of Bridge at Borim (Goa)

1889. SHRI EDUARDO FALERIO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that a bridge at Borim (Goa) collapsed several years ago and has so far not been repaired and thereby great hazard is caused to the traffic of passengers and goods in that area;

(b) if so, whether Government have any proposal to reconstruct the said bridge and when is the work likely to start; and

(c) the total provision thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir.

(b) and (c). The Goa Government want to construct an altogether new bridge at about 250 m downstream of the existing bridge and have also technically sanctioned an estimate for Rs 1,09,62,000/- for it. The work is expected to commence soon after the tenders which have been already received, and are under examination by the State Government are finalized.

रक्षा सामग्री का आयात

1890. श्री हरगोविन्द वर्मा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रक्षा सामग्री का आयात प्रतिवर्ष बढ़ रहा है ;

(ख) यदि हां, तो वह कितना बढ़ रहा है और क्या सरकार उन्हें देश में ही बनाने की कोई योजना तैयार कर रही है ; और

(ग) यदि हां, तो उसकी रुपये की क्या है और यदि नहीं, तो इसके क्या कारण हैं ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) जी नहीं ।

(ख) और (ग). रक्षा भंडारों का उत्पादन देश में ही करने के काम पर सरकार का ध्यान निरंतर लगा हुआ है । इस कार्य के लिए रक्षा अनुसंधान और विकास संगठन में उपलब्ध सुविधाओं का और विभिन्न सरकारी तथा रक्षा प्रतिष्ठानों तथा निजी प्रयोगशालाओं और फैक्टरियों में स्थित उनकी अपनी अनुसंधान एवं विकास सुविधाओं का उपयोग किया जाता है । देशीकरण की गति का भी सक्रिय कार्यवाही के लिए सतत प्रदर्शन किया जाता है ।

ग्रामीण विकास के लिए जर्मन जनवादी गणतंत्र (जी० डी० आर०) द्वारा भारत को आर्थिक सहायता

1891. श्री ईश्वर चौधरी : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत तथा जर्मन जनवादी गणतंत्र के बीच कोई समझौता हुआ है जिसके अन्तर्गत वह देश भारत को ग्रामीण विकास के लिए आर्थिक सहायता दे रहा है ;

(ख) यदि हां, तो इस बारे में व्यौरा क्या है ; और

(ग) प्रत्येक राज्य में भारतीय ग्रामों के विकास के लिए प्रत्येक परियोजना के लिए कितनी सहायता की राशि आवंटित की गई है ?

उद्योग मंत्री (श्री जार्ज फर्नान्डिस) : (क) से (ग). भारत तथा जर्मन जनवादी गणतंत्र (जी० डी० आर०) के बीच आर्थिक, वैज्ञानिक तथा तकनीकी सहयोग के संयुक्त समीक्षण का दूसरा अधिवेशन नई दिल्ली में 26 से 28 सितम्बर, 1977 में हुआ था । विभिन्न परियोजनाओं के बारे में सहयोग की व्यवस्था करते हुए अधिवेशन का नयाचार 28 सितम्बर, 1977 को समाप्त हुआ था । भारतीय

ग्रानों के विकास की किसी भी परियोजना की पूर्वा उन्नयन नहीं की कमी की । फिर भी, करार में सम्मिलित कनेक्ट परियोजनाओं विनिर्देशक शैली की मशीनों, दुग्ध परिष्करण संयंत्र, धातुक उद्योग तथा खाद्य परिष्करण से सम्बन्धित परियोजनाओं का प्राचीन क्षेत्र पर प्रभाव पड़ता है ।

इस अधिवेशन के दौरान दोनों देशों के बीच प्राचीन क्षेत्र के विकास से सम्बन्धित विषय जैसे पशुपालन के क्षेत्र में विलिप्त प्रशिक्षण देने पशु चिकित्सा सेवाएं, कृषि सहकारिता, वन-विज्ञान, खाद्य पदार्थों का संभारण एवं शोधन तथा कृषि अनुसंधान पर सहयोग के विनिर्देश करार किये गये थे ।

Employees drawing monthly Emoluments of Rs. 2,001 and above in Industries

1892. SHRI ROBIN SEN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have asked all industrial and commercial concerns to furnish information regarding their employees drawing total monthly emoluments of Rs. 2,001 and above;

(b) if so, how many submitted their information; and

(c) findings thereof?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (c). A Public Notice was issued on 8th February, 1978 calling for information on employment of foreign nationals in Indian companies and foreigners as well as Indians in foreign companies with monthly emolument of Rs. 2001/- and above, operating in India. This information is collected on a voluntary basis and companies have been requested to send returns by 30th March, 1978. So far only a few returns have been received. Data can be analysed only after a sufficient number of returns are received.

3903 LS-3

Agreement with Czechoslovakia for the Manufacture of large Cement Plants

1893. SHRI SUKHDEO PRASAD VERMA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have entered into an agreement with Czechoslovak Socialist Republic for the manufacture of large cement plants in India;

(b) if so, the details thereof;

(c) the terms and conditions for payment of fees; if any, to be given to Czechoslovak technocrats for providing technical services etc.;

(d) whether the agreement also envisages certain exports from India; and

(e) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) to (e). In order to promote utilisation of capacities of Heavy Engineering Corporation, Ranchi (HEC), it has been agreed in recent discussions which took place at Delhi with the Czechoslovak Minister of Metallurgy and Heavy Engineering that Czechoslovakia will import rolling mill and coke-oven equipment from HEC and provide assistance to HEC for the manufacture of large capacity cement plants. The detailed terms of the contracts are under negotiations. The possibilities of cooperation for third country projects will also discussed and in this regard the sectors of Cement Plants, Power Plants, Metallurgical Equipment and Crude Oil Refineries were identified. The Indian lead agencies including HEC were identified for further discussions with counterpart Czechoslovakian organisations, envisaging Indian participation in respect of supply of equipment, services etc.

राजस्थान के सातवाड़ जिले का विद्युतीकरण

1894. श्री जगदीश : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि प्राचीन विद्युतीकरण योजना के प्रथम राजस्थान

के झालावाड़ जिले में विद्युतीकरण के कार्य में अब तक कितनी प्रगति हुई है और उन तहसीलों तथा गांवों के नाम क्या हैं जहां इस समय यह कार्य चल रहा है तथा झालावाड़ जिले के सभी गांवों में कब तक बिजली पहुंच जाने की आशा है ?

ऊर्जा मंत्री (श्री पी० रामबल्लभ) :
झालावाड़ जिले के 1441 गांवों में से 31 जनवरी, 1978 तक 356 गांव विद्युतीकृत हुए हैं। राजस्थान के झालावाड़ जिले की बाकगी पंचायत समिति और झालापाटन पंचायत समिति में 158 में से 153 गांव, ग्राम विद्युतीकरण निगम द्वारा स्वीकृत दो स्कीमों के अन्तर्गत विद्युतीकृत किये गए हैं।

इस बात का कोई संकेत नहीं है कि झालावाड़ जिले के सभी गांवों में कब तक बिजली पहुंच जाएगी।

Census of Non-Agricultural Occupations Conducted by C.S.O.

1895. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of PLANNING be pleased to state:

(a) what are the findings of the nation-wide census of non-agricultural occupations conducted by the Central statistical organisation recently;

(b) what is the nature of the findings released by Director of Central Statistical Organisation (*Statesman*, page 7 on 3rd February, 1978) Revealing data by Economic Census and when the final conclusions will be ready; and

(c) whether a copy of the first initial report of this census will be placed on the Table of the House?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) and (b). According to the provisional results of the nation-wide census of non-agricultural activities conducted recently by the Central Statistical Or-

ganisation in collaboration with the State Governments, there are 2.95 million non-agricultural establishments with one or more hired workers. These have a "usual" employment of 25.18 million persons of whom 22.30 million are hired workers. Nearly 55 per cent of the establishments are from rural areas and they account for 40 per cent of the total employment.

These results are based on quick manual tabulation carried out as a part of the census operation itself. Detailed tabulation of the census results is now in progress. A report incorporating tables giving the principal characteristics of the establishments pertaining to different economic activities is scheduled to be prepared by the end of the financial year 1978-79.

(c) A copy of the Note giving provisional results has already been supplied to the Library of the Lok Sabha.

Sanction of Freedom Fighters Pension to Ex-I.N.A. Personnel

1896. SHRI PADAMACHARAN SAMANTASINHERA: Will the Minister of HOME AFFAIRS be pleased to state the numbers of applications from Ex-INA personnel pending for sanction of freedom fighters pension and when these will be approved for sanction?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): No application from ex-INA personnel for the grant of freedom fighters pension is pending initial scrutiny. 3456 applications have been filed for want of acceptable evidence.

Closure of Handloom Centres in U.P.

1897. SHRI K. A. RAJAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the prices of silk yarn have shot up recently leading to closure of thousands of handloom centres in U.P.; and

(b) if so, what is the price position of silk yarn during the last six months and what measures are taken by Government to ensure supply of silk yarn at reasonable prices?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a) and (b). No, Sir. The prices of mulberry raw silk have actually declined from Rs. 320/- per kg. in January, 1977 to Rs. 280/- per kg. at present. Prices have been fairly steady in the last few months, with marginal fluctuations. It has been possible to maintain the prices of raw silk at reasonable levels mainly because of the following measures taken by the Central Silk Board in major silk producing States:—

- (1) Operation of Price Stabilisation Scheme for mulberry raw silk; and
- (2) Strengthening of Raw Material Bank for tasar cocoons.

Mechanical and Technical Flaws in the Construction of Tarapur Atomic Power Plant

1898. SHRI C K CHANDRAPPA: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether Government's attention has been drawn to news item appeared in Blitz dated 11th February 1978 regarding Tarapore Atomic Power Plant;

(b) whether the plant will become a nuclear trap due to mechanical and technical flaws in the construction of the plant; and

(c) if so, the details thereof and Government's opinion on it?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir.

(b) No, Sir. There are no such flaws and therefore there is no reason to believe that the plant will become "a nuclear trap."

(c) Does not arise.

गाड़ियों के लिये दुरस्ती-पत्रों का जारी किया जाना

5-4

1899. श्री सुखेन्द्र सिंह : क्या मौज्जुद और परिवहन मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि दिल्ली पब्लिक निदेशालय गाड़ियों के लिये इस बारे में अपेक्षित प्रपत्रों को बिना भरे ही दुरस्ती-पत्रों को जारी करता है ?

श्री मौज्जुद और परिवहन मंत्रालय में प्रचारी राज्य मंत्री (श्री बाबू राम) : जी, नहीं। दुरस्ती-प्रमाण-पत्र हासिल करने के लिए दो प्रपत्र भरने होते हैं। प्रपत्र 'क' आवेदक को द्वारा तथा प्रपत्र 'ख' निरीक्षण बोर्ड द्वारा भरना होता है। 28-1-78 को, प्रपत्र 'ख' नहीं भरा गया। दिल्ली प्रशासन उन परिस्थितियों की जांच कर रहा है, जिनके अंतर्गत बोर्ड उस दिन यह प्रपत्र नहीं भर सका।

गुजरात में अखिल भारतीय हस्तकला और हैडलूम बोर्ड द्वारा संचालित कार्पेट केन्द्र

1900. श्री छीपू भाई शांति : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात में अखिल भारतीय हस्तकला और हैडलूम बोर्ड द्वारा संचालित कार्पेट केन्द्रों की संख्या कितनी है और वे कहाँ-कहाँ पर स्थित हैं ;

(ख) क्या सूरत जिले के आदिवासी क्षेत्रों में उक्त प्रकार के कार्पेट केन्द्र स्थापित करने की मांग की गई है और यदि हाँ, तो कहाँ-कहाँ पर ; और

(ग) वे कार्पेट केन्द्र कब तक स्थापित कर दिये जायेंगे और सरकार द्वारा इस बारे में क्या उपाय किये जा रहे हैं ?

उद्योग मंत्री (श्री बाबू कर्मानंदसिंह) :

(क) इस समय कोई नहीं। गुजरात राज्य में 5 केन्द्र स्थापित करने के लिए हाल ही में स्वीकृति दी गई है।

(ख) सूरत जिले के बलोड तालुक में नलीया प्रारंभिक केन्द्र (कारपेट ट्रेनिंग सेन्टर) की स्थापना हेतु एक आवेदन प्राप्त हुआ है।

(ग) गुजरात राज्य हस्तशिल्प एवं हथकरघा निगम (हैंड्रीकाफ्ट एण्ड हैंडलूम कॉर्पोरेशन) के परामर्श से आवेदन पर विचार किया जा रहा है।

दिल्ली परिवहन निगम के अलाभकारी मार्ग

1901 श्री नटवर लाल बी० वरमा
क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि

(क) दिल्ली परिवहन निगम के ऐसे मुख्य मार्ग कौन-कौन से हैं जो अलाभकारी हैं और

(ख) दिल्ली परिवहन निगम को बस बार तथा मार्ग-बार होने वाले घाटे को कम करने के लिए क्या उपाय किए जा रहे हैं ?

नौबहन और परिवहन मंत्रालय में प्रचारी राज्य बंधी (श्री बाबू राम) :
(क) इस समय नगर के भीतर चलने वाले निगम के सभी रूट अलाभप्रद हैं क्योंकि इनमें से किसी भी रूट से ब्याज और मूल्यह्रास सहित परिचालन की कुल लागत प्राप्त नहीं होती।

(ख) नगर सेवाओं में होने वाली हानि को कम करने के लिए नगर सेवाओं के लिए किराये के ढांचे में मशीन करने के बारे में निगम के प्रस्ताव सरकार के विचारधीन हैं। निगम अपने बड़े के उपयोग तथा सामान्य परिचालनात्मक कुशलता में सुधार लाने का प्रयास भी कर रहा है।

Newsreel "1977 in Retrospect"

1902 SHRI S G MURUGAIYAN
Will the the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether the Film Division's latest newsreel "1977 in Retrospect" has totally blacked out the events associated with the previous Government during the first three months of the year, and

(b) if so the details and reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L K ADVANI) (a) and (b) No Sir The Films Division's special newsreel entitled India 1977 covered many important events of the first three months of 1977 including the Lok Sabha Elections. However following some press comments that the coverage of these three months gave the impression of lopsidedness the special newsreel was withdrawn for revision.

Foreign Participation by way of Investment and Import of Technology

1903 SHRI D B CHANDRE GOWDA Will the Minister of INDUSTRY be pleased to state

(a) whether Government have clarified its policy regarding areas open to foreign participation by way of investment and import of technology and whether list has been issued permitting foreign participation in all sectors, and

(b) if so the details thereof?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES) (a) and (b) Government's policy towards permitting foreign investment and import of technology is set out in the Statement of Industrial Policy laid before the House on December 23 1977. A revised illustrative list where no foreign collaboration is considered necessary is under consideration of Government.

Sales Tax on Hand-made Safety Matches

1904. SHRI DURGA CHAND: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have taken a decision on the exemption of sales tax on hand-made safety matches in Delhi and neighbouring States;

(b) if so, what are the details thereof;

(c) if the answer to part (a) above be in the negative, what are the reasons, and when a decision is likely to be taken; and

(d) whether Government have received a representation from the manufacturers of hand-made safety matches in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to (c). The question of giving exemption of sales tax on hand-made safety matches in Union Territory of Delhi is engaging the attention of the Government. So far as the neighbouring States are concerned, Sales Tax is a State subject under the Constitution and as such the grant of exemption on any commodity has to be considered by the concerned State Governments.

(b) According to information received from the Delhi Administration, they have received one such representation.

पिछड़े क्षेत्रों में उद्योगों की स्थापना

1906. डा० रामजी सिंह: क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार की नीति अभी भी उद्योगों की स्थापना के मामले में पिछड़े क्षेत्रों को प्राथमिकता देने की है ;

(ख) क्या भागलपुर जिले को प्राथिक रूप से पिछड़ा जिला घोषित किया गया है ;

(ग) वहाँ किन उद्योगों के लिए कच्चा माल उपलब्ध है ; और

(घ) क्या सरकार का विचार इस पिछड़े क्षेत्र में उद्योगों की स्थापना करने का है और यदि हाँ, तो कब तक और किस रूप में ?

उद्योग मंत्री (श्री जार्ज कर्नामडिस) :
(क) जी हाँ ।

(ख) भागलपुर जिला रिबायती वित्त सुविधाओं तथा निदेश राजसहायता की केन्द्रीय योजना की पात्रता के लिये औद्योगिक दृष्टि में पिछड़ा क्षेत्र चुना गया है ।

(ग) एक तकनीकी प्राथिक सर्वेक्षण किया गया है और कच्चे माल की स्थानीय उपलब्धि के आधार पर निम्नलिखित उद्योगों को चुना गया है :—

पिसे हुए मसाले, रस्सी और बान बनाना, लकड़ी के बने बिजली के सहायक सामान, अस्थि-खाद्य, चमड़े के जूते और वस्तुएं, दंत मंजन, हथकरघे के वस्त्र, मक्के से कलफ बनाना, बीड़ी बनाना, धातुओं का निर्जलीकरण, तेल निकालना, पटसन उत्पाद इत्यादि ।

(घ) सरकार पिछड़े क्षेत्र विकास कार्यक्रम के अन्तर्गत उद्योगों की स्थापना नहीं करती है परन्तु इस उद्देश्य के लिये विभिन्न प्रोत्साहन प्रदान करती है जो भागलपुर जिले के लिये दिये गये हैं ।

उपग्रहों से रेडियो-धर्मी अवशिष्ट के बारे में
अन्तर्राष्ट्रीय वार्ता

1907. श्री उपसेन : क्या परभाव ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्वस्त अन्तरिक्ष कृत्रिम उपग्रहों से रेडियो-धर्मी अवशिष्ट भूमि पर गिरने और उनसे मानव को खतरे के समाचार कुछ देशों से प्राप्त हुए हैं ;

(ख) क्या मानव जाति को इस खतरे से बचाने के लिए अन्तर्राष्ट्रीय स्तर पर कोई बातचीत चल रही है ; और

(ग) भारत सरकार की इस बारे में क्या प्रतिक्रिया है?

प्रधान मंत्री (श्री मोरारजी देसाई):

(क) कनाडा की सरकार ने बताया है कि सोवियत संघ के न्यूक्लीय ऊर्जा से चालित एक उपग्रह के मलबे के अनेक टुकड़े कनाडा में पाए गए हैं, किन्तु अब तक किसी व्यक्ति को उनसे क्षति पहुंचने का कोई समाचार नहीं मिला है ।

(ख) हमें विदित हुआ है कि कनाडा की सरकार का विचार इस मामले को संयुक्त राष्ट्र संघ की बाह्य अंतरिक्ष समिति तथा अपनी वैज्ञानिक एवं तकनीकी उप-समिति और कानूनी उप-समिति में उठाने का है ।

(ग) भारत सरकार इस मत के साथ कि इस क्षेत्र में अन्तर्राष्ट्रीय सहकारिता को सुदृढ़ करने के लिए हर संभव कदम उठाया जाना चाहिए, संयुक्त राष्ट्र संघ की बाह्य अंतरिक्ष उप-समिति और वैज्ञानिक तथा तकनीकी उप-समिति की कार्रवाइयों में सक्रियतापूर्वक भाग ले रही है ।

More Powers for Commissioner for Scheduled Castes and Scheduled Tribes

1908. SHRI RAM KANWAR BERWA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to vest the Commissioner for Scheduled Castes and Scheduled Tribes with powers to deal with cases of alienation of the tribals land, exploitation by money lenders and false recording of loans by cooperatives; and

(b) if so, the steps Government propose to take for effective functioning of the Commissioner for Scheduled Castes and Scheduled Tribes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. ATIL): (a) No, Sir.

(b) Does not arise.

Central Industrial Security Force Manual

1909. SHRI K. T. KOSALRAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central Industrial Security Force has proposed a manual on Industrial Security; and

(b) if not, Government's proposals for such a guide in 1978?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. ATIL): (a) No, Sir.

(b) Instructions regarding industrial Security are already being acted on. There is at present no proposal under Government's consideration for their reformulation.

Participation in All India Sports by C.I.S.F.

1910. SHRI K. OBUL REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central Industrial Security Force participates in sports and games at all India level; and

(b) if not, the Government's proposals for 1978 in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) No, Sir.

(b) The matter is being taken up with All India Police Sports Control Board.

Central Industrial Security Force

1911. SHRI NIHAR LASKAR: Will the Minister of HOME AFFAIRS be pleased to state whether Government propose to standardise the organisation and establishment of Central Industrial Security Force for each

category of Industry such as Steel Plants, Fertilizer Corporation, Port Trust Units and Food Corporation of India?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PATIL) There is no proposal under consideration of the Government to standardise the organisation and establishment of the CISF for each category of Industry because the strength of the CISF in each Public Sector Undertaking is worked out on a need based pattern

Concept of Rolling Plan

1912 SHRI MADHAVRAO SCINDIA Will the Minister of PLANNING be pleased to state

(a) whether the concept of the rolling plan has not been appreciated by some of the States

(b) whether these States have expressed that the changes in Planning were made without calling the meeting of the National Development Council and

(c) if so Governments views on this matter?

THE PRIME MINISTER (SHRI MORARJI DESAI) (a) and (b) Some States have expressed different views on the subject and suggested that a meeting of the National Development Council may be called for discussing the matter

(c) The States concerned were informed that it was better that the plan be first prepared by the Planning Commission and then discussed by the National Development Council

Consideration of Desowalis as Adivasis in Bagmara Block Dhanbad District

1913 SHRI A K ROY Will the Minister of HOME AFFAIRS be pleased to state

(a) whether he is aware of the fact that Desowalis in Bagmara Block, Dhanbad district are being meted with

discrimination in the matter of considering them as Adivasi whereas the Desowalis in Chas and Chandankevari block of the same district have been considered as Adivasis, and

(b) if so, the action taken by Government to extend social justice to these Desowalis of Bagmara block by considering them as Adivasis?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PATIL) (a) and (b). The Desowali community has not been specified as a Scheduled Tribe for any portion of the Bihar State under the provisions of article 342 of the Constitution. The position as to how this community is being treated as an 'Adivasi' in Chas and Chandankevari block of Dhanbad District is being ascertained from the Government of Bihar

माउन्टिंग अभिस्टेन्टो, बोमाड्ड प्रिन्टरी और
फिनिशरी के बेतनमानो मे वृद्धि

1914. श्रीमदन तिवारी क्या सूचना
और प्रसारण मन्त्रा यह बतान की कृपा
करेगे कि

(ग) क्या मन्त्रा न फील्ड डिबीजन
म द्वारा माउन्टिंग अभिस्टेन्टो बोमाड्ड प्रिन्टरी
और फिनिशरी की पृथक पृथक सूच्या कितनी
है और उनके बेतनमान क्या है

(ख) क्या उनके बेतनमानो मे वृद्धि करने
व प्रश्न पर सरकार न विचार किया है और

(ग) यदि हा ता वब तक और यदि
नही तो इसके क्या कारण है ?

सूचना और प्रसारण मन्त्री (श्री लाल
कृष्ण झाडवाणी) (क) एक विवरण सलग
है ।

(ख) और (ग) उनके बतमान बेतनमान
तृतीय बेतन प्रायोग की सिफारिश पर प्राधा-
रित हैं । बेतनमान (अ) वृद्धि करने के लिए
स्टाफ एमसिएशन द्वारा कुछ अभ्यावेदन दिए
गा है जो विचाराधीन हैं ।

विचारण

क्र.सं.	व्यक्ति	पक्षों की संख्या	वैतनमान
1.	डाई माउंटिंग प्रसिस्टेंट	5	290-8-330-10-380-द० रो०-12-500-द० रो०-15-560 द०
2.	क्रोमाइड प्रिन्टर	27	-तयब-
3.	फिनिशर	13	-तयब-

Auto-Rikshaw and Taxi Drivers of Delhi

1915. SHRI M. A. HANNAN ALHAJ: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that in Delhi Auto Rikshaw Drivers and Taxi Drivers refuse to go to destinations specified by passengers and due to this a great inconvenience is caused to passengers;

(b) number of such complaints received during the last one year; and

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

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir. Some complaints to this effect are being received.

(b) 129 written complaints (93 against Autorickshaw drivers and 36 against Taxi drivers) were received about refusal to go to destinations specified by passengers during the year 1977-78 (upto 28-2-1978). Besides 48 auto-rickshaw drivers were prosecuted for the same offence by the enforcement staff of the Directorate of Transport, Delhi during special drives launched by them from time to time.

(c) Defaulting drivers are prosecuted in Court. Special squads have

been posted at Inter-State Bus Terminal, New Delhi Railway Station and Delhi Junction to check such cases. Special drives are also launched by the Enforcement Staff, in concert with Traffic Police, in different parts of the City, to minimise such instances.

Transport Service between Calcutta and Farakka

1916. SHRI SASANKASEKHAR SANYAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to part (b) of Unstarred Question No. 498 on 16th November, 1977 regarding transport service between Calcutta and Farakka and state the steps taken or being taken for the operation of the said traffic?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): The National Council of Applied Economic Research in its report has concluded that river service between Allahabad and Calcutta will not be financially viable but profitable short services may be possible in the stretch between Farakka and Calcutta. A provision of Rs. 1 lakh has been tentatively made for the scheme for "Introduction of Inland Water Transport between Farakka and Haldia" during 1978-79, for getting a Project Report prepared after a comprehensive study.

Production of Defence needs in Private Sector

**1917. SHRI SHARAD YADAV:
SHRI P. K. KODIYAN:**

Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Government have decided in principle to entrust units in private sector to take up production of defence needs instead of having them produced in the Ordnance Factories;

(b) if so, the reasons therefor and total cost of requirements to be given to private sector for defence needs on yearly basis;

(c) whether such decision has adversely affected the work-load of Ordnance Factories which have already been having less such load; and

(d) why such decision has been taken and how best Government is going to make good the losses to be suffered in that event by the Ordnance Factories?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH) (a) No, Sir.

(b) to (d) Do not arise.

Prosecution of erstwhile Chief Minister of Karnataka

1918. SHRI JYOTIRMOY BOSU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Governor of Karnataka has recommended prosecution of the erstwhile Chief Minister Shri Dev Raj Urs;

(b) whether it is also a fact that the Governor has raised besides the Enquiry Commission's representations numerous complaints of corruption against Shri Dev Raj Urs and some of his Ministers and officers; and

(c) if so, what action Government propose to take in this regard?

THE MINISTER OF HOME AFFAIRS (SHRI CHARAN SINGH): (a) to (c). After examining the First Report submitted by the Grover Commission of Inquiry, which was remitted to the Government of Karnataka for considering the follow-up action on the findings contained therein, the State Government, having regard to the legal opinions received by it, made a request for investigation by the CBI into one of the allegations covered by the report which relates to the grant of land to Dr. M. D. Nataraj. The CBI has since registered a case for investigation against Shri Dev Raj Urs, Dr. M. D. Nataraj and others.

A complaint against another former Minister of Karnataka was forwarded by the State Government requesting for an investigation by the CBI. This request is under consideration.

Memorandum of Maharashtra State Government Employees

1919. SHRI DINEN BHATTACHARYYA: Will the PRIME MINISTER be pleased to state:

(a) whether the reported statement of the Prime Minister from Poona in which he stated that he would not even look at the memorandum of the Maharashtra State Government Employees unless they withdraw their strike unconditionally is correct;

(b) if so, justification for making such a statement; and

(c) whether the strike of the Maharashtra State Government Employees was prolonged as a result?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) to (c). When representatives of the Maharashtra Government Employees, who were on strike met the Prime Minister at Poona in December 1977, he told them that he could not ask the Chief Minister to hold talks with them so long as they were on strike. It was for the Maharashtra Government to deal with the Strike by its employees, and there is no ques-

tion of the prolongation of the strike as a result of what the Prime Minister told the employees

Supply of Coal for Industries for Brick Kilns in Punjab

1920 DR BALDEV PRAKASH Will the Minister of ENERGY be pleased to state

(a) the quantity of coal supplied to Punjab for industries and brick kilns in the year 1976 and 1977 upto December,

(b) whether Government have received any representations from the Industries—Brick Kiln Association that they were not receiving any supplies of coal and the industries are virtually at the verge of collapse, and

(c) the reasons for non-availability of coal and the action taken by Government to normalise the supply?

THE MINISTER OF ENERGY (SIIRI P RAMACHANDRAN) (a) The quantity of coal supplied to the brick kilns in Punjab during 1977 was about 888 lakh tonnes as against about 446 lakh tonnes supplied during 1976. About 646 lakh tonnes of steam coal was supplied to the industries in Punjab in 1977 as against 669 lakh tonnes supplied in 1976.

(b) There had been some representations about shortage of coal faced by the industries and the brick kilns in Punjab.

(c) The production of coal during this year had suffered due to heavy rains followed by the strike in the explosives factory at Gomia resulting in inadequate availability of steam coal for some time. The production has, however substantially improved since December, 1977 and there is now enough coal at the pitheads to meet in full the requirements of the industries and the brick kilns.

विज्ञान और अन्तरिक्ष प्रौद्योगिकी में कनाडा के साथ समझौता

1921. श्री राजेन्द्र कुमार शर्मा : क्या विज्ञान और प्रौद्योगिकी मन्त्री यह बताने की इच्छा करेंगे कि

(क) क्या विज्ञान और अन्तर्िक्ष प्रौद्योगिकी में कनाडा के साथ कोई नया समझौता हुआ है

(ख) यदि हाँ तो तत्सम्बन्धा मुख्य बातें क्या हैं और

(ग) क्या कनाडा सरकार ने इस प्रयोजनाय कुछ आर्थिक सहायता देने की योजना की है, और यदि हाँ तो कितनी ?

प्रधान मंत्री (श्री मोरारजी देसाई) :

(क) जो नहीं।

(ख) और (ग) प्रा. नहीं उठता।

Return of Rebel Nagas from China

1922 SHRI S S SOMANI Will the Minister of HOME AFFAIRS be pleased to state

(a) whether it is a fact that a group of rebel Nagas which went to Yunnan province of China for training in guerrilla warfare and for procuring arms has since returned to Kachin area of Burma across Nagaland, and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PATIL) (a) According to information available two groups of underground Nagas have returned from China and are now reported to be in Burma across our international border.

(b) A strict vigil by the security forces is constantly maintained on the border.

Strike by C.S.I.O. Employees

1923. SHRI BHAGAT RAM: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the attention of Government has been drawn to the relay hunger strike and token strike mass-Dharna conducted by the Central Scientific Instruments Organisation Employees Union on the 4th February, 1978 in Chandigarh in protest against the large-scale victimisations in C.S.I.O.; and

(b) if so, the steps being taken to reinstate them?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) and (b). There was no relay hunger strike or token strike or mass Dharna by the employees of the said Organisation on 4th February, 1978. However, about 45 employees took casual leave on that date for various reasons and some of them squatted outside the premises of the Organisation. There has however been no victimisation and the question of reinstatement does not arise.

Loss suffered by Eastern Coalfields Ltd.

1924. SHRI PRASANNBHAI MEHTA: Will the Minister of ENERGY be pleased to state:

(a) whether Eastern Coalfields Limited suffered a loss in coal production from April to November, 1977;

(b) if so, to what extent the loss has been suffered;

(c) the main reasons for the loss; and

(d) the steps being taken to reduce the loss?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Yes, Sir.

(b) and (c). There has been a loss of production to the extent of 18.34 lakh tonnes from April to November, 1977 on account of (i) strike in explosives factory at Gomia, (ii) absenteeism, (iii) unusually heavy monsoons, and (iv) interruptions in power supplies to the coalmines etc.

(d) As a result of certain steps taken the loss in production has come down to 1.16 lakh tonnes in the month of January, 1978.

अनुसंधान तथा विश्लेषण विंग (आर० ए० डब्ल्यू०) के अधिकारियों को उनके मूल विभागों को भेजा जाना

1925. श्री हुकम देव नारायण यादव : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनुसंधान तथा विश्लेषण विंग (आर० ए० डब्ल्यू०) बनाने समय उसमें केन्द्रीय जाब ब्यूरो के अधिकारी लिये गये थे और क्या उन में से अधिकतर अधिकारी अपने मूल विभाग में जाना चाहते हैं परन्तु उन्हें ऐसा करने की अनुमति नहीं दी जा रही है, और

(ख) यदि हाँ, तो इसके क्या कारण हैं ?

प्रधान मंत्री (श्री मोरारजी देसाई) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

प्रति व्यक्ति आय में कमी

1926. श्री यमुना प्रसाद शास्त्री : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 1976-77 में प्रति व्यक्ति आय की तुलना में 1977-78 में प्रति व्यक्ति आय में कमी हुई है;

(ख) यदि हाँ, तो उसके क्या कारण हैं;

(ग) क्या गत वर्ष की तुलना में इन वर्ष राष्ट्रीय प्रति व्यक्ति आय में कमी हुई है और क्या उन व्यक्तियों की आय में कमी हुई है जो पहले से ही गरीबी की रेखा के नीचे हैं? यदि हाँ, तो आय में कितने प्रतिशत कमी हुई है, और

(घ) यदि प्रति व्यक्ति आय में कमी नहीं हुई है तो उसमें कितने प्रतिशत वृद्धि हुई है?

प्रधान मंत्री (श्री मोरारजी देसाई) :

(क) वर्ष 1977-78 के लिए राष्ट्रीय आय के विस्तृत अनुमान केवल वर्ष के अन्त में तैयार किए जा सकते हैं। तथापि आर्थिक सर्वेक्षण के अनुसार 1977-78 के दौरान सकल राष्ट्रीय उत्पाद की वृद्धि दर 5 प्रतिशत होने की आशा है। इसके फलस्वरूप 1976-77 की अपेक्षा 1977-78 के दौरान प्रति व्यक्ति आय अधिक होनी चाहिए।

(ख) प्रश्न ही नहीं उठता।

(ग) प्रश्न ही नहीं उठता।

(घ) वर्ष 1977-78 के दौरान 5 प्रतिशत प्रत्याशित वृद्धि के साथ वर्ष के दौरान प्रति व्यक्ति आय में लगभग 3 प्रतिशत की वृद्धि होने की आशा है।

कागज बनाने वाली मिलों की संख्या तथा अखबारों कागज में आत्मनिर्भरता

1927. श्री हुकूम खन् बक़्शबाय : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) इस समय देश में सरकारी तथा गैर सरकारी क्षेत्रों में कागज बनाने वाली कुल किनगी मिलें हैं,

(ख) इन मिलों में अखबारों कागज का कुल कितना वार्षिक उत्पादन होता है,

(ग) क्या देश ने इस सम्बन्ध में आत्म-निर्भरता प्राप्त कर ली है; और

(घ) यदि नहीं, तो आत्मनिर्भरता कब तक प्राप्त हो जाने की सम्भावना है?

उद्योग मंत्री (श्री जार्ज कर्माकर) :

(क) और (ख). इस समय कागज और गत्ते का उत्पादन करने वाली 87 मिलें हैं। केवल एक नेशनल म्यूज प्रिंट एण्ड पेपर मिल ही अखबारों कागज का उत्पादन कर रही है। वर्ष 1976-77 में 57,690 मी० टन अखबारों कागज का उत्पादन हुआ था।

(ग) जी, नहीं। नेशनल म्यूज प्रिंट एण्ड पेपर मिल का उत्पादन लगभग 2 लाख मी० टन की विद्यमान मांग को पूरा करने के लिए पर्याप्त नहीं है अतः कमी को आयात द्वारा पूरा किया जाता है।

(घ) ऐसी आशा नहीं है कि देश, अगले कुछ वर्षों में अखबारों कागज के मामले में आत्मनिर्भर हो जाएगा। अखबारों कागज एक घटिया किस्म का कागज होता है, अतः अखबारों कागज बनाने के लिए देश के दुर्लभ तथा मूल्यवान् प्रारम्भिक वन ससाधनों को उपयोग में लाने की बहुत कम गुंजाइश है। फिर भी देशी अखबारों कागज का उत्पादन बढ़ाने के लिए नेशनल म्यूज प्रिंट एण्ड पेपर मिल की क्षमता को विस्तार द्वारा 75,000 मी० टन वार्षिक तक बढ़ाने और हिन्दुस्तान पेपर कॉर्पोरेशन के केरल म्यूज प्रिंट प्रोजेक्ट में अखबारों कागज का 80,000 मी० टन वार्षिक उत्पादन करने व मैसूर पेपर मिल के म्यूज प्रिंट प्रोजेक्ट में अखबारों कागज का 75,000 मी० टन वार्षिक उत्पादन करने की विभिन्न योजनाएँ शुरू की गई हैं।

Assistance to Salt Producing Units in Coastal Area of West Bengal

1928 SHRI SAUGATA ROY:
SHRI SAMAR
MUKHERJEE.

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government of India have decided to finance wholly the salt producing units in Midnapore

coasts specially in Contai area of West Bengal;

(b) whether any report in this regard has been submitted by the Union Government's representatives who visited West Bengal recently and if so, the details therein; and

(c) whether any proposal has been made by the Government of West Bengal in this regard?

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES): (a) No, Sir.

(b) and (c). A Team consisting of the Salt Commissioner, Government of India, Chairman-cum-Managing Director, Hindustan Salts Ltd. and Director of Industries, Government of West Bengal, visited, *inter-alia*, the Contai area in West Bengal to find out whether production of salt can be augmented by utilising vacant lands in that area. They have located some additional areas for salt production. The matter would be pursued further after the report of the Study Team appointed by the West Bengal Government for exploring the possibility of salt extraction in Contai area is received.

Rise in the Prices of Sunlight and Lifebuoy Soaps

1929. DR. MURLI MANOHAR JOSHI: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the prices of various soaps like 'Sunlight' and 'Lifebuoy' manufactured by Hindustan Lever and used by common men have gone up in the month of January and February; if so, reasons thereof; and

(b) whether Government have received complaints of artificial scarcity regarding these soaps and reduction of oil contents in these items; if so, the steps taken to assure that these items are supplied according to ISI standards by the Hindustan Levers?

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES): (a)

Yes, Sir. This is due to higher prices of oils used in the manufacture of soaps.

(b) No complaint of scarcity of soaps has been received by the Government. However, in regard to the reduction of oil content in soaps, a complaint has been received by the Ministry of Commerce, Civil Supplies and Co-operation, who are examining it in consultation with ISI.

Price of Jute

1930. SHRI MOHD. HAYAT ALI: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been sharp rise in the price of jute and jute goods;

(b) whether it is also a fact that the recent price hike in jute goods is due to the fact that some owners of jute mills in West Bengal are not adhering to the directions of Jute Commissioner that 'No jute mills should keep in stock raw jute beyond four weeks; and

(c) if so, names of such jute mills and what action Government proposes to take against them?

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES): (a) The prices of both raw jute and jute goods in the jute year 1977-78 had been rising steadily. In case of jute goods, however, the prices are now showing a downward trend. In October, 1977, when the raw jute prices had touched Rs. 240 per quintal, Jute Commissioner imposed a ceiling of Rs. 225 per quintal beyond which the purchase and sale of raw jute was disallowed.

(b) and (c). No, Sir. Jute Commissioner has instituted criminal prosecutions against the following four Jute Mills under the Essential Commodities Act, 1955, for keeping stocks above permissible limit:—

1. M/s. Bally Jute Company Ltd.,

2. M/s. Birla Jute Manufacturing Co. Ltd.,

3 M/s. Anglo India Jute Mills Co. Ltd., and

4. M/s. Champdany Jute Co. Ltd.
At present, mills are permitted to stock raw jute only upto six weeks' consumption.

Exemption of Cement from Import Duty

1931. SHRI AGHAN SINGH THAKUR Will the Minister of INDUSTRY be pleased to state.

(a) whether Government have exempted cement from import duty;

(b) the total quantity likely to be imported with particulars of the medium of import;

(c) the cost and the sale price per bag; and

(d) how far the supply position of Cement will be eased as a result of this measure and how this imported cement is proposed to be distributed?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The State Trading Corporation of India has so far contracted for the import of 84 lakh tonnes of cement. (plus/minus 10 per cent) from South Korea, Poland and Rumania. The cement is presently being imported through the ports of Bombay, Cochin Madras and Visakhapatnam.

(c) The landed cost of the imported cement per bag is about Rs. 30. Imported cement is being sold generally at the same price as for indigenous cement. The price per bag, however, varies slightly from State to State and from place to place in the same State depending on the incidence of Central Sales Tax, State Sales Tax, road transport charges and octroi etc. As the landed cost of the imported cement is higher than the cost of indigenous cement, Government have decided to pool the prices and increase the F.O.R.

destination price of cement by Rs. 17 per tonne w.e.f. 7th January, 1978 so that, together with local levies, the retail price did not increase by more than Rs. 20 per tonne or Re. 1 per bag.

(d) As a result of import of cement supply position has considerably eased, especially in the Port towns and nearby areas. Imported cement is distributed in the same manner and through the same channels as indigenous cement.

Rural Industries in Tamil Nadu

1932. SHRI RAGAVALU MOHANARANGAM:

DR. P. V. PERIASAMY:

Will the Minister of INDUSTRY be pleased to state:

(a) the particulars of the wide embracing plan for setting up of rural industries in Tamil Nadu; and

(b) the extent of Central assistance sought in this regard and the extent of such assistance sanctioned or proposed to be sanctioned?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) Under the Centrally sponsored scheme of Rural Industries Project Programme, 5 districts viz. Tirunelveli, Salem, Chingleput, Ramanathapuram and Dharmapuri have been covered so far. Under this scheme Central assistance is given to the State Government for meeting full expenditure on the establishment of the project and for organising promotional schemes like training programme, common facility service centre etc. Assistance by way of loan is also provided to State Government for re-advancing the same at a very low rate of interest to the entrepreneurs for starting industries in the project area.

(b) The funds are allotted by the Central Government on the basis of funds available for this programme. From the year 1962-63 to 1976-77 an amount of Rs. 216.18 lakhs comprising

of Rs. 97.57 lakhs as grant and an amount of Rs. 116.61 lakhs as loan has been released to the State Government for implementation of RIP scheme. During the current financial year 1977-78, an amount of Rs. 21.50 lakhs comprising Rs. 9.50 lakhs as grant and Rs. 12.00 lakhs as loan has been allocated to Tamil Nadu Government for the programme.

ऊर्जा मंत्रियों का सम्मेलन

1933. श्री लक्ष्मीनारायण नायक :

क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 23 जनवरी, 1978 को दिल्ली में राज्यों के ऊर्जा मंत्रियों के दो दिवसीय सम्मेलन का उद्घाटन करते हुए प्रधान मंत्री ने कहा था कि उद्योगों की तुलना में कृषि के लिए बिजुत की दरें उंचाई हैं और यदि कृषि के लिये दरें कम नहीं की जा सकती तो ये दरें उद्योगों से वसूल की जाने वाली दरों से अधिक नहीं होनी चाहिए ;

(ख) यदि हाँ, तो किन-किन राज्यों ने प्रधान मंत्री के सुझाव को ग्राह्यत्व किया है और कृषि के लिए बिजुत की दरों में कमी की है ; और

(ग) क्या केन्द्रीय सरकार ने कृषि के लिए बिजुत की दरों को कम करने के बारे में राज्यों को लिखा है और यदि हाँ, तो क्या ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :

(क) 23 जनवरी, 1978 को राज्यों के बिजुत मंत्रियों के सम्मेलन में अपने उद्घाटन भाषण में प्रधान मंत्री ने कहा था कि उद्योगों की तुलना में कृषि के लिए बिजली की दरें कम होनी चाहिए ।

(ख) अप्रैल, 1977 से आन्ध्र प्रदेश, पंजाब, राजस्थान, तमिलनाडु तथा उत्तर प्रदेश राज्यों में कृषि के लिए दरें कम कर दी गयी हैं। पश्चिमी बंगाल को छोड़कर जहाँ-पर कृषि के लिए बिजली इयूटी की दर लघु उद्योगों की दर से अधिक है सभी राज्यों में लघु उद्योगों की तुलना में कृषि कार्यों के लिए

असम की दरें, जिनमें बिजली इयूटी भी शामिल है, कम है ।

(ग) कृषि के लिए बिजली की दरों में कमी करने के लिए कोई विशेष सुझाव राज्यों को नहीं दिया गया है ।

Investment in India by Multinationals

1934. DR. V. A. SEYID MUHAMMAD: Will the Minister of INDUSTRY be pleased to state:

(a) whether the reported statement (Statesman dated 4th February 1978) of the Prime Minister that the Government would be willing to consider proposal for investment in India by multinationals "within the framework of the new Industrial Policy and the Foreign Exchange Regulation Act" represents the policy of Government;

(b) whether the official study group headed by Additional Secretary in the Industry Ministry has recommended certain amendments in the Foreign Exchange Regulation Act; and

(c) whether the statement in the Patriot dated 3rd February 1978 "these concessions immediately after U.S. multinational bosses held informal round-table with Janata Ministers, high officials and private businessmen are considered to be significant" is correct?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) Yes, Sir. Paras 24 to 26 of the Statement on Industrial Policy laid before the Parliament on 23-12-1977 have clarified Government's policy regarding Foreign Investment.

(b) No, Sir

(c) Does not arise.

गुजरात में धातुओं का बिजुतीकरण

1935. श्री अमर सिंह राठवा : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि : (क) हाथी समिति की सिफारिशों के अनुसार

गुजरात के कुल कितने जेल को वार्षिक दृष्टि से पिछड़ा माना गया ।

(ख) केन्द्रीय सरकार ने इससे कितने जेल का विद्युतीकरण करने के लिए गुजरात राज्य को सहायता दी है, और

(ग) सहायता की कितनी राशि दी गई और कितने ग्रामों का विद्युतीकरण किया गया और अभी कितने ग्रामों का विद्युतीकरण होना है तथा कब तक इन ग्रामों का विद्युतीकरण हो जाने की सम्भावना है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :
(क) हाथी समिति ने गुजरात के 184 तालुकों (1, 08, 267 वर्ग किमी०) में से 114 तालुकों (12, 652 वर्ग किमी०) को वार्षिक दृष्टि से पिछड़ा माना है ।

(ख) ग्राम विद्युतीकरण नियम ने अब तक 48 योजनाओं को स्वीकृति दी है । इनमें, पाच वर्षों में, 1,498 नए गांवों का विद्युतीकरण करने की संकल्पना है ।

(ग) उपर्युक्त 48 योजनाओं पर 1,523 ०81 लाख रुपए की लागत आएगी । 30 नवम्बर, 1977 तक, 886 गांवों को बिजली दी जा चुकी थी और 612 नए गांव आगामी पाच वर्षों में विद्युतीकृत कर दिए जाएंगे ।

Rise in Price of Paper

1936 SHRI MOHINDER SINGH SAIYANWALA Will the Minister of INDUSTRY be pleased to state

(a) whether it is a fact that a warning has been given to the paper industry to behave itself regarding price rise and irregularities in production;

(b) whether some discussions with the industry were held in this regard; and

(c) if so, the results thereof?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (c) Although there is no statutory control on prices of paper, Government have been discouraging the industry from resorting to unilateral increase in prices without adequate justification. Government's unhappiness at the price increase effected by some mills without consulting Government was conveyed to the paper industry at a meeting held in January, 1978. By and large the industry has abided by Government's instructions but certain mills have tried to justify the price increase. Government has stressed that the 1977 price level should be restored before the question of any revision is considered. The reaction of the industry is awaited before Government takes suitable regulatory measures to control the price situation.

सूचना मंत्री की स्टाफ आर्टिस्टों के साथ उनकी समस्याओं के बारे में बातचीत

1937. श्री नवाब सिंह चौहान : क्या सूचना और प्रसारण मंत्री 7 दिसम्बर, 1977 के अतिरिक्त प्रश्न संख्या 2941 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि

(क) स्टाफ आर्टिस्टों द्वारा प्रस्तुत मांगों के बारे में क्या कार्रवाई की जा रही है,

(ख) जनता सरकार के सत्ता में आने के बाद उन्हें क्या सुविधाएं प्रदान की गई,

(ग) क्या सरकार का विचार आकाशवाणी के आर्टिस्टों को नौकरशाही से मुक्त करने का है जिससे वे अपने कार्यक्रम सर्वांग्य दायित्व मुक्त रूप से पूरे कर सकें, और

(घ) यदि हा, तो कब तक और उनके लिए पदोन्नति के अवसरों की कब तक व्यवस्था की जाएगी ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) : (क) और (ख) आकाशवाणी के स्टाफ आर्टिस्टों की सेवा शर्तें

पेंशन को छोड़ कर नियमित केन्द्रीय सरकारी कर्मचारियों की सेवा शर्तों के लगभग समान है। स्टाफ आर्टिस्ट, पेंशन के बदले में, ग्रंथ-दायी भविष्य निधि के हकदार है, जब भी नियमित सरकारी कर्मचारियों के लिए प्रतिरिक्त महगार्ई भत्ता मजूर किया जाता है, उसको स्टाफ आर्टिस्टों पर भी लागू किया जाता है।

स्टाफ आर्टिस्टों के वेतनमानों में ग्राह्य-वाणी के तुलनीय श्रेणियों के सरकारी कर्म-चारियों के वेतनमानों के संबंध में तत्वीय वेतन आयोग की सिफारिशों के अन्तर्गत जन, 1976 में मशायन किया गया था। कुन श्रेणियों के स्टाफ आर्टिस्टों ने अपन वेतनमानों में और सशोधन करने की माग की है, परन्तु ऐसी मागों को पूरा करना समय नहीं हुआ है।

तुलनीय श्रेणियों के सरकारी सिबल पदों के ढांचे पर स्टाफ आर्टिस्टों को संलेक्शन ग्रेड देने का प्रश्न विचाराधीन है।

(ग) और (घ). स्टाफ आर्टिस्टों को किसी भी नियंत्रण के अधीन रखने का कोई इरादा नहीं है, सिवाय उम्र हद तक जो समय समय पर सरकारी नीति के ढांचे के अन्तर्गत जन हित में आवश्यक हों। विभिन्न श्रेणी के स्टाफ आर्टिस्टों के लिए बनाए गए अर्ही नियमों के अन्तर्गत स्टाफ आर्टिस्ट पदोन्नति के पात्र हैं।

Reunification of Nagas, Mizo and Manipuri People into States of their own

1938 SHRI PURNA SINHA Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are demands from Nagas, Mizos and Manipuris of the State of Nagaland and Manipur as also of Mizoram for unification or reunification of Naga, Mizo and Manipuri peoples into State of their own;

(b) whether Government propose to accept the demands of the Nagas, 3903 LS—4

Mizos and Manipuris to put their respective races and tribes within States of their own on the basis of their difference as distinct ethnic groups; and

(c) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PATIL): (a) to (c). Various such demands have been received from time to time. However, the Government is at present not seized of any proposal for the re-organization of States.

Directive to States for Reservation in Services

1939 SHRI G Y KRISHNAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether some States have reserved quota for Scheduled Castes and Scheduled Tribes in Government services;

(b) if so, the names of such States and the percentage of quota so reserved,

(c) whether any directive has also been issued from the Central Government to the States in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PATIL): (a) and (b). Reservations in State services is a matter within the competence and jurisdiction of the respective State Governments. The Central Government are aware that in several State Governments, reservations have been provided in State services for Scheduled Castes and Scheduled Tribes. Complete and up-to-date information in this regard is, however, not readily available.

(c) and (d). Reservations for Scheduled Castes and Scheduled Tribes in the services under the State Governments being the concern of the respective State Governments, in terms of Article 335 read with Article

16(4) of the Constitution, there is no question of the Central Government issuing any directive in this regard to the State Governments.

Shortage of Cement

1940. SHRI AHMED M. PATEL: Will the Minister of INDUSTRY be pleased to state:

(a) the number of cement factories functioning in the country State-wise;

(b) the names of the States which are facing acute shortage of cement;

(c) whether there is any proposal to establish a new cement factory to solve the cement problem; and

(d) if so, the site selected?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1740/78].

(b) Reports of scarcity of cement are being received from almost all the States.

(c) and (d). A number of schemes for setting up of cement plants both in Public and Private Sectors have been approved. Three statements showing the particulars of these schemes are attached.

शाहदरा में रेलवे ग्रंथर-ब्रिज का निर्माण

1941. श्री अर्जुन सिंह सबौरिया : क्या नौबहन और परिवहन मंत्री शाहदरा में रेलवे ग्रंथर-ब्रिज के निर्माण के बारे में 20 जुलाई, 1977 के अन्तरागत प्रश्न संख्या 4065 के उत्तर के संबंध में यह बताने का आग्रह करेंगे कि :

(क) क्या पुल के नीचे जमा वर्षा के पानी को निकालने के लिए उपचारात्मक कार्यवाही इस बीच पूरी हो गई है, और यदि हाँ, तो तत्संबंधी व्यौरा क्या है, और

(ख) क्या यातायात के लिए उक्त पुल खोल दिया गया है और यदि नहीं, तो इस असाधारण विलम्ब के क्या कारण हैं और यातायात के लिए यह पुल कब तक खोल दिया जाएगा ?

नौबहन और परिवहन मंत्रालय में प्रचारी राज्य मंत्री (श्री चांद राम) : (क) हीवी क्रुश (सम्पवेल) की जल रोधता और पम्पों की स्थापना की उपचारात्मक कार्यवाही की अप्रैल, 1978 के अन्त तक पूरी हो जाने की संभावना है।

(ख) पुल को यातायात के लिए खोलना अभी तक संभव नहीं हो सका है क्योंकि एक अदालती मुकदमे के कारण, जिसका निर्णय अब दिल्ली प्रशासन के पास में दिया गया है, पुल और ग्रांड ट्रक गार्जियाबाद सड़क के बीच कुछ भूमि न मिलने के कारण पश्चिमी पहुँच मार्ग का काम रुक गया था। काम अब शुरू हो गया है और इसके अप्रैल, 1978 के अन्त तक पूरा हो जाने की संभावना है। उसके तुरन्त बाद ही पुल को यातायात के लिए खोल दिया जाएगा।

Decentralisation of Economic and Administrative Power

1942. SHRI HARI VISHNU KAMATH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government is committed by virtue of one of its election pledges to the decentralization of economic and administrative power;

(b) if so, what steps have been taken in that direction so far;

(c) whether a comprehensive plan for such devolution of power from the Centre down to the gram panchayat is under consideration of Government;

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to

(d). In its efforts to improve the efficiency of the administration, the Government has issued instructions from time to time to various ministries/departments for maximum delegation of powers and decentralisation of functions to lower levels within the organisations. The States have also been advised of this policy of the Central Government. The Government have also recently appointed in consultation with the State Governments and Union Territories a committee under the Chairmanship of Shri Asoka Mehta to inquire into the working of the Panchayati Raj Institutions and to suggest measures to strengthen them so as to enable a decentralised system of planning and development to be effective.

Devolution of powers from the States down to Panchayat level is within the purview of the State administration.

Crimes in Metropolitan Cities

1943. SHRI VASANT SATHE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) what is the number of crimes by standard classification in Delhi and other important metropolitan cities of India during the current year upto December, 1977 and how does it compare with the previous year;

(b) the effective steps taken or proposed to be taken to check the crime wave effectively;

(c) the number of Police per 4,000 people in these cities and whether any strengthening is proposed; and

(d) whether it is a fact that the proposals for strengthening and better equipment of police force especially for Delhi is pending clearance for a long time and if so, the action proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to

(d) The requisite information is being collected and will be placed on the Table of the House as soon as possible.

Nudist Colony on Sea Beaches in Goa

1944. SHRI SAMAR GUHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some of the sea-beaches in Goa have been converted into virtual nudist colony by some hippies and foreigners and they are also indulging in many kinds of obscenities, vulgarities and smuggling of hashish and charas etc. as well;

(b) whether such type of crimes are being committed by them almost openly without any interference by the Police;

(c) whether Government will take stern measures to stop such kind of crimes, corrupt practices and vulgarities; and

(d) if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) and (b) Some instances of foreigners appearing nude in remote corners were found 29 foreigners were prosecuted in this connection in 1977 and 3 during the current year. 30 cases in 1977 and 21 cases in 1978 regarding illegal possession of narcotic drugs were registered by Excise and Police Departments

(c) and (d). Punishment of narcotic offences has been enhanced to 3 years with or without fine to act as a deterrent. Calangute outpost has been upgraded to the status of Police Station to deal more effectively with crime. An outpost has also been established in December, 1977 at Anjuna, a popular resort of hippies to effectively patrol the area.

Setting up of Industries in Jaunpur, Azamgarh, Ghazipur and Deoria

1946. SHRI YADVENDRA DUTT: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to set up any industry as has been suggested by the Patel Commission in its report in the four districts of Eastern U.P., namely Jaunpur, Azamgarh, Ghazipur, Deoria; and

(b) if so, what industries are being proposed to be set up in each district?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) and (b). Information is being collected from the U.P. Government

Retrenchment of Workers in Pong Dam Project

1947. SHRI RANJIT SINGH:
SHRI DURGA CHAND.

Will the Minister of ENERGY be pleased to state:

(a) the number of different categories of workmen engaged on the execution of BSL Pong Dam Projects who have been retrenched from service up to date;

(b) the steps taken by Government in providing them employment; and

(c) whether Government contemplate to form a National pool for such trained personnel who execute the project works in different States through which a permanent service can be ensured for such workmen so that the feelings of job insecurity created in them is permanently removed?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The Beas Project is a joint venture of the State of Punjab, Haryana, Himachal Pradesh and Rajasthan. In exercise of the powers conferred by the Punjab Reorganisation Act, 1966, the Central Government took over the control of the construction of the project on behalf of the concerned States

from 1st November, 1966, and later on constituted a Board called, the Beas Construction Board w.e.f. 1st October, 1967. The Governments of Punjab, Haryana, Himachal Pradesh and Rajasthan and also the Union Ministries of Finance and Energy and Irrigation are represented on the Board. The Beas Project comprises the following units:

Unit I—Beas Sutley Link

Unit II—Beas Dam at Pong

Beas Transmission Lines

(i) No. of workmen engaged during the peak construction period (category-wise).

	Beas Sutley Link	Beas Dam at Pong
Supervisors	111	154
Skilled	13727	8224
Un-Skilled	10771	6178
TOTAL	16609	15956

(ii) No of workmen retrenched due to completion of civil works on these projects to the requirements of the Beas Project.

Supervisors	181	711
Skilled	7925	4577
Un-Skilled	11113	3206
TOTAL	24219	8594

Consequent on the completion of the major civil works of the Beas Project, large number of workers were rendered surplus to the requirements of the Beas Project. It, therefore, became necessary to retrench these surplus workers. The Beas Project Administration has no cadre of its own as it is purely a temporary construction organisation for this project and will automatically cease to exist when the work is completed.

(b) The problem of providing the workers alternative employment on completion of the Beas Project, has been engaging attention of the Government of India since 1974 and the following steps have been taken:—

(I) In September 1974, the former Minister of Energy had taken up the matter with the Chief Ministers of Punjab, Haryana, Himachal Pradesh and Rajasthan requesting them to consider absorption in the State Governments of such workers as were likely to be retrenched on completion of the components where they were employed. As a result thereof the State Governments of Punjab and Haryana relaxed certain conditions in favour of the Beas Project retrenchees like age for entry into service.

(II) The Beas Project also set up a 'Placement Cell' in September 1974 to locate alternate employment and help in absorption of the surplus workers of the Project. Later on this Cell was strengthened and placed under the charge of Director (Resettlement) of the Beas Project.

(III) The other State Governments were also addressed to absorb the surplus workers in their respective organisations.

(IV) The Department of Personnel and Administrative Reforms (Surplus Cell) was also approached and they agreed to register names of such workers of Beas Project, who have rendered over three years' service in the Project, for re-deployment anywhere in the country.

(V) In January, 1976, the Union Power Secretary discussed this problem at a meeting of the Secretaries of Punjab, Haryana and Rajasthan and requested to simplify procedures to enlist the Beas Project retrenchees in the various Employment Exchanges in their respective States and to give preference to these retrenchees for employment on new projects to be undertaken by them.

(VI) The Ministry of Labour in December, 1976 circulated the lists of skilled and semiskilled workers likely to be rendered surplus by the Beas Project authorities among

the Ministries of Railways, Works and Housing/Shipping and Transport/Steel and Mines and requested that the Establishments/Projects under them may be advised to indicate their requirements for this manpower to the Directorate General, Employment and Training.

(VII) The Union of the workmen functioning on the Beas Project had raised certain demands in connection with the proposed retrenchment. At the request of the parties, the demands were taken up in conciliation and discussed at length with the representatives of the Union and the Beas Project Management. After protracted discussion the settlement was arrived at on the 28th June, 1977 (Copy of Agreement is laid on the Table of the House. [Placed in Library. See No. LT-1741/76].

(VIII) In July, 1977 the Central Electricity Authority, Damodar Valley Corporation, Rural Electrification Corporation, NPCC, Bhakra Beas Management Board, National Thermal Power Corporation, Central Water Commission, Chukha Hydel Project and National Hydro Electric Power Corporation of India were also requested to consider the possibility of absorbing them in their organisation subject to their passing through the required procedure.

(IX) The Central Government again took up the matter with the Chief Ministers of Punjab, Haryana and Rajasthan requesting them to take some special steps to ensure that the retrenched workers are rehabilitated in any of their Departments/Organisations.

(X) The Government of Punjab has been requested to absorb on the Thein Dam Project such of the retrenched workers of the Beas Project, as are found suitable. The Project authorities have also sent a letter to the Government of Punjab in this regard. On Salal Project, 353 retrenched workers of Beas Project

have already been absorbed. Besides, alternative employment has been found at Loktak, Giri-Bata, Chukha and other Projects.

(XI) The Beas Project Administration has recently formed a 'Beas Project Workers Cooperative Society' to send retrenched Beas Workers to Foreign Countries and got itself registered with the Ministry of Labour. Overseas Employment Cell. The Ministry of Labour have granted certificate of registration on the condition that the recruitment work for overseas employment undertaken by the Society will be confined to surplus employees of Beas Project.

(c) There are public sector construction and engineering Corporations in which trained personnel are being employed. Retrenched workers of the Beas Project can contact these Organisations, which may absorb suitable persons to the extent required. The retrenched workers can also contact the Placement Cell functioning in the Project.

Payment of dues by Large Industrial Units to Small Scale Sector

1948. SHRI GANGADHAR APPA BURANDE: Will the Minister of INDUSTRY be pleased to state:

(a) whether the large industrial units defaulting in timely payment of dues to the small scale sector, will be denied bank credit in future; and

(b) if so, how will it be implemented?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) No, Sir; the Ministry of Finance has requested the Reserve Bank of India to consider the problem, in all its respects, of delay in payment of bills by the large units and evolve a strategy to solve the difficulties of small units.

(b) Does not arise.

Special Cell for suitable environment for Prohibition

1949. SHRI SARAT KAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a special cell has been created in the Directorate of Information and Publicity to create suitable environment for prohibition; and

(b) if so, the procedure adopted in this regard and progress so far achieved and the steps taken by Government to create mass awakening in the people against the evil of drinking?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). While there is no special cell, the Ministry of Information and Broadcasting have adopted Prohibition as a major campaign theme, and the media units under it are carrying out sustained motivational and educational publicity on Prohibition in every possible manner. The evil effects of drinking and the need for Prohibition are being projected by All India Radio, Doordarshan, Directorate of Field Publicity, Song and Drama Division, Directorate of Advertising and Visual Publicity, Films Division, etc., through all available formats of publicity such as plays, talks, discussion, interviews films, folk media etc.

बिहार के छोटा नागपुर और संथाल परगना की आर्थिक स्थिति का सर्वेक्षण

1950. श्री रीत लाल प्रसाद वर्मा : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के दक्षिणी भागों में छोटा नागपुर और संथाल परगना के मूल निवासी गरीबी के स्तर से भी नीचे रह रहे हैं और योजना के मामले में इस क्षेत्र को प्रगतता उपेक्षित कर दिया गया है यद्यपि यह क्षेत्र खनिज, जल और वन संसाधनों में भारत के क्षेत्रों में सबसे अधिक समृद्ध है ; और

(ख) क्या सरकार का विचार, मूल निवासियों की आर्थिक, सामाजिक शैक्षणिक तथा बाणिज्यिक स्थिति का संवर्धन करने के बाद इस क्षेत्र का जायजा लेने का है ?

प्रधान मंत्री (श्री भोरारजी वैसाई) :

(क) और (ख) . छोटा नागपुर और संथाल परगना क्षेत्र के मूल निवासियों के आय स्तर का संबंध में अलग से आंकड़े उपलब्ध नहीं हैं। यह कहना सही नहीं है कि योजना के मामले में इस क्षेत्र को पूर्णतया उपेक्षित कर दिया गया है। इस क्षेत्र के लिए विकास योजनाएं तैयार करने के लिए छोटा नागपुर और संथाल परगना स्वायत्त विकास प्राधिकरण नामक एक विशेष प्राधिकरण बनाया गया था। इस प्राधिकरण को प्रभावी बनाने के उद्देश्य से इस प्राधिकरण की भूमिका और कार्यों का हान ही में पुनर्गठन किया गया है। विकास के विभिन्न क्षेत्रों में राज्य योजना के परियोजनाओं के अतिरिक्त, विशेष केन्द्रीय सहायता में इस क्षेत्र में एक जनजातीय उप योजना कार्यान्वित की जा रही है जिसके अंतर्गत 112 खण्ड आते हैं। जनजातीय और अन्य वर्गों के बीच विकास के स्तर के अंतर को कम करने के विशेष उद्देश्य से यह उप योजना तैयार की गई है। छोटा नागपुर और संथाल परगना स्वायत्त विकास प्राधिकरण इस क्षेत्र के लिए उप योजना के निर्माण और कार्यान्वयन के काम का समन्वय और पर्यवेक्षण करता है और संसाधन-संपन्नता, लोगों की सामाजिक आर्थिक दशाओं तथा इस क्षेत्र की क्षमताओं का मूल्यांकन भी करता है।

सीमेंट के कारखानों की संख्या और उनकी किस्म

1951. श्रीमती चन्द्रावती: क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में सीमेंट के कारखानों की संख्या क्या है ;

(ख) वर्ष 1966-67 के बाद सीमेंट 1. एक बोरे के हिमाब में कितनी कीमत बढ़ी

है और वर्ष 1966-67 में इनकी क्या कीमत थी ;

(ग) सीमेंट की किस्म निर्धारित करने की कसौटी क्या है ;

(घ) क्या यह सच है कि मूल्य में वृद्धि के बावजूद सीमेंट की किस्म में गिरावट आई है और मजदूरों की मजदूरी उसी अनुपात में बढ़ी है जिस अनुपात में सीमेंट की कीमत बढ़ी है ; और

(ङ) क्या यह सच है कि सीमेंट के घटिया किस्म का होने के कारण कुछ देशों ने 1973-74, 1975 और 1976 में सीमेंट के निर्यात रद्द किये थे ?

उद्योग मंत्री (श्री जार्ज फर्नान्डिस) :

(क) देश में सीमेंट के 55 कारखाने हैं।

(ख) चूंकि वर्ष, 1966-67 में सीमेंट के मूल्य और वितरण पर कोई भी कानूनी नियंत्रण नहीं था अतः उस वर्ष प्रति बोरी खूबरा मूल्य के बाज़े में जानकारी उपलब्ध नहीं है।

(ग) और (घ). भारतीय मानक संस्थान द्वारा सीमेंट की गुणवत्ता के लिए वास्तविक और रासायनिक दोनों ही दृष्टियों से अनिवार्य विशिष्टियां निर्धारित की गई हैं। आवश्यक वस्तु अधिनियम 1955 के अधीन जारी किया गया सीमेंट किस्म नियंत्रण अधिनियम, 1962 भी लागू है। घटिया किस्म के सीमेंट का उत्पादन और विक्री के सीमेंट किस्म नियंत्रण अधिनियम के उपबंधों का उल्लंघन माना जायगा और इसके लिये दण्ड संबंधी कार्रवाई की जा सकती है। देश में उत्पादित सीमेंट की किस्म के बारे में अधिकांश रूप से कोई गंभीर शिकायत नहीं मिली है। सीमेंट उद्योग में लगे काम की मजदूरी इस उद्योग से संबंधित विभिन्न मजदूरी बोर्ड के निर्णयों से अधिशासित होती है। सीमेंट बनाने वाले एकको द्वारा निर्मित कारखाने से चलते समग्र

का मूल्य प्रशुल्क आयोग की सिकारियों के माध्यम पर निश्चित किया गया है।

(क) वर्ष 1973, 1974, 1975 और 1976 की अवधि में सीमेंट की घटिया किस्म के कारण अन्य देशों द्वारा कोई भी ठेका रद्द नहीं किया गया है।

Production of Computers by I.C.L. in collaboration with Kirloskar

1952. SHRI M. KALYANASUNDARAM: Will the Minister of ELECTRONICS be pleased to state:

(a) whether the British multinational company International Computers Ltd. has a proposal under consideration to manufacture computers in collaboration with Kirloskar,

(b) if so, the details thereof and Government's decision thereon;

(c) whether it is a fact that the Chairman of the Atomic Energy Commission has raised some objections against the grant of licence to International Computers Ltd., and

(d) if so, the objections raised by him and Government's reaction thereto?

THE PRIME MINISTER (SHRI MORARJI DESAI) (a) No Sir

(b) Does not arise

(c) and (d) The Chairman of the Atomic Energy Commission, Shri H. N. Sethna in his capacity as Chairman of the Board of Directors of the public sector corporation, M/s. Electronics Corporation of India Limited (ECIL), had expressed concern about the deleterious effects which the proposed programme of M/s International Computers Indian Manufacture (ICIM) Ltd. to make ICI, 2904 series of computers here, would have on the commercial interests of ECIL, and on the country's efforts towards attaining self-reliance in the strategic field of computers. To ensure that any such possible deleterious effects on the programme of ECIL are avoided, Government have, in the Letter of Intent

issued recently to M/s. ICIM to manufacture ICL 2904 series of computers, imposed a condition that this Letter of Intent could be converted into an industrial licence only after M/s. ICIM had reduced its foreign equity to 40 per cent as required in the approval given to them under the Foreign Exchange Regulation Act. The Letter of Intent issued to M/s. ICIM is for the production of a fixed number of 100th 2904 computers and for the manufacture of computer peripherals that would be needed by M/s. ICIM as well as by other agencies in India

मध्य प्रदेश और राजस्थान के राज्यों में टेलीविजन केन्द्र

1953. डा० लक्ष्मी नारायण पाण्डेय :

क्या सूचना और प्रसारण मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश और राजस्थान में अभी तक टेलीविजन केन्द्र स्थापित नहीं किये गये हैं। इसके परिणामस्वरूप दोनों ही राज्य ऐसे उपयोगी माध्यम से वंचित रह गये हैं (केवल कुछ ही क्षेत्रों में उपग्रह के माध्यम से प्रसारण किया जाता है); और

(ख) यदि हाँ, तो उक्त दोनों राज्यों को टेलीविजन का लाभ अब तक मिलेगा ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) : (क) और (ख). उपर्युक्त शैक्षिक दूरदर्शन प्रयोग (साइट) के अन्तर्गत किए जाने वाले प्रसारण, जो मध्य प्रदेश और राजस्थान गंतित देश के छः राज्यों में दूरदर्शन सेवा प्रदान करते थे, 31 जुलाई, 1976 को बन्द हो गए थे। इसके बाद सरकार ने पांचवी पंचवर्षीय योजना के दौरान छः केन्द्रों पर स्थानीय दूरदर्शन ट्रांसमीटर की स्थापना तथा दिल्ली, हैदराबाद और कटक के वेम प्राइव्जन सेटर्लों को चालू रख कर उक्त राज्यों में दूर दर्शन सेवा जारी रखने का निर्णय लिया। इस योजना के अन्तर्गत अब तक चार ट्रांसमीटर लगाए जा

चुके हैं। इनमें से पहला ट्रांसमीटर जयपुर (राजस्थान) में 1-3-1977 को और दूसरा ट्रांसमीटर रायपुर (मध्य प्रदेश) में 10-5-1977 को चालू हो चुका है। इस योजना के अन्तर्गत दो और ट्रांसमीटरों के मुजफ्फरपुर (बिहार में) और सम्बलपुर (उड़ीसा में) अप्रैल, 1978 तक चालू हो जाने की सम्भावना है। रायपुर, मुजफ्फरपुर और मुलबर्ग में स्टूडियो बनाने और वेम प्रोडक्शन स्टूडियो को दिल्ली में जयपुर स्थानान्तरित करने का प्रस्ताव विचाराधीन है।

Issue of Licences to Manufacture (carpets)

1954. SHRI SIVAJI PATNAIK
SHRI K. A. RAJAN:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the Planning Commission has sought a clarification regarding licences sanctioned to big business houses for making carpets,

(b) whether clarification has been given;

(c) if so, the names of these companies, and other details thereof;

(d) whether the previous Congress Government had sanctioned these licences; and

(e) if so, reaction of Government thereto?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (e). The Ministry has not received any communication from the Planning Commission seeking clarification regarding licences sanctioned to big business houses for making carpets. An Official of the Planning Commission however, drew the attention of the Development Commissioner for Handicrafts to a news item on the subject of grant of licences to big industrial houses which appeared on 2nd February, 1978. Licences had

been issued during the former Government's time to (i) M/s. Bharat Carpets, (ii) M/s. Modi Carpets and (iii) M/s. Tufted Carpets and Wollen Industries Ltd. Keeping in view the rationale for promoting hand-made carpet production in view of its higher employment potential, expansion of mechanised production of carpets in future would not be encouraged.

Deputation about Victimisation of Women by In-Laws

1955. SHRI C. K. JAFFER SHA-
RIEF: Will the Minister of HOME
AFFAIRS be pleased to state.

(a) whether a deputation about the victimisation of women by their husbands and in-laws met him recently,

(b) whether the deputation highlighted a large number of cases of women being burnt and noted that the law did not give them enough protection and

(c) if so, the details regarding their demands and the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) and (b). A deputation of women met the Home Minister on 20th January 1978 and spoke about the social evils of dowry and maltreatment by in-laws, resulting at times in the death or suicide by young women.

(c) The deputation was assured that cases of murder or attempt to murder or cases arising out of any other cognizable offence relating to maltreatment of women, when registered with the police, would be taken care of properly by the police. The deputation was also assured that if, in this context, any specific instance of police negligence were brought to his notice, the same would be looked into.

आकाशवाणी के वाराणसी केन्द्र को पूरा दर्जा दिया जाना

1956. श्री चन्द्रशेखर सिंह : क्या सूचना और प्रसारण मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या वाराणसी के नागरिकों की ओर से आकाशवाणी वाराणसी को पूर्ण दर्जा दिए जाने की मांग की गई है;

(ख) उक्त दर्जा कब तक दिया जायेगा और तत्सम्बन्धी व्यय क्या है, और

(ग) इस तथ्य का ध्यान में रखते हुए कि वाराणसी आदिकान में मध्याह्न और संस्कृति का केन्द्र रहा है, क्या सरकार का वहाँ दूरदर्शन केन्द्र स्थापित करने का विचार है और यदि हाँ तो तत्सम्बन्धी व्यय क्या है ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) (क) जी. हाँ।

(ख) वाराणसी के सहायक केन्द्र को एक पूर्णरूपेण केन्द्र में बदलने की दृष्टि से वहाँ पर स्वाधीन स्टूडियो के निर्माण का कार्य चालू वर्ष के दौरान शुरू होने की सम्भावना है और स्टूडियो के 1980 के अन्त तक सम्पन्न हो जाने की उम्मीद है।

(ग) अन्य परियोजनाओं सहित वाराणसी में दूरदर्शन रिले केन्द्र स्थापित करने के प्रस्ताव को अनुवर्ग योजना (1978-83) के मसौदे में शामिल करने के बारे में विचार किया जा रहा है। तथापि, योजना का कार्यान्वयन योजना आयोग की स्वीकृति, समर्थनों की उपलब्धि और इसका दी जाने वाली सापेक्ष प्राथमिकता पर निर्भर होगा।

Censorship Rules

1957. DR VASANT KUMAR PANDIT: Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to the U.S.Q. No. 347 dated the 22nd February, 1977 and state:

(a) while giving the new policy have the Government taken into account the recommendations of Khosla Commission on obscenity and vulgarity;

(b) will these norms also apply for foreign films imported for exhibition in India; and

(c) has the attention of the Government been drawn to the comments made by Mr. Subodh Mukerjee of A.I.F.P. Council regarding some of the films exhibited in the Filmfest-1978?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) Yes, Sir.

(b) The Guidelines issued to the Board of Film Censors will apply to both Indian and foreign films.

(c) Yes, Sir.

Funds for Welfare Schemes for S.C., S.T. and Weaker Sections

1958. SHRI B. C. KAMBLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total amount provided in the last year's budget for various welfare schemes for Scheduled Castes, Scheduled Tribes and other weaker sections,

(b) total amount out of above as unspent, diverted to schemes other than the welfare schemes for S.C. & S.T. and allowed to lapse; and

(c) the reasons for the circumstances obtained in (b) above?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) The total amount that was provided in the last year's (1976-77) Budget for welfare schemes for Scheduled Castes, Scheduled Tribes and other weaker sections was Rs. 71,18,19,000/- (Rupees seventy one crores, eighteen lakhs and nineteen thousands only).

(b) and (c). No funds were diverted to any other scheme. An amount

of Rs. 3.70 lakhs remained unspent due to release of lesser grant to voluntary organisations.

New Projects Sanctioned by R.E.C. in Maharashtra

1959. SHRI YASHWANT BOROLE: Will the Minister of ENERGY be pleased to state:

(a) whether some new projects have been sanctioned by the Rural Electrification Corporation;

(b) if so, what plans are to be executed in Maharashtra under the scheme; and

(c) the amount sanctioned for the same?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) 25 new rural electrification schemes in 8 States were sanctioned by the Rural Electrification Corporation on 6th February 1978. The total number of rural electrification schemes sanctioned upto the end of February, 1978, in 19 states is 263.

(b) Of the 25 schemes, 3 relate to schemes in Maharashtra envisaging completion in 5 years electrifying 123 new villages, energising 946 agricultural pumpsets, 137 small industries and provision of electricity for 1540 domestic/commercial connections and 580 street lights in the villages. In all, there will be 20 rural electrification schemes in Maharashtra poised for completion in five years envisaging electrification of 563 new villages, energisation of 4,102 pumpsets and 364 small industries and provision for electricity to 5,866 domestic/commercial connections and 4,400 street lights in the villages.

(c) The amount sanctioned for the 3 schemes is Rs. 88,004 lakhs. During 1977-78, loan of Rs. 622.45 lakhs in respect of 20 schemes was sanctioned by the Corporation.

Per Capita Income of Adivasis and Tribals

1960. SHRI KANWAR LAL GUP-TA: Will the Minister of PLANNING be pleased to state:

(a) what specific steps have been suggested in the Plan to improve the lot of the lowest category of 10 crores of population in the country;

(b) what is their per capita income;

(c) what specific steps have been proposed to improve the conditions of the Adivasis and tribal areas in the next Plan; and

(d) what are the targets for increasing their per capita income in the Plan?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) An integrated rural development programme is envisaged in the next Plan to improve the lot of the population which is below the poverty line.

(b) Per capital income is not classified on the basis of income groups.

(c) and (d). The sub-plans covering 23 million tribal population will continue in the next Plan. The Plan is currently under consideration. The programme within these sub-plans will be re-oriented in consonance with national objective of full employment within a specified period so as to generate additional income to the tribal families. The major thrust will be on improvement of agriculture, horticulture, minor irrigation, forestry-oriented programme, programme for landless, animal husbandry, credit-cum-marketing and education.

Transfer of Control of Badarpur Power Plant to Delhi Municipal Corporation

1961. SHRI NARENDRA SINGH: Will the Minister of ENERGY be pleased to state:

(a) whether he has received representation from the Delhi Administration for transfer of control of Badarpur Power Plant to the Delhi Municipal Corporation; and

(b) if so, his reaction in this regard?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Yes, Sir.

(b) Badarpur Thermal Power Station is a regional station set up in the central sector to meet the power requirements of the Union Territory of Delhi as well as other States of the Northern Region. It has recently been decided to transfer the power station to the National Thermal Power Corporation

Loss in H.E.C., Ranchi

1962. SHRI S. R. DAMANI: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that HEC is running with much less orders than needed to utilize the manufacturing capacity developed there;

(b) the actual position as on 1.1.78;

(c) whether the diversification programme has been completed and production thereunder started and how much demand has been created for the new items; and

(d) to what extent efforts made for export have proved successful?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) For its production programme of 1978-79 the orders in hand with HEC and those expected to be received in near future are adequate. To fully utilise the manufacturing capacity already developed, HEC will require

additional orders for the subsequent years. Suitable steps are being taken to procure more orders both from the domestic market as well as from overseas markets.

(b) As on 1st January, 1978, the orders in hand with HEC were of the value of approximately Rs. 26 crores.

(c) In an engineering unit diversification is a continuous process subject to the market demand of equipment. The main areas in which HEC has recently diversified are: manufacture of mining equipment; material handling equipment; cement plant equipment; sugar plant equipment and manufacture of equipment for production of sponge iron. Whereas orders for 14 mine winders and material handling equipment of the value of Rs. 7.84 crores have been obtained and are under implementation, HEC expects to secure orders for other equipment after the relevant collaboration agreement have been finalised.

(d) The value of orders received for export of equipment is approximately Rs 3 crores.

Recommendations of Expert Panel on Construction of Thermal Plants

1963. SHRI K. RAMAMURTHY: Will the Minister of ENERGY be pleased to state:

(a) the recommendations made by the expert panel appointed by the sub-committee of the Cabinet on speedier construction of Thermal Plants; and

(b) when they will be implemented?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b). The Committee set up by Government to assess the adequacy of the existing construction agencies for executing the power development programme and for suggesting measures to expedite construction of Thermal Power Projects, has not submitted its report as yet.

उद्योगों में बिजली की कमी

1964. श्री बीरेन्द्र प्रसाद : क्या उद्योग मंत्री यह बतान की कृपा करेंगे कि

(क) क्या बड़े आर छोटे उद्योग बिजली की कमी से कारण अपनी पूरी क्षमता का उपयोग करने में असमर्थ हैं और इसकी वजह से उत्पादन में कितना प्रतिशत की कमी हुई है और

(ग) बिजली की कमी का समाधान करने के लिए सरकार या सहायकारी करने का प्रस्ताव - ?

उद्योग मंत्री (श्री जार्ज फर्नान्डिस) :

(क) बिजली ऊर्जा की कुल खपत में उद्योग क्षेत्र का योगदान 60 प्रतिशत है सीमान्त प्रतिशत पर मिलावा बिजली की कटौती का आयोगिका उत्पादन खास तौर पर निरन्तर प्रक्रिया वाले उद्योग जैसे आयुर्मानियम रासायनिक माटा रेजिनियम राबॉर्ड ग्रेफाइट एम्ब्रॉडम आदि पर प्रभाव पड़ता है। जो प्रक्रिया की इतिहास विज्ञान पर उद्योग है बिजली आयोगिका उत्पादन क्षमता से कम उपयोग में रखने बिजली की कमी में हुई हानि का पता लगाना इतिहास है क्योंकि अन्य कारणों जैसे बिजली की कमी मास में मन्दी धर्मिक विवादा निवेष्टन की उपलब्धता आदि का भी आयोगिका उत्पादन पर प्रभाव पड़ता है।

(ग) (1) इस वर्ष मास 1978 तक करीब 2000 मेगावाट बिजली पैदा होना की आशा है। वर्ष 1978-79 के लिए 3662 मेगावाट क्षमता का लक्ष्य निर्धारित किया गया है जिसमें से 2655 मेगावाट परमल और 1007 मेगावाट हाइड्रो क्षमता है। इसके अलावा विद्यमान थमल विद्युत स्टेशनों के कार्य निष्पादन से सुधार करने के लिए भी अभ्युपाय किए जा रहे हैं।

(2) चूंकि कुछ उद्योग ऊर्जा शक्ति की अपनी कमी प्रक्रिया संचालन में जो टोटल

एनर्जी कनसेप्ट कहा जाता है, अपनी स्वयं की ऊर्जा पैदा कर के पूरी कर सकते हैं। अतः हाल ही में यह निष्पत्ति किया गया है कि भविष्य में जब कभी ऐसे उद्योग के बारे में एक आणविक अथवा रासायनिक लाइसेंस जारी किया जाता है जिसमें या तो प्रक्रिया स्टॉप की आवश्यकता होगी अथवा बेकार ऊर्जा उपलब्ध होगी उसमें यह ध्यान लगाया जाना चाहिए कि उद्योगों में बिजली निरन्तर आना चाहिए अनुसार उपयुक्त पैमाने पर कैपेटिव ऊर्जा निरन्तर क्षमता स्थापित करेंगे। यह खास तौर पर उन निरन्तर प्रक्रिया उद्योगों के मामले में जो स्टॉप गैर बिजली का उपयोग करने में लागू होगा।

(ग) बिजली सम्भरण की अप्रत्याशित कटौती के कारण उत्पन्न कठिनाइयों को दूर करने और बिजली की कटौती के फलस्वरूप उत्पादन में आना वाली बाधा को यथामुम्भव कम करने या मुनिष्ठित करने के लिए वास्तविक उपभोक्ताओं को जिन्हें अपने उत्पादन प्रयामों को चलाने रहने के लिए इस प्रकार के महायत्न विद्युत सम्भरण की आवश्यकता है उन्हें डीजल निरन्तर करने वाले महायत्न सेटों का आयात करने की मुविधा प्रदान करने का आयात किया गया है। इस ध्यान में रखते हुए 625 के वी एन बड़े आकार के डीजल निरन्तर करने वाले सेटों का आयात करने की अनुमति विज्ञापन दान की प्रक्रिया को अग्रगत बिना दे दी जाती है।

Code of Conduct for Members of Council of Ministers

1965 SHRI HITENDRA DESAI Will the Minister of HOME AFFAIRS be pleased to state

(a) Is there a code of conduct for the members of Council of Ministers; and

(b) if so, what are its salient features?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) and (b). There is a Code of Conduct for Ministers. A copy of the Code is laid on the Table of the House. [Placed in Library. See No. LT-1742/78].

बिहार में परिवहन प्रणाली में सुधार

1966. श्री ज्ञानेश्वर प्रसाद यादव : क्या नीबहन और परिवहन मंत्री बताने की कृपा करेंगे कि :

(क) क्या बिहार सरकार ने राज्य में 1977-78 और 1978-79 में परिवहन प्रणाली में सुधार करने के लिए केन्द्र सरकार को एक योजना प्रस्तुत की है और उस प्रयोजन के लिए अधिक धनगण की मांग की है , और

(ख) यदि हाँ, तो सरकार की उस पर क्या प्रतिक्रिया है ?

नीबहन और परिवहन मंत्रालय में प्रचारी राज्य मंत्री (श्री चाँद राम) : (क) इस मंत्रालय को ऐसी कोई योजना प्राप्त नहीं हुई है ।

(ख) प्रश्न नहीं उठता ।

Reservations for Scheduled Castes and Scheduled Tribes in Promotion to Class I Posts

1967 SHRI SHIV NARAIN SARSONIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the percentage of reservations provided for, in favour of the Scheduled Castes and Scheduled Tribes against the vacancies in the lowest rung of Class I services in the Government of India filled by promotion;

(b) whether a separate zone of consideration has been provided for the Scheduled Castes and Scheduled Tribes for promotion against the reserved vacancies in the lowest rung of Class I services; as is the case in promotion from class IV to Class III

and from Class III to Class II services; and

(c) if not, the reasons therefor and whether Government propose to issue instructions providing for separate zone of consideration in the case of class I service also in conformity with the policy followed against the reserved vacancies in class IV, III and II services?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) 15 per cent for Scheduled Castes and 7½ for Scheduled Tribes.

(b) and (c). There is no separate zone of consideration for Scheduled Castes and Scheduled Tribes in promotion made on the basis of selection from Group C (Class III) to Group B (Class II), within Group B (Class II) and from Group B (Class II) to the lowest rung of Group A (Class I). Separate zone of consideration is prescribed only in respect of promotion on the basis of selection in Group D and Group C posts/services. Such a separate zone has not been prescribed in favour of Scheduled Castes/Scheduled Tribes in the case of promotion by selection from Group C to Group B and to the lowest rung of Group A because at these higher levels, need is felt to a greater degree for maintaining a balance between the claims of candidates belonging to Scheduled Castes and Scheduled Tribes on the one hand and for preservation of morale of the senior people of merit and of efficiency of administration on the other. There is no proposal to change this position.

In promotions made on the basis of seniority cum fitness, reservation at 15 per cent and 7½ per cent for Scheduled Castes/Scheduled Tribes respectively are available in all the services/posts viz. Group D, C, B and A (Class IV, III, II and I). There is no zone of consideration as such in those promotions but irrespective of their relative seniority, candidates belonging to Scheduled Castes/Scheduled

led Tribes will be promoted to the reserved vacancies provided they are found eligible in terms of recruitment rules prescribed for the post and if they are found fit.

Construction of Ramagandam Super Thermal Power Plant

1968. SHRI G. S. REDDI: Will the Minister of ENERGY be pleased to state:

(a) when the construction of Ramagandam Super Thermal Power Plant will begin;

(b) what is the schedule of its completion; and

(c) what portion of the electricity generated by it will be given to Andhra Pradesh?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b). Government approval has recently been accorded to the Ramagandam Super Thermal Power Plant with the first stage installation of 1100 MW comprising 3 units of 200 MW and one unit of 500 MW. The first generating unit of 200 MW is programmed for commissioning in 1982-83 and the subsequent 200 MW units at an interval of six months each thereafter. The 500 MW unit is scheduled for commissioning in 1984-85.

(c) Ramagandam Super Thermal Power Station would be regional station and benefits from it will be allocated to the States and Union Territories in the Southern Region. The allocation of power from it to Andhra Pradesh and other States and Union Territories is yet to be decided.

Convertibility of MIG-21 into Penetration Aircraft

1969. SHRI D. D. DESAI: Will the Minister of DEFENCE be pleased to state:

(a) whether any study has been made on convertibility of MIG 21s into deep penetration aircraft; and

(b) if so, results of these exercises?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir.

(b) The MIG aircraft cannot be modified to perform the roles required of the Deep Penetration Aircraft.

Accident at Launching of a Bulk Carrier in Garden Reach Yard Calcutta

1970. SHRI K. MALLANNA:
SHRI SURINDER BIKRAM:

Will the Minister of DEFENCE be pleased to state:

(a) whether one person an Assistant Supervisor of the Garden Reach Shipbuilders and Engineers Limited, was killed and three other workers were injured, one of them seriously in an accident after the launching of a bulk carrier in its yard in Garden Reach in South-West Calcutta on 7.2.78;

(b) if so, the details thereof; and

(c) steps taken to compensate the victims and to check the recurrence of such mishaps?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) and (b). While the Bulk Carrier was being manoeuvred out of the building dock after launching, an Assistant Supervisor and three workers straved into the biting zone of the mooring ropes and sustained injury owing to sudden whipping of the nylon rope. The injured persons were immediately attended to at the dispensary of the Yard and sent to the hospital. The injured Assistant Supervisor expired on way to the hospital. Two of the workers were discharged after administering first aid at the hospital on the same day. The third worker was hospitalised and has since resumed work.

(c) The company has taken steps to compensate the victims in accordance with the provisions of the Employees State Insurance Act. The funeral and other expenses have been borne by the company.

The Directorate of Factories of the State Government have conducted a statutory investigation and will be submitting their report shortly. Meanwhile, the company has decided to instal fencing with anti-climbing device, by way of abundant caution, to prevent entry of unauthorised persons into the biting zone of the mooring ropes.

Demand and Supply of Coal in States

1971. DR. SUBRAMANIAM SWAMY: Will the Minister of ENERGY be pleased to state:

Year	Demand	Production	Supply
	(In million tonnes)		
1976-77	103.37	101.04	98.4
1977-78 (Estimated)	105.00	101.00	*103.0 (Anticipated)
1978-79 (Anticipated)	112.00	113.5	112.0

* The gap between the production and demand is expected to be met by drawing up in the stock.

The above-mentioned figures take into account the actual and the estimated demands and supplies pertaining to all the States in the country.

Quality Control and Cost Price Relationship

1972. SHRI SHAMBIU NATH CHATURVEDI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken note of the suggestion made by the Delhi High Court in one of its judgements of introducing the institution of Ombudsman in Industry to protect the interest of the consumer in the matter of quality control and cost price relationship and

(b) if so, Government's reaction thereto?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Government do not consider that the institution of Ombudsman in Industry is a practical proposition for protecting the interest of the consumer in the matter of quality control and

(a) the figures regarding coal production and coal demand for the years 1976, 1977 (contemplated) 1978, on an all India basis; and

(b) the figures regarding actual coal supply, as against coal demand, for the various States, for the same years?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b) Actual demand, production and supply of coal for the year 1976-77 and estimated figures for the years 1977-78 and 1978-79 are given below:

Demand	Production	Supply
(In million tonnes)		
103.37	101.04	98.4
105.00	101.00	*103.0 (Anticipated)
112.00	113.5	112.0

cost price relationship. Machinery (e.g. Bureau of Industrial Costs & Prices, Monopolies and Restrictive Trade Practices Commission, Indian Standards Institution, etc.) already exists for this purpose. Broadbased consumer movement in the country is also being encouraged so that the rights of consumers could be asserted and the existing legal provisions in this regard are properly implemented.

Electrification of Villages, in U. P.

1973. SHRI JAGANNATH SHARMA: Will the Minister of ENERGY be pleased to state:

(a) what is the number of villages in U. P. hills which are yet to be electrified;

(b) what are the reasons for delay in the electrification of these villages;

(c) whether any efforts have been made to evolve a time bound programme to electrify every village in the near future; and

(d) if so, what are the details thereof?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The total number of villages in the hills of U.P. State is 15,010. Out of these, 2,501 villages have already been electrified. The number of villages in the U.P. hills, which are yet to be electrified is 12,509.

(b) Shortage of funds and the unremunerative nature of the rural electrification schemes in the hill areas, are the main reasons for the slow progress in these areas. Load potential and load growth are also not sufficient in these areas.

(c) and (d). Government is committed to supplying electricity to the backward areas. The rural electrification programme for the next years will be finalized shortly.

Secretaries, Additional/Joint Secretaries in Ministries

1974. SHRI MANORANJAN BHAKTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many posts of Secretaries, Additional Secretaries and Joint Secretaries respectively are there in the different Ministries of Government of India in Delhi excluding attached and subordinate offices and Boards of Railways, P&T, Customs and Income Tax;

(b) how many are filled by IAS and how many by officers of other services, giving percentage representation of these services;

(c) whether it is now proposed to increase the representation of other services in higher posts in the Ministries; if so, facts; and

(d) whether IAS Officers with less service get preference over senior officers of other services for appointments and if so, the steps contemplated to remove these anomalies?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) and (b). A statement giving the required information is attached.

(c) and (d). Tenure posts of and above the level of Deputy Secretary at the Centre are not reserved for officers of any particular service. Such posts are filled from amongst available officers of the All India Services and other Organised Central Group A Services on the basis of suitability keeping in view the specific requirements of each post and the qualifications and experience of the officers on offer for Central deputation. A uniform length of service is adopted for consideration for appointment to such tenure posts.

Statement

Statement showing number of officers belonging to IAS and other services working in posts of Secretary, Additional Secretary and Joint Secretary in the different Ministries/Departments of Government of India in Delhi (excluding attached & Subordinate offices and Boards of Railways, P & T, Customs & Income Tax).

As on 3-3-1978.

Sl. No.	Services	No. of officers serving in Delhi in posts of				Percentage Representation
		Secretary (including ex-officio Secy.)	Addl. Secy. (including ex-officio Addl. Secy.)	Jt. Secy. (including ex-officio J. S.)	Total (Cols. 3 to 5)	
1	2	3	4	5	6	7
I.	Indian Administrative Service.	28	24	110	162	57.9
II.	Other Services*	20	17	81	118	42.1
	TOTAL	48	41	191	280	100.0

* Includes Central Power Engineering Service, Indian Economic Service, Indian Frontier Administrative Service, Industrial Management Pool, Indian Ordnance Factory Service, Indian Supply Service, Central Legal Service/Central Company Law Service, Central Secretariat Service, Indian Audit & Accounts Service/Indian Civil Accounts Service, Indian Defence Accounts Service, Indian Foreign Service, Indian Police Service, Indian Postal Service, Indian Revenue Service, Indian Railway Services (IRAS, IRTS, etc.etc.)

Grant of Bus Licences to S.C. and S.T.

1975. DR. BHAGWAN DASS RA-
THOR: Will the Minister of SHIP-
PING AND TRANSPORT be pleased to state:

(a) how far the targets announced by the Ministry and/or by the Administration of the State under the Central Government for granting bus licences for plying buses on the routes to the persons belonging to Scheduled Castes and Scheduled Tribes have been achieved so far during the current financial year upto the 31st January, 1978;

(b) whether even the Delhi Administration has not implemented this decision to the full extent; and

(c) if so, the names of the persons belonging to Scheduled Castes and Scheduled Tribes who were granted bus licences?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Reservation for Scheduled Castes and Scheduled Tribes in the matter of grant of permits for transport vehicles can be provided for only after the Motor Vehicles Act, 1939, is suitably amended. A Bill to amend the act for this and some other purposes is likely to be introduced during the current session of Parliament. There is not statutory quota or reservation for Scheduled Castes and Scheduled Tribes in this matter at present.

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

Single National Merit Examination for I.A.S., I.F.S. and I.P.S.

1976 SHRI DHARMA VIR VASISHT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Chairman of the UPSC has exported the idea of a single National Merit Examination for I.A.S., I.F.S. and I.P.S.;

(b) whether it is also a fact that the Chairman UPSC has asked for appellate authority to be vested in UPSC to settle service matters; and

(c) the consideration if any given to these views by Government together with decisions if any taken or proposed to be taken on them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) The Chairman, U.P.S.C. has suggested a general scheme for National Merit Examination for all posts under Government (including Quasi-Government and Public Sector Organisations) for direct recruitment at junior Class I and Class II levels (now known as Group 'A' and 'B').

(b) Yes, Sir.

(c) The matter is under examination.

पुलिस द्वारा एक मंत्रालय के सचिव को
'... ..' रोका बना

1977. श्री कल्याण सिंह बख्त :

श्री एस० आर० इलाही :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 21 जनवरी, 1978 को दिल्ली में श्रीनिवासपुरी पुलिस स्टेशन में पर्यटन और नागर विमानन मंत्रालय के सचिव को दो घंटे से अधिक समय तक रोका गया था ;

(ख) क्या इस घटना की जांच किए बिना एक पुलिस अधिकारी को मुआतिन किया गया है ; और

(ग) दिल्ली में भावारागदी की घटनाओं को रोकने के लिए क्या कार्यवाही की जा रही है ताकि पुलिस प्रभावी रूप से कार्य कर सके ?

गृह मंत्रालय में राज्य मंत्री (श्री एस० डी० पांडेय): (क) और (ख) . हमारे पास उपलब्ध सूचना के अनुसार 29-30/1/78 के बीच की तारीखों के अलावा 0045 बजे की भावारागदी की घटना के बारे में जाते हुए अपने परिचार की

प्रतीक्षा करने के लिए जो दूसरी कार में था रहा था आश्रम चौक पर रुके। दिल्ली पुलिस के एक सहायक उप-निरीक्षक ने जो चटनास्थल के पास स्थित पुलिस चौकी का इंचार्ज था, उनको टोका और बाद में उनको अपने साथ घाने चलने को कहा। मामला उच्च अधिकारियों के ध्यान में लाया गया और सहायक उप-निरीक्षक के विरुद्ध विभागीय जांच आदेश दे दिया गया है। इस बीच सहायक उप-निरीक्षक को मुअत्तिल कर दिया गया था क्योंकि प्रारम्भिक जांच-पड़ताल से उनकी ओर से कुछ गलतियाँ सिद्ध हुईं।

(ग) दिल्ली पुलिस आचारगर्दी की घटनाओं को रोकने के लिए बम्बई पुलिस अधिनियम और दण्डप्रक्रिया संहिता निरोधक धाराओं के अधीन कार्यवाही कर रही है।

शाह आयोग के प्रतिवेदन पर कार्यवाही

1978. श्री मृत्युंजय प्रसाद : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आपात स्थिति के दौरान की गई ज्यादतियों की जांच के लिए स्थापित शाह आयोग प्रत्येक आरोप की जांच पूरी होने के बाद सरकार को भलग भलग प्रतिवेदन प्रस्तुत करेगा अथवा सभी आरोपों की जांच पूरी हो जाने पर समेकित प्रतिवेदन प्रस्तुत करेगा ;

(ख) यदि भलग भलग प्रतिवेदन प्राप्त होते हैं, तो किन आरोपों पर प्रतिवेदन पहले प्राप्त होगा और यह प्रतिवेदन कब तक प्राप्त होगा ; और

(ग) क्या सरकार शाह आयोग के प्रतिवेदन की प्रतीक्षा करेगी अथवा उसके प्राप्त होने से पहले ही प्रारम्भित विभागीय कार्यवाही अंर/अथवा भारतीय दण्ड संहिता के अधीन कार्यवाही आरम्भ कर देगी ?

गृह मंत्रालय में राज्य मंत्री (श्री एस० डी० चाटिल) : (क) से (ग). शाह आयोग ने संकेत दिया है कि वे अन्तरिम रिपोर्ट प्रस्तुत कर सकते हैं तथा यह निर्णय किया गया है कि कब तथा किस विचारार्थ विषय पर अन्तरिम रिपोर्ट प्रस्तुत की जाएगी। आयोग की अवधि 30-6-1978 तक है। सरकार इस की रिपोर्ट की प्रतीक्षा करेगी।

Crockery Units in India

1979. DR. BAPU KALDATY: Will the Minister of INDUSTRY be pleased to stated:

(a) the number of crockery units in India, their names, location, production capacity and quantum of export;

(b) details of new licences on registrations during 1975, 1976 and 1977; and

(c) whether there are any previous permission necessary for export for setting up of new units?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) Crockery is manufactured in the large scale/organised sector as well as in the small scale sector, in the country.

Information regarding crockery units in the large scale/organised sector is given below:—

Name of the Unit and its location	Annual production capacity (in tonnes)	Exports made by the unit (in value)
1	2	3
1. Government Ceramic Factory, Gudur (Andhra Pradesh)	50	Nil
2. Parshuram Pottery Works Co. Ltd., Thangarh, Gujarat	1,440	Nil

1	2	3
3. Daylight Ceramics, Rajkot, Gujarat	3,600	Nil
4. Hitkari Potteries (P) Ltd., Faridabad (Haryana)	4,800	Rs. 42,000/- in 1975-76
5. Kashmir Ceramics Ltd., Kathua (J & K)	996	Nil
6. Standard Pottery Works Ltd., Alwaye (Kerala)	150	Nil
7. Kerala Ceramics Ltd., Kundara, Kerala	450	Nil
8. Navbharat Potteries Ltd., Pcm Lay	2,700	Rs. 80,900 in 1976-77
9. Central Potteries Ltd., Nagpur	820	Nil
10. U. P. Ceramics Ltd., Ghaziabad, U.P.	3,600	Nil
11. Bengal Potteries Ltd., Calcutta	11,840	Rs. 55,700 in 1975-76
12. Allied Ceramics (P) Ltd. Calcutta	600	Nil
13. Nalanda Ceramics and Industries Ltd. Ranchi	3,000	Nil
TOTAL	31,046	

As per the census of the small scale industries conducted during the year 1972, there were 148 small scale units engaged in the manufacture of croc-

(b)

kery. Their production during the year 1972, was valued at Rs. 2.9 crores. There are no exports of crockery by the small scale units

Name of the Unit	Year in which unit was licensed/registered in the organised sector	Location of the unit	Annual Capacity Licensed/Registered
1. Dr. P. R. Gulati, Faridabad (Haryana).	1977 (licensed)	Alwar (Rajasthan)	200 tonnes
2. Hitkari Potteries (P) Ltd. Faridabad (Haryana).	1975 (Regd)	Faridabad (Haryana)	2,400 tonnes (Additional)
3. U. P. Ceramics Ltd. Ghaziabad (U.P.)	1976 (Regd.)	Ghaziabad (U.P.)	2,400 tonnes (Additional)
4. Gujarat Ceramics Pvt. Ltd. Bhavnagar, Gujarat	1977 (Regd)	Limbdi, Distt Surendernagar (Gujarat)	600 tonnes
5. Delta Potteries Ltd., Gurgaon (Haryana)	1977 (Regd)	Gurgaon (Haryana)	1,800 tonnes
6. Shri C. Ramakrishna, New Delhi	1977 (Regd)	Distt Khammam (A.P.)	16,90 tonnes

(c) No previous permission is required for export of crockery. Approvals for the establishment of new units are governed by industrial licensing procedures wherever applicable.

Linking of National Highway No. 31 with Saharsa, Bihar

1980. SHRI B. P. MANDAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that there is a long felt desire in Bihar to get the National Highway No. 31 linked with Saharsa the divisional Headquarters of the Kosi Division;

(b) whether it is not a fact that a 13 mile link between Pasraha (on N. H. 31) and Saharsa will save more than 100 miles to reach Saharsa from Patna and other places; and

(c) if so, whether he wants to co-operate with the State Government of Bihar to get the N. H. 31 linked with the Divisional H. Qrs. in view of strategic and commercial importance of the area?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c). The proposed road would be as State road and the State Govt. would therefore be concerned in the matter. No requirement for this road has been projected to Govt. of India either on strategic grounds or economic importance of the area.

Workers in Pottery Units in Khurja, U. P.

1981. SHRI MOHAN LAL PIPIL: Will the Minister of INDUSTRY be pleased to state:

(a) the total number of workers employed in the various pottery units in Khurja in U. P. and the nature of facilities provided for them in respect of accommodation, schools for the children, etc; and

(b) whether there is any proposal under consideration of Government to open a training centre for the

workers, if not the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) According to information received from the Government of Uttar Pradesh, about 10,000 workers are employed in various pottery units in Khurja. Since the workers reside in nearby villages of Khurja, no accommodation or school for children has been provided.

(b) There is a proposal to impart training to workers during the Sixth Plan.

बिहार में कुछ जातियों को अनुसूचित जातियों में शामिल करना

1982. श्री सुरेन्द्र झा सुमन : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर बिहार में खलवे (तांती) नाम की जाति को, जो सामाजिक दृष्टि से अछूत मानी जाती रही है एवं आर्थिक, शैक्षणिक, राजनीतिक दृष्टि से अत्यन्त पिछड़ी हुई है, अनुसूचित जाति की सूची में शामिल नहीं किया गया है ;

(ख) क्या पिछड़े वर्ग आयोग द्वारा केन्द्रीय सरकार को दिये गये प्रतिवेदन में खलवे, तांती, ततमा, पान एवं चौपाल को एक ही जाति की विभिन्न शाखाएं कही गई हैं और फिर भी पान और चौपाल को इन दो शाखाओं को ही हरिजन वर्ग में शामिल किया गया है शेष इन सुविधाओं से वंचित हैं ;

(ग) क्या वर्ष 1968 में बिहार सरकार ने भी इन्हें अनुसूचित जातियों की सूची में शामिल करने की सिफारिश की थी ; और

(घ) यदि हां, तो सरकार का विचार इस सम्बन्ध में कब तक कार्यवाही करने का है ?

गृह मंत्रालय में राज्य मंत्री (श्री एस० डी० पाटिल) : (क) बिहार राज्य के लिए अनुसूचित जातियों की सूची में बलबे (तांती) नाम की कोई जाति शामिल नहीं की गई है।

(ख) और (ग). इस समय "चौपाल" और "पान स्वासी" जातियां सम्पूर्ण बिहार राज्य के लिये अनुसूचित जातियों के रूप में निर्दिष्ट की जाती हैं। 1953 में भारत सरकार द्वारा गठित किए गए पिछड़े वर्ग आयोग ने बिहार राज्य के लिए अनुसूचित जातियों की सूची में "तांती ततबा", "तंता पटबा" और "तांती पान" को शामिल करने का प्रस्ताव किया था। बिहार सरकार का मत था कि तांती अस्पृश्यता के कलंक से पीड़ित नहीं हैं और उनको अनुसूचित जाति की सूची में शामिल करने का कोई औचित्य नहीं है। बाद में, 1968 में, अनुसूचित जाति तथा अनुसूचित जनजाति आदेश (संशोधन) विधेयक, 1967 संबंधी संसद की संयुक्त समिति ने भी मामले की जांच की और सिफारिश की कि तांती और ततबा को पान, स्वासी अनुसूचित जाति के पर्याय/उप-जातियों के रूप में बिहार सरकार के लिए अनुसूचित जातियों की सूची में शामिल कर लिया जाए।

(घ) संयुक्त समिति की उल्लिखित सिफारिश पर उस समय विचार किया जाएगा जब कि भारत सरकार अनुसूचित जातियों तथा अनुसूचित जनजातियों की सूची का व्यापक रूप से संशोधन करने के लिए कानून बनाएगी।

Repercussions of Winding of Coca Cola and IBM Concerns on Economic Activity

1983. SHRI C. N. VISVANATHAN: Will the Minister of INDUSTRY be pleased to state:

(a) the repercussions on employment and economic activity by winding up of Coca Cola and IBM concerns;

(b) the steps taken to fill in the gap; and

(c) the concrete measures proposed or envisaged to assure a reasonably stable position for encouragement of such foreign investment as is sincerely motivated for economic development of this country?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) No adverse economic or employment impact is expected consequent to Coca Cola and IBM concerns phasing out their activities.

(b) As far as Coca Cola is concerned, the Modern Bakeries India Limited, a Public Sector Undertaking, have started marketing of the beverage named '77' as a substitute for Coca Cola. As per the existing principles, normally franchise for '77' is given to the units which were earlier bottling Coca Cola and Fanta in the country.

As regards IBM, the Computer Maintenance Corporation (CMC) is expected to be able to effectively provide maintenance services to all the nearly 1000 IBM Computers and Unit Record Machines in the country, except those where the users themselves wish to maintain their own systems. As for providing the growing computer capacity which the country needs, a good part of it is already being met through the production programme of the public sector company M/s. Electronics Corporation of India Ltd. A further part will be met by the mini-computer industry to be launched during 1978-79 and the remainder will continue to be met through selective imports of large sized machines effected under the global tender-based procurement programme.

(c) Foreign investment is permitted only in sophisticated and high priority areas, export oriented ventures and in other areas where it is considered necessary and is in national interest.

Defence Manufacturing Units

1984. SHRI L. L. KAPOOR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that defence manufacturing units are presently working with less complement of workers;

(b) whether there has been retrenchment recently in Ordnance factories; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHIYER SINGH): (a) and (b). No, Sir.

(c) Does not arise.

Deterioration in Standard of Television Programmes

1985. SHRI KANWAR LAL GUPTA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state.

(a) whether Government are aware of the fact that the standard of Television programmes in Delhi is going down very fast; and

(b) what specific steps Government propose to take to improve its standard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). Government is aware that there is scope for improvement in the standard of programmes being telecast by Delhi Doordarshan Kendra. Constant efforts are being made not only to maintain good standards in the programmes but also to improve upon them. Some of the programmes which were not upto the required standard like 'Khabrein Bolti Hain', and 'Delhi Aur Aas Paas' have been discontinued. New programmes like Science Quiz and Quiz for Rural Audiences have been introduced. Professional and amateur drama artists are being involved in television programmes in a scheme of specially commissioned plays and dramatic works.

Tax Concessions for Sick Industrial Units

1986. SHRI G. M. BANATWALLA: SHRI MUKHTIAR SINGH MALIK:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have constituted a Committee to scrutinise the proposals for amalgamation and grant of tax concessions for the sick industrial units in the country;

(b) the terms of reference of the Committee;

(c) the names and number of Members of the Committee; and

(d) the time by which the Committee has been asked to submit its report to the Government?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (b). In order to facilitate the amalgamation of sick industrial units with sound ones, the Finance (No 2) Act, 1977 had inserted a new section 72A of the Income-tax Act, 1961 relaxing the provisions contained in that Act relating to carry forward and set off of accumulated business loss and unabsorbed depreciation allowance in certain cases of amalgamation. Sub-section (1) of new section 72A provides that where there has been an amalgamation of a company owning an industrial undertaking with another company and the Central Government, on the recommendation of the specified authority, is satisfied that certain conditions specified in this behalf are fulfilled, the Central Government may make a declaration to that effect and thereupon, notwithstanding anything contained in any other provision of the Income-tax Act, the accumulated loss and unabsorbed depreciation of the amalgamating company shall be deemed to be the loss or, as the case may be depreciation allowance of the amalgamated company for the previous year in which the amalgamation was effected and the other provisions of the Income-tax Act relating to carry

forward and set off of the loss and depreciation allowance shall apply accordingly. The Central Government have finalised guidelines on the conditions to be fulfilled in regard to eligibility for tax-concessions. With a view to advise the Central Government, a Committee consisting of the following officers has been notified as the "specified authority" for the purposes of section 72A of the Income-tax Act, 1961:—

Chairman

1. Secretary, Department of industrial Development, Ministry of Industry, Government of India.

Members

2. Secretary, Department of Company Affairs, Ministry of Law, Justice and Company Affairs, Government of India.

3. Secretary, Ministry of Labour, Government of India.

4. Secretary, Department of Economic Affairs, Ministry of Finance, Government of India.

4. Chairman, Central Board of Direct Taxes, Department of Revenue, Ministry of Finance, Government of India.

The "specified authority" will scrutinise applications for mergers received from the interested companies and adjudge whether the test of public interest is met, with reference *inter alia*, to the guidelines referred to above and make recommendations to the Central Government on case to case basis. No specific report is required to be submitted by the "specified authority" to the Government. It would be an endeavour of the "specified authority" to dispose off applications for mergers as expeditiously as possible.

ठेके पर काम करने वाले कर्मचारियों को पेंशन

1987. श्री नवाब सिंह चौहान : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार उन कर्मचारियों को पेंशन देने का है जो 25 वर्ष से अधिक अवधि तक निरन्तर सरकारी सेवा कर चुके हैं ;

(ख) यदि हां, तो उन अधिकारियों को पेंशन न देने के क्या कारण हैं जो आकाशवाणी में 58 वर्ष की आयु तक ठेके पर काम करते हैं ;

(ग) क्या सरकार का विचार ऐसे लोगों को पेंशन देने के उद्देश्य से पूर्ववर्ती सरकार की नीति में कोई परिवर्तन करने का है ; यदि हां, तो कब ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण अडवाणी): (क), (ग) और (घ). पेंशन उन सरकारी कर्मचारियों को देय है जो नियमों के अधीन सेवा निवृत्ति के समय किसी स्थायी पद का स्थायी तौर पर धारण किए हुए हों और जिनकी ग्रहण सेवा दस वर्ष से कम नहीं हो, अस्थायी सरकारी कर्मचारी तथा ठेके पर काम करने वाले कर्मचारी पेंशन के पात्र नहीं हैं। अस्थायी कर्मचारियों को समय समय पर यथासंशोधित केन्द्रीय सिविल सेवा (अस्थायी सेवा) नियम, 1965 के अनुसार सेवान्त श्रेष्ठुटी मिलती है और ठेके पर काम करने वाले कर्मचारियों को प्रभन के भाग (ख) के उत्तर में निर्दिष्ट लाभ मिलते हैं। इस स्थिति में परिवर्तन करने का कोई प्रस्ताव विचाराधीन नहीं है।

(ख) ठेके पर काम करने वाले कर्मचारी पेंशन के पात्र नहीं हैं। वे प्रांशदायी प्रविध्य निधि के लाभों के हकदार हैं। उन्हें श्रेष्ठुटी

भी वहां देय है जहां ठेके की शर्तों के अन्तर्गत विशिष्ट रूप से इसे देना स्वीकार किया गया हो। आकाशवाणी के स्टाफ आर्टिस्टों के मामले में, कतिपय शर्तों के अन्तर्गत ग्रंथदायी भविष्य निधि के लाभों के अतिरिक्त ग्रेजुटी भी दी जाती है।

Equipments at Rabindra Rangashala, New Delhi

1988. SHRI BHAGAT RAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware that the imported foreign sound and electric equipment in Rabindra Rangashala, New Delhi, is getting rusted and is not being properly used; and

(b) if so, the steps taken for proper maintenance?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) The sound and electrical equipment including the imported equipment in Rabindra Rangashala is used as per requirement of the various programmes held at the Rangshala. However, due to infrequent use of the Rangshala, the optimum utilisation of the equipment has not been possible.

(b) With a view to effect economy in the expenditure, the maintenance of the equipment is being looked after by the Civil Construction Wing of the All India Radio.

रक्षा मंत्रालय के वाहनों के टायरों पर रबड़ चढ़ाने के लिए टेंडर

1989. श्री हुकम चन्द कछवाय : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में वर्ष वार एफ० ओ० डी० 1 उधमपुर द्वारा रक्षा मंत्रालय तथा आयुध डिपुओं के वाहनों के टायरों पर रबड़ चढ़ाने के लिये आमंत्रित टेंडरों पर किन फर्मों ने टेंडर दिये हैं ;

(ख) किन पार्टियों से टेंडर आमंत्रित किये गये हैं और क्या यह सच है कि इनमें से अधिकांश फर्में दिल्ली की थीं और यदि हां, तो क्या यह सच है कि उनके टेंडर एक समान हैं और ऐसी कितनी पार्टियां थीं जिनके टेंडर रेट दिल्ली की पार्टियों से कम थे तथा उनके क्या नाम हैं ; और

(ग) क्या ऐसे शिक्षित बेरोजगार और हरिजन ने टेंडर भरे थे जो जम्मू क्षेत्र में कार्यरत हैं और यदि हां, तो उसे कितना कार्य करने को दिया गया है ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) विद्यमान कार्यविधि के अन्तर्गत, थलसेना के लिये टायरों पर रबड़ चढ़ाने के टेंडर मंगाने और उनकी दर-संविदा को अन्तिम रूप देने की जिम्मेवारी, पूर्ति और पुनर्वास मंत्रालय के नई दिल्ली स्थित पूर्ति तथा निपटान महानिदेशालय की है। टायरों पर रबड़ चढ़ाने के लिए एफ० ओ० डी० 1 द्वारा टेंडर नहीं मंगाए जाते।

(ख) और (ग). ये प्रश्न नहीं उठते।

Rural and Urban Unemployed and creation of Jobs

1990. SHRI S. R. DAMANI:

SHRI R. KOLANTHAIVELU:

Will the Minister of PLANNING be pleased to state:

(a) whether Government have collected up-to-date figures of rural and urban unemployed in the country, State-wise and if so, the details thereof;

(b) what is the yearly target fixed for creating new jobs and whether it will take care to provide employment to the new numbers being added to the lists while clearing the backlog;

(c) how many new jobs have been created in the current year and how many have been provided, State-wise; and

(d) the details of employment oriented strategy that Government have worked out in this respect?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) The National Sample Survey Organisation undertook a detailed enquiry in their 27th round (1972-73) with the object of collecting data on employment, unemployment and under-employment. A statement showing State-wise figures of unemployment (including under-employment) in urban and rural areas, on the basis of this Survey, is enclosed.

(b) No yearly targets are fixed for creating jobs. The objective is to eliminate unemployment in the next decade.

(c) and (d). The employment strategy for the next Five Year Plan is at present being formulated and will be spelt out in the Plan Document. The largest employment potential lies in intensive agriculture, allied activities like animal husbandry, horticulture, fishery and forestry, and in cottage and small-scale industries. Investments in infrastructure, power generation and social services can also create substantial employment in the services sector. Large plan outlays are being proposed for all these employment generating sectors. The likely employment impact of plan targets and programmes for various sectors over the next 5 years, will be indicated in the Plan document.

Statement

Statement showing person-days seeking and/or available for employment in rural and urban areas in different States/Union Territories

(Figures in '000)

State/Union Territory	Rural	Urban
1	2	3
1. Andhra Pradesh	2087	431
2. Assam	70	13

*The Survey was conducted in urban areas only.
Source:—National Sample Survey

3. Bihar	1926	177
4. Gujarat	489	184
5. Haryana	103	45
6. Himachal Pradesh	7	5
7. Jammu & Kashmir	127	15
8. Karnataka	1029	257
9. Kerala	1557	295
10. Madhya Pradesh	649	130
11. Maharashtra	1726	584
12. Manipur	16	3
13. Meghalaya	8	1
14. Nagaland*	*	1
15. Orissa	995	61
16. Punjab	175	65
17. Rajasthan	379	98
18. Tamil Nadu	1894	531
19. Tripura	32	4
20. Uttar Pradesh	1033	174
21. West Bengal	1250	422
22. Chandigarh*	*	2
23. Delhi	6	75
24. Goa, Daman & Diu	64	10
25. Pondicherry	22	8

All India 15759 3582

Pollution Problem

1991. **SHRI LAXMI NARAIN NAYAK:** Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state,

(a) whether it is a fact that pollution is increasing in the oceans of the world; and

(b) whether Government have discussed the measures to prevent pollution with the other countries; and

(c) if so, when and the action taken by Government in this regard?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir.

(b) and (c). India has associated itself with international studies and conferences aimed at elimination, control and containment of pollution of

areas only.
Organisation-27 round (1972-73)

seas by ships. Pursuant to India's ratification of the International Convention on Prevention of Pollution of the Sea by Oil, 1954, provisions have been incorporated in the Merchant Shipping Act, 1958. These provisions ban all Indian ships from discharging oil within prohibited zones of all countries and ban foreign flag ships from discharging oil within the prohibited zone around the Indian coastline. All new tankers of 20,000 tonnes gross and above are prohibited from discharging oil anywhere into the sea except in an emergency. Following the transactions at the Third United Nations Conference on the Law of the Sea, India has enacted the Territorial Waters, Continental Shelf, Exclusive Economic Zone And Other Maritime Zones Act of 1976 to preserve and protect the marine environment and to prevent and control marine pollution within the economic zone and within the continental shelf of India.

A contingency plan has also been drawn up to combat marine pollution. A directory of institutions in the Indian ocean region with capability to monitor marine pollution has been prepared by India under a U.N. Project.

दिल्ली में डबल रोटी की कमी

1992. श्री यशवन्त शर्मा : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनवरी के अन्तिम सप्ताह में दिल्ली में डबल रोटी की कमी थी ; और

(ख) यदि हां, तो उसके क्या कारण हैं ?

उद्योग मंत्री (श्री जाब फर्नान्डिस) :

(क) दिल्ली में डबल रोटी की कमी की कोई रिपोर्ट नहीं मिली है ।

(ख) उपर्युक्त (क) को देखते हुए प्रश्न ही नहीं उठता ।

धोन बांध

1993. श्री एस० एस० सोबानी :

श्री, रणजीत सिंह :

श्री हुर्गा चन्द :

क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि धोन बांध संबंधी विवाद का निपटारा अभी तक नहीं हो पाया है ;

(ख) यदि हां, तो क्या इस बांध से राजस्थान को बिजली सप्लाई करने का प्रश्न भी अनिर्णीत है ; और

(ग) यदि हां, तो इसके क्या कारण हैं और इस विवाद के कब तक निपटारे जाने की संभावना है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :

(क) से (ग). धोन बांध परियोजना पर निर्माण आरम्भ करने का निर्णय किया गया है । विद्युत के बटवारे के प्रश्न का निर्णय बाद में किया जाना है ।

Special Courts for Economic Offences

1994. SHRI PRASANNBHAI MEHTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that States have been asked to earmark certain special courts to deal exclusively with economic offences attracting relevant Central Acts;

(b) if so, whether it is a proposal from the centre that the powers of appointment of special judges and their transfer etc. will remain with the State Governments and High Courts;

(c) if so, when are the proposals likely to take concrete shape;

(d) whether State Governments agreed to this proposal;

(e) whether many courts or judges will have to be appointed for the purpose; and

(f) whether this will result in accumulation of cases in the lower and high courts which are already being increased?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) No, Sir.

(b) to (f). The question of establishment of Special Courts is under consideration.

Acquisition of Land by Central Mining Research Station/Institute, Dhanbad

1995. SHRI S. C. MURUGAIYAN: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that the Central Mining Research Station/Institute, Dhanbad (Bihar) purchased/acquired 41.80 acre of land for Mining Research Station (Rampur) Baikunthpur (Sarguja, M.P.) in February, 1963;

(b) if so, the details;

(c) whether it is a fact that the Research Station did not get the land transferred in the records of Patwari and Research Station has not been started on this land;

(d) whether it is a fact that all these years the land has been in possession of the original owners;

(e) whether it is a fact that on 24-9-76 an officer of Central Mining Research Station, Dhanbad (Bihar) visited Baikunthpur and got the land registered in the names of Subhash Gupta and others;

(f) if so, the reasons and at what level decision was taken to sell the land even when the original owners were in possession of the land; and

(g) other particulars?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir.

(b) Details are furnished below:—

Details of the Seller's name	Area in acres	Price
		Rs.
(i) Shri John Sany .	6.35	2575.00
(ii) Smt. Tarabai .	6.87 1.47	3514.00
(iii) Shri Dalganjan	2.65 13.08	
(iv) Shri Munnalal	4.13	1712.50
(v) Shri G. Jadhav	0.35	175.00
(vi) Shri Aklu	0.10 1.85	780.00
(vii) Shri Shiv Mangal	0.70 1.10	
(viii) Shri Chatur.		
Hanraj Bis an		
Bildev .	3.22	1283.00
	11.80	17348.50

(c) and (d). The physical possession of land was taken over by the Central Mining Research Station and the sale deed was duly registered with the competent authority. The substation could not be started due to administrative reasons and proposal was later dropped.

(e) to (g). Since the proposal to establish Sub-station was later dropped, the Sub-Divisional Officer was approached a number of times for disposal of the land but no response was received from him. An Officer of Central Mining Research Station was deputed for disposal of the land with the help of Coal India Limited. The land was finally sold to Shri Sunil Kumar and others on 24th September, 1976 at a cost of Rs. 20,000.

दिल्ली राजहरा लीह प्रयस्क खानों में गोली चलाया जाना

1996. श्री प्रधन सिंह ठाकुर : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली राजहरा लीह-प्रयस्क खान में आपात स्थिति के दौरान गोली चली थी जिसके कारण कई व्यक्ति मर गये थे ;

(ख) यदि हाँ, तो क्या मृत लोगों के परिवारों को कोई मुआवजा दिया गया था; और यदि हाँ, तो कितनी राशि दी गई; और यदि नहीं, तो इसके क्या कारण हैं; और

(ग) मृत व्यक्तियों के परिवारों तथा बच्चों को राहत देने के लिए सरकार का विचार क्या कार्यवाही करने का है ?

गृह मंत्रालय में राज्य मंत्री (श्री एस० डी० पाटिल) : (क) राज्य सरकार द्वारा प्रेषित सूचना के अनुसार दिल्ली राजहरा लोह-अयस्क खान में आपात स्थिति के दौरान पुलिस द्वारा गोली चलाये जाने की कोई घटना नहीं हुई।

(ख) और (ग) प्रश्न नहीं उठता।

Amalgamation of Sick Industrial Unit with Healthy Ones

1997. SHRI K. LAKKAPPA: Will the Minister of INDUSTRY be pleased to state industry-wise details of the sick units which were taken over or which were amalgamated with others during 1977?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): During the year 1977 the management of the following industrial undertakings was taken over under the provisions of the Industries (Development and Regulation) Act, 1951—

Textile Industry 1. Messrs. Western India Spinning and Manufacturing Co., Dattaram Lad Path, Tank Road, Bombay.

2. Messrs. Priyalaxmi Mills Baroda.

3. Messrs. Shree Subhlaxmi Mills Ltd., Cambay.

4. Messrs. Indore Textile Ltd., Ujjain (M.P.).

5. Messrs. Somasundaram Super Spinning Mills, Muthanendal, Ramnathapuram Distt. (Tamil Nadu).

Jute Industry 6. Messrs. Union Jute Co. Ltd., Chartered Bank Building, Calcutta.

7. Messrs. Khardah Co. Ltd., Wellesley Place, Calcutta.

8. Messrs. Alexandra Jute Mills, Calcutta.

Drugs and Pharmaceutical Industry 9. Messrs. Bengal Chemical & Pharmaceutical Works, Calcutta.

Rubber goods Industry 10. Messrs. National Rubber Manufacturers Ltd., Calcutta.

No proposal for amalgamation of a sick unit with a healthy one for the purpose of tax concessions under section 72-A of the Income-Tax Act, 1961 has so far been approved by the Government.

Punalur Paper Mills Limited, Quilon, Kerala

1998. SHRI K. LAKKAPPA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the State of Kerala has been reiterating its request to Central Government to take over the Punalur Paper Mills Limited, Quilon, Kerala due to its mismanaged affairs and long closure and also for non-payment of various Government dues including the statutory dues of its workmen;

(b) whether any enquiry has been ordered under the provisions of Industries Development and Regulation Act by Government;

(c) if not, the reasons for delay in taking appropriate action; and

(d) when it is likely to be taken over in the larger interest of both State and public and in the interest of Industry and its workmen?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) and (b). The Central Government have not so far received any proposal

from the Government of Kerala regarding the take over of the management of Punalur Paper Mills Limited, Quilon, Kerala under the provisions of the Industries (Development and Regulation) Act, 1951. The Central Government have not ordered investigation into the working of Punalur Paper Mills Limited, Quilon, Kerala, under the provisions of the I(D&R) Act, 1951.

(c) and (d). The questions do not arise.

Mismanagement in Swadeshi Polytex Limited, Ghaziabad

1999. SHRI K. LAKKAPPA: Will the Minister of INDUSTRY be pleased to state:

(a) whether any enquiry has been made under I.D.R. Act for taking over the Swadeshi Polytex Limited, Ghaziabad; U.P.;

(b) if so, the results thereof; and

(c) the efforts being made to take over the same at the earliest before the industry is made sick and unhealthy by the present management of the company?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) No, Sir.

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

संसद सदस्यों द्वारा लिखे गए प्रश्नों के उत्तर

2000. श्री कृष्ण राव सतपथ : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार यह सुनिश्चित करने के लिए कोई कार्यवाही करेगी कि संसद सदस्यों द्वारा अधिकांशियों को लिखे गए प्रश्नों का उत्तर दिया जाये ; और

(ख) क्या यह सच है कि मंत्रालयों के दैनिक अधिकारी संसद सदस्यों द्वारा लिखे प्रश्नों का उत्तर नहीं देते ?

गृह मंत्रालय में राज्य मंत्री (श्री एस० डी० पाटिल) : (क) और (ख). यह सुनिश्चित करने के लिए कि संसद सदस्यों के प्रश्नों पर तत्परता से कार्रवाई की जाती है और उन्हें उचित स्तर पर उत्तर भेजे जाते हैं, निम्नलिखित स्थायी प्रत्येक पहले ही विद्यमान हैं ;

(1) केन्द्रीय सचिवालय कार्यालय पद्धति

प्रत्येक मंत्रालय/विभाग में वरिष्ठ स्तर के अधिकारियों अधीन संयुक्त सचिव/निदेशक के वैयक्तिक कर्मचारियों को, एक रजिस्टर रखना होता है जिसमें संसद सदस्यों से प्राप्त प्रश्नों के संबंध में संगत थीये तथा उनके निपटान को नोट किया जाता है। यह रजिस्टर एक महीने में दो बार संबंधित अधिकारी को प्रस्तुत करना होता है। संबंधित अनुभागों को भी इसी प्रकार का एक रजिस्टर रखना आवश्यक है।

(11) मंत्रालयों में संसदीय कार्य करने की नियम पुस्तिका

संसद सदस्यों से प्राप्त प्रश्नों पर तत्काल कार्रवाई की जाएगी। मंत्री को भेजे गए प्रश्नों का उत्तर जहाँ तक व्यावहारिक सम्भवा जाए मंत्री स्वयं देगा। अन्य मामलों में सामान्यतः कम से कम संयुक्त सचिव के स्तर के अधिकारी के हस्ताक्षर से उत्तर भेजा जाएगा।

आयुध कारखानों के कर्मचारियों के स्वाभाविक-
रणी संबंधों निरन्तर के मामलों पर
गुप्तविचार

2001. श्री बहा राम शास्त्री : क्या
रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उनके आदेशों
के बावजूद आयुध कारखानों के अधिकारियों
ने कर्मचारियों के स्वाभाविक तथा निरन्तर
के मामलों पर महीनों तक गुप्तविचार नहीं
किया, और

(ख) यदि हाँ, तो उनके आदेशों को
नियमित करने के लिए सरकार द्वारा क्या
कार्यवाही की जा रही है ?

रक्षा मंत्री (श्री जगजीवन राम) : (क)
जी नहीं ।

(ख) प्रश्न नहीं उठता ।

Working of Inland Water Transport

2002 SHRI ROBIN SEN Will the
Minister of SHIPPING AND TRANS-
PORT be pleased to state

(a) whether Government have re-
ceived a copy of review of the work-
ing of the Inland Water Transport
made by the Inland Water Transport
Directorate Employees' Union, Patna,

(b) if so whether Government are
going for a detailed probe into the
whole affair,

(c) if not, the reasons thereof, and

(d) if so, when?

THE MINISTER OF STATE
IN CHARGE OF THE MINISTRY OF
SHIPPING AND TRANSPORT (SHRI
CHAND RAM): (a) Yes, Sir

(b) No probe is considered neces-
sary.

(c) The demands of the Union made
in the review have been considered

and it has been found that these do not
call for any detailed probe.

(d) Does not arise.

Amount spent for the progress of In-
land Water Transport

2004 SHRI ROBIN SEN Will the
Minister of SHIPPING AND TRANS-
PORT be pleased to state

(a) the total amount spent for the
progress of work for Inland Water
Transport since 1961 when the Ganga
Brahmaputra Water Transport Board
merged with the Inland Water Trans-
port Directorate and

(b) the works so far progressed dur-
ing the last 3 years in brief?

THE MINISTER OF STATE IN
CHARGE OF THE MINISTRY OF
SHIPPING AND TRANSPORT (SHRI
CHAND RAM): (a) The Ganga-
Brahmaputra Water Transport Board
was merged with Inland Water Trans-
port Directorate in 1967. From 1st
April, 1967 till date an amount of Rs
20.35 crores has been spent for deve-
lopment of inland water transport
under Central and Centrally Sponso-
red sectors

(b) The requisite information is
contained in the statement laid on the
Table of the House [Placed in
Library See No LP-1743/78].

Appointment of Technical Officers in
Inland Water Transport Directorate

2005 SHRI ROBIN SEN Will the
Minister of SHIPPING AND TRANS-
PORT be pleased to state the reason
for not appointing technical officers in
Inland Water Transport Directorate
to deal with problems relating to
marine engineering and traffic matters?

THE MINISTER OF STATE IN
CHARGE OF THE MINISTRY OF
SHIPPING AND TRANSPORT (SHRI
CHAND RAM): One post of Assistant
Marine Engineer already exists in the
Inland Water Transport Directorate to
deal with problems relating to marine
engineering and a technical officer is

working on the post. So far as the traffic matters are concerned, there is an organisation in this Ministry namely Directorate of Transport Research, one of whose normal functions, is to undertake study of traffic matters in all modes of transport, including inland water transport.

Setting up of Electronic Public Sector Undertaking in West Bengal

2006. SHRI SUKHDEV PRASAD VERMA: Will the Minister of ELECTRONICS be pleased to state,

(a) whether Government have received a memorandum of complaints from the State of West Bengal stating inter alia that no Central electronics public sector undertaking has been set up, and asking for the same;

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

(c) whether the State's Industries Development Corporation has been given a letter of intent for manufacturing certain important electronic devices (C-MOS) with some foreign collaboration/and the same is resting with the Department of Electronics for necessary clearance; and

(d) if so, the details thereof and when the clearance is expected to be given to the State along with its employment potentialities?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir.

(b) The Memorandum made a plea for the setting up of Central Sector Project in electronics in the State and also made a plea for Central Participation in the project referred to in part (c).

(c) and (d) In 1975, the West Bengal Electronics Industries Development Corporation (WBEIDC) was given an industrial licence and approved foreign collaboration for the manufacture of C-MOS integrated circuits and electronic watch modules. However, the

Corporation could not implement this industrial licence, because the foreign collaboration arrangements made by the Corporation fell through. The WBEIDC therefore, made a fresh foreign collaboration proposal in June 1977 involving an investment of Rs. 65 lakhs on land and building; Rs. 80 lakhs on indigenous capital equipment; \$ 16 lakhs on imported capital equipment and \$ 24 lakhs as know-how payments to the foreign collaborator over a 5 year period. The employment potential of the project is expected to be 345 persons. This proposal has been analysed by the Department of Electronics and discussions have been held with the West Bengal Electronics Industries Development Corporation. The proposal has been recommended by the Department of Electronics to the Ministry of Industry for approval by the Project Approval Board.

Night Duty Allowance for employees of Ordnance Factories

2007. SHRI SUKHDEV PRASAD VERMA: Will the Minister of DEFENCE be pleased to state:

(a) whether the question of payment of Night Duty Allowance to the employees of Ordnance Factories and allied establishments has been finally decided;

(b) if not, the reasons for delay; and

(c) when a final decision is expected to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHEER SINGH): (a) The question of revision of rates of Night Duty Allowance is under consideration.

(b) This is being examined in consultation with other concerned Ministries.

(c) A final decision is expected early.

Ship Reporting Complex at Haldia, West Bengal

2008. SHRI SUKHDEV PRASAD VERMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a 'Study group' was set up by Government to go into the question of setting up a ship repairing complex at Haldia, West Bengal sometime back;

(b) if so, the terms of reference of such study group;

(c) whether a preliminary report has since been submitted;

(d) if so, the details thereof; and

(e) when Government are going to clear this long pending question of setting up the complex at Haldia, West Bengal?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a). Yes, Sir.

(b) The terms of reference of the Study Group were:—

(i) To examine in detail on techno-economic considerations the feasibility of establishing a dry dock-cum-shiprepair complex in the Calcutta region.

(ii) The feasibility of entrusting the ownership and operation of the shiprepair yard to a group of interested shipping companies and ship repairers.

(iii) The possibility of construction of the dry dock already proposed by the Shipping Corporation of India as first phase and integrating it later in the shiprepair complex.

(c) The Study Group has since submitted its report.

(d) The Group has recommended the setting up of a shiprepair complex around a dry dock capable of taking in 45,000 DWT vessels at Haldia and entrusting its management to a company in the public sector or joint sector. The

Group has not considered it necessary to establish any additional dry dock in Calcutta but has recommended various measures to optimise the utilisation of the existing dry docks and shiprepair facilities in Calcutta.

(e) After comprehensive project proposals have been formulated and examined by Government.

India's total export cargo

2009. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the percentage of India's total export cargo transported from inland centres to ports by road and what are the problems faced in transporting export cargo by roads to ports;

(b) the recommendations made by the operations research group of Baroda sometime back to Government facilitating unhindered flow of such transport by road from inland centres to ports; and

(c) action taken by Government on the suggestion of the operations research group of Baroda that since over 60 per cent of India's exports are transported to ports by roads, 10,000 inter-state truck permits may be issued to facilitate this road traffic?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) According to the findings of the Operations Research Group, Baroda, on the Survey of the Domestic Transport of India's Export Cargo, published in 1971, road transport has a share of 66.5 per cent in value and 51.1 per cent in the tonnage of export cargo moved to the ports, excluding ores which forms the bulk of export tonnage and whose movement is done by Railways under special programmes. According to the same report, the major impediments to the free movement of goods by road were as under.—

(i) Laden weight restrictions.

(ii) Narrow roads and culverts.

(iii) Very poor surfaced roads.

(iv) Congested sections and busy railway level crossings.

(v) Weak bridges and culverts.

(vi) Check-posts.

(b) The main recommendations made by the Group in this regard are as under:—

(i) A high priority programme of construction and improvement of the export routes on the national highways designed to remove the existing deficiencies.

(ii) Enactment of legislation to remove octroi and octroi checkposts and drastic reduction of other checkposts.

(iii) Issue of a total of 10,000 All-India "Green permits" for trucks to enable them to move on the National Highways and within 50 kms. from them (for delivery and pick-up of cargo) throughout India without any hindrance.

(c) This recommendation was considered by the Inter State Transport Commission on 21-9-72. It was noted that, under the various zonal schemes for goods vehicles, which had been formulated by the Commission, about 7,200 zonal permits were likely to be issued by different States all over India for long distance inter State operation. The bilateral and multi-lateral agreements concluded by the State Govts. also provide for grant of a large number of regular inter-State permits (about 45,000) and a still larger number of temporary permits. In view of the above, no action was considered necessary on the recommendation.

Govt. have subsequently in 1975 introduced the scheme of National Permits to facilitate long distance movement of goods traffic by road.

Recruitment of I.A.S. officers Central Coal Field Ltd.

2010. SHRI A. K. ROY: Will the Minister of ENERGY be pleased to state:

(a) whether he has received the detailed report regarding the corruption in the Central Coal Field Ltd. sent by Bihar Colliery Kamgarh Union, Swang Branch by the letter dated the 4th January, 1978; and

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

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Yes, Sir.

(b) The position is being ascertained.

Number of cargo carrying vehicles

2011. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total number of cargo carrying vehicles like trucks, tempos etc. in India as on 1st January, 1978 and what was their number at the end of the 1st and the 3rd Five Year Plans respectively;

(b) the total length of surfaced roads in India, national highways length as on 1st January, 1978 and what were these lengths at the end of the First and the Third Five Year Plans respectively; and

(c) total lengths of surfaced roads in the States of Maharashtra, West Bengal and Tamil Nadu as on 1st January, 1978 and what were these lengths at the end of the First and the Third Five Year Plans?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c). The information required is being collected from the State Governments and Union Territory Administrations and will be laid on the Table of the House, when it is received.

Recruitment of I.A.S. officers

2012. SHRI PADMACHARAN SAMANTASINHERA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to further gradually decrease the number of I.A.S. officers;

(b) if so, the facts thereof,

(c) the total number of I.A.S. officers allocated state-wise; and

(d) what is the percentage of direct recruitment and the percentage by promotions from State services?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) and (b). The strength and composition of State cadres is determined by the Central Government in consultation with the State Governments. Under statutory rules this exercise is ordinarily undertaken once in three years. The objective is to fix the strength of each State cadre at an optimal level so as to subserve the administrative needs of the States and the Centre. As a part of this periodical exercise the Central Government will examine, in consultation with State Governments, the possibility of reduction in the strength of each cadre or otherwise.

(c) A statement giving the total numbers of IAS officers allocated State wise is appended.

(d) Except for the IAS Cadres of Jammu & Kashmir and Sikkim, the number of persons appointed to the IAS by promotion and selection from State Services shall not, at any time, exceed 33-1/3 per cent of the number of senior posts, under the State Government and the Central Deputation Reserve. The remaining posts are to be filled by direct recruitment.

In the case of IAS Cadres of Jammu & Kashmir and Sikkim, the number of persons appointed to the I.A.S. by promotion and selection from State Services shall not, at any time, exceed 50 per cent of the number of

senior posts under the State Government and the Central Deputation Reserve. The remaining posts are to be filled by direct recruitment.

Statement**Total Number of IAS Officers allocated State-wise**

Name of State	Total authorised strength	No of officers in position as on 1-1-1978
Andhra Pradesh	269	241
Assam-Meghalaya	170	135
Bihar	301	284
Gujarat	201	169
Haryana	148	132
Himachal Pradesh	102	84
Jammu & Kashmir	107	86
Karnataka	219	190
Kerala	142	114
Madhya Pradesh	324	283
Maharashtra	294	260
Manipur-Tripura	120	77
Nagaland	48	35
Orissa	181	170
Punjab	154	146
Rajasthan	198	177
Sikkim	41	2
Tamil Nadu	269	237
Union Territories	172	135
Uttar Pradesh	497	351
West Bengal	264	230
TOTAL	4221	3538

Ahmed Woollen Mill, Ambernath (Maharashtra)

2013. SHRI R. K. MHALGI: Will the Minister of INDUSTRY be pleased to refer to the reply given to unstarred Q No 2025 dated 30th November, 1977 regarding Ahmed Woollen Mill Ambernath (Maharashtra) and state.

(a) when did Government ask the management of Ahmed Woollen Mill at Ambernath Distt. Thana (Maharashtra) to make all efforts to utilize the full labour potential;

(b) what is the strength of the workers employed at present in the said Mill;

(c) whether the management of the Mill have responded to the instructions given to them by Government and if not, what reasons management assigned for the same, and

(d) whether Government are satisfied by the explanation forwarded by the Management?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES) (a) to (d) Government advised the Mill in November 1977 to do its best to improve its production and labour utilization. The management of the Mill has reported that they were making arrangements for adequate finances with the financial institutions and that they are doing their best to improve the working. The results of their efforts are being ascertained.

Government employees in Lakshadweep

2014 SHRI R K MHALGI Will the Minister of HOME AFFAIRS be pleased to state

(a) the total number of Government employees class wise in the Union Territory of Lakshadweep

(b) how many of them are permanent and how many are temporary even after putting services for a period of ten years and more and

(c) the reasons for not making them permanent?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PAUL) (a) The Civil posts under the Central Government have been reclassified as Group A, B, C and D in place of Class I, II, III and IV in the Department of Personnel and Administrative Reforms Notification No. 21/2/74-Estt. (D) dated 11.11.1975. The total number of Government employees in Laksha-

dweep Administration group-wise is given below:—

Group	Total
A	9
B	65
C	1050
D	635
Total	1759

(b) Details of the number of Government servants who are permanent and the number of temporary Government servants having a service of ten years and more are furnished below

Group	Permanent	Temporary Government servants having 10 years service and more
A	6	Nil
B	17	Nil
C	39	16
D	317	152
	72	168

(c) Many of these temporary Government servants have been made quasi permanent. However to take expeditious action in the matter a Special Cell has been set up by the Lakshadweep Administration.

दिल्ली परिवहन निगम की शाय

2015 श्री सुखेन्द्र सिंह

श्री नटवर लाल बो० परमार :

क्या नौबहन और परिवहन मंत्री यह बतान की कृपा करग कि

(क) क्या यह सच है कि अधिक जिलाधीन की दूरी तय करके बाबाजद श्री दिल्ली परिवहन निगम की शाय नवम्बर 1977 की तुलना में दिसम्बर 1977 में कम हुई है ,

(ख) म राग द्वारा उस बार में क्या उपचार मक कार्रवाई की जा रही है और

(ग) दिल्ली परिवहन निगम की चालू वर्ष की वित्तीय स्थिति क्या है ?

नौबहन और परिवहन मंत्रालय में
प्रकारी राज्य मंत्री (श्री बाबू राम) : (क)
जी, नहीं।

(ख) प्रश्न नहीं उठता।

(ग) अर्न्ततम आंकड़ों के अनुसार
निगम को अप्रैल, 1977 से जनवरी, 1978
तक 1334.91 लाख रुपये का निवल
घाटा हुआ है।

Defence Research Establishments in Madhya Pradesh

2016. SHRI SUKHENDRA SINGH:
Will the Minister of DEFENCE be
pleased to state:

(a) the total number of Defence
Research Establishments in the coun-
try and how many of them are situat-
ed in the State of Madhya Pradesh;
and

(b) whether Government have any
plan to start large scale electronic
industries in the State of Madhya
Pradesh to meet the defence require-
ments?

THE MINISTER OF DEFENCE
(SHRI JAGJIVAN RAM): (a) The
total number of Defence Research
Establishments in the country (in-
cluding field laboratories and those
concerned with aspects of type certi-
fication and airworthiness) is 42; out
of these one - the Defence Research &
Development Establishment, Gwalior
is located in Madhya Pradesh.

(b) No, Sir.

Suspension of Pensions to Freedom Fighters in Kerala

2018. SHRI K. A. RAJAN:

SHRI C. K. CHANDRAP-
PAN:

Will the Minister of HOME AF-
FAIRS be pleased to state:

(a) whether Government have stop-
ped the central pension for some of

the freedom fighters in Kerala and
have asked them to repay the whole
amount they have received so far;

(b) if so, the number of persons to
whom the orders are being sent and
what is the reason therefor;

(c) whether the State Government
has requested the Union Government
to withdraw this order; and

(d) if so, Government's reaction
thereto?

THE MINISTER OF STATE IN
THE MINISTRY OF HOME AF-
FAIRS (SHRI S. D. PATIL): (a)
Yes, Sir.

(b) Pension has been cancelled in
63 cases. Of these, 21 persons had
taken part in the Cochin Police Strike
and had suffered imprisonment on
that account and in one case the suffer-
ing was in connection with the
Malabar Special Police Strike. These
Police Strikes have not been recog-
nised by the Government of India as
part of the national freedom struggle
for the purpose of grant of pension
under the Freedom Fighters Pension
Scheme. Earlier pensions had been
sanctioned on provisional basis as it
was not clear that their sufferings
were connected with the two Police
Strikes.

In the remaining cases, the appli-
cants had furnished co-prisoner certi-
ficates from certain M.L. As. who are
reported to have issued such certi-
ficates and incorrectly. These certi-
ficates have not been accepted as
adequate evidence in support of the
sufferings claimed by the applicants.

(c) The State Government have re-
quested for waiving of the recovery
in the case of the participants of the
Police Strikes only.

(d) Some of the participants of the
Police Strikes have taken the matter
to the Kerala High Court and the
matter is *sub-judice*.

Simplification of Forms used in Government Departments

2019. SHRI SURENDRA BIKRAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are taking measures to simplify the forms used in Government departments for the benefit of general public and also effect economy in paper; and

(b) the results achieved so far in reduction in number of forms, economy on paper and printing?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) Yes Sir. A Task Force has been appointed to make recommendations for the rationalisation and simplification of forms and standardisation in form sizes—specially these used by the public, for achieving functional efficiency and economy in Administration.

(b) The Task Force which was appointed in February, 1978 has not yet completed its deliberations.

Formulating Policies by C.I.S.F.

2020. SHRI NIHAR LASKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Central Industrial Security Force held annual coordinating conferences of the Deputy Inspectors General and Commandants to formulate policies during the last three years;

(b) if so, when was the last conference held;

(c) any proposals to hold such conference in 1978; and

(d) the number of CISF Units visited by the Central Ministers in 1977?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) No, Sir.

(b) Does not arise.

(c) This is being examined.

(d) None.

Increase in the Retiring age of Territorial Army Officers

2021. SHRI NIHAR LASKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether Government propose to increase retiring age of Territorial Army Officers, Officers of the Infantry; and

(b) if so, what is the present retiring age and proposed increase in the retiring age?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). The present retiring age of Territorial Army Officers of the Infantry is as under:—

(i) Major and below—50 years.

(ii) Lt. Col.—52 years or a tenure of 4 years of service as Lt. Col., whichever is earlier.

There is no proposal to increase the retiring age, at present.

Report of High Power Sivagnanam Committee on M/s Hindustan Tractor Company

2022 SHRI MADHAVRAO SCINDIA: Will the Minister of INDUSTRY be pleased to state:

(a) whether a High Power Sivagnanam Committee was appointed by Government to conduct a comprehensive analysis of M/s Hindustan Tractor Company's operation;

(b) whether the Committee has submitted its report; and

(c) if so, the detailed recommendations therein?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) and (b). Government appointed a Committee on 23-6-1971 under Industries (Development & Regulation) Act, 1951, under the Chairmanship

of Shri M. Sivagnanam, Industries Commissioner, Government of Gujarat, for the purpose of making a full and complete investigation into the affairs of M/s Hindustan Tractors Limited, Baroda. The Committee submitted its report on 7th October, 1971.

(c) Particulars of major recommendations/observations made by the Committee are given below:--

(i) A competent professionally qualified General Manager should be appointed, to work directly under one Managing Director, in place of two Managing Directors, which leads to conflicts of authority.

(ii) The company should have adequately defined lines of control, adequate financial and production planning, opportune and planned investment in the capital goods and properly systematized inventory control.

(iii) There should be a Financial Adviser/Controller who should introduce a scientific system of management information and cost accounting.

(iv) The Committee felt that the Management was not adopting sound financial policies which ultimately resulted in loss of production and financial losses. The management at that time also lacked "professional skill".

(v) It was found that the Works Manager did not have full authority over certain branches in the factory whose activities directly affected the production. It was also recommended that the Purchase Division should be under the control of one authority only.

(vi) The capacity of the plant was not being fully utilised generally due to non-availability of raw materials and components, arising from the paucity of funds.

(vii) An immediate induction of cash to the tune of Rs. 175 lakhs was recommended to revive the company.

(viii) The prices fixed for both 35 HP and 50 HP tractors manufactured by this unit were found to be the lowest as compared to the prices for similar tractors of other tractor manufacturers.

2. In pursuance of one of the recommendations made by the Committee, the selling price of the tractor was increased by Government in February, 1972. Despite the increase in price, the production of tractors in the unit could not be maintained at a reasonable level. In fact production came to standstill in November, 1972, and a large number of workers were retrenched. Government, then, assumed the management of the undertaking under the Industries (Development & Regulation) Act, 1951. The Gujarat Agro Industries Corporation Ltd. were appointed as Authorised Controller. The period of management by the Authorised Controller has been extended upto 11th March, 1979.

Sophisticated facilities for making Submarines

2023. SHRI MADHAVRAO SCINDIA: Will the Minister of DEFENCE be pleased to state:

(a) whether a decision for setting up sophisticated facilities for making submarines entirely on country's own technology has been taken;

(b) if so, whether negotiations for purchase of licence and technology for the same were held with some foreign countries; and

(c) if so, the outcome thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c). The need for indigenous construction of submarines has been recognised by Government. Since complete know-how for building submarines in our own shipyards is not available, initial construction has to be undertaken with foreign collaboration. Technical

discussions are accordingly in progress with a number of foreign shipyards. A decision will be taken after evaluation of the various offers.

Charges against an IPS Officer

2024. SHRI ROBIN SEN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether enquiry against an I.P.S. officer and erstwhile Superintendent of Government Printing regarding the allegation of printing bogus ballot papers during the last Lok Sabha election has been completed; and

(b) if so, the result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) The enquiry relating to the printing of duplicate Ballot Papers in the Government Press, West Bengal in connection with the last Lok Sabha Election is not yet complete

(b) Does not arise.

Employees of Bharat Coking Coal Ltd.

2025. SHRI A. K. ROY: Will the Minister of ENERGY be pleased to state:

(a) the percentage of direct and indirect, piece rated and time rated, underground and surface, workers and officers among the total employees of Bharat Coking Coal Ltd.; at the time of nationalisation and now, and the relative expenditure on them as wages, salaries and other amenities;

(b) whether since Nationalisation the expenditure on non-production forces has increased putting the collieries at perpetual loss; and

(c) if so, what action Government propose to take to reverse the trend?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

Harbour at Farakka

2026. SHRI SASANKASEKHAR SANYAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 497 regarding Harbour at Farakka and state the steps taken by Government so far and what further steps are contemplated in the matter?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): A provision of Rs. 1 lakh has been made in the Annual Plan for 1978-79 for undertaking a feasibility study of proposal for introduction of Inland Water Transport between Haldia and Farakka. Requirements of shore facilities and handling facilities at Farakka are also proposed to be included within the scope of this feasibility study.

Benefits to Madhya Pradesh Government Servants for serving Territorial Army Service

2027. SHRI NIHAR LASKAR: Will the Minister of DEFENCE be pleased to state the benefits granted by Government of Madhya Pradesh to Government servants for serving in the territorial army such as:

- (i) increments in the service,
- (ii) cash awards,
- (iii) other facilities?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (i) Nil

(ii) (a) Three cash awards of Rs. 100/- each have been instituted by the State Government for being awarded to the three best "Other Rank" trainees of the Infantry Battalion of Territorial Army located in Madhya Pradesh.

(b) Cash awards of Rs. 2,500/- and Rs. 1,500/- each are given by the State Government to those recipients of Territorial Army Decoration and Territorial Army Medal, respectively, who hail from Madhya Pradesh.

(iii) Territorial Army personnel are allowed to draw full civil pay in addition to pay and allowances drawn from Defence Services Estimates during the period of training

विवाहों के पंजीकरण के लिए प्रस्ताव

2028 श्री एस० एम० सोमानी : क्या गृह मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार विवाहों का पंजीकरण करने की व्यवस्था करने का प्रस्ताव पर विचार कर रही है, और

(ख) क्या सरकार ने इस प्रश्न की जांच करने के लिए कोई समिति नियुक्त की है और यदि हाँ तो इस बारे में ब्योरा क्या है,

गृह मंत्रालय में राज्य मंत्री (श्री एम० बी० पाटिल) : (क) जी हाँ, श्रीमान ।

(ख) विवाहों के पंजीकरण के लिए व्यवस्थापन की सिफारिश करने के प्रश्न पर विचार करने के लिए स्थानीय स्थायी तथा परिवार कल्याण मन्त्रालय एक अन्तर्विभागीय कार्यकारी दल द्वारा गठित किया गया था । आवश्यकी दल ने सहायित मन्त्रालय का अपनी रिपोर्ट प्रस्तुत कर दी है और सिफारिश की है कि शादियाँ का पंजीकरण जन्म तथा मृत्यु के पंजीकरण सम्बन्धित होना चाहिए ।

केन्द्रीय विधि मन्त्रालय ने सम्पूर्ण भारत में सभी शादियों के अनिवार्य पंजीकरण के लिए एक विधेयक का मसौदा तैयार किया है ।

आयुध उपकरण कारखाना, कानपुर में नियुक्तियों के मामले में अनियमितताएँ

2029 श्री हरगोविन्द वर्मा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) क्या आयुध उपकरण कारखाना कानपुर में नियुक्तियों के मामले में गम्भीर अनियमितताएँ की जा रही हैं

(ख) यदि हाँ तो क्या सरकार इनको रोकने के लिए कार्यवाही करेगी, और

(ग) यदि नहीं, तो क्या सरकार खिलाड़ियों के लिए आरक्षित वोट पर की गई नियुक्तियों के बारे में जांच करेगी ?

रक्षा मंत्रालय में राज्य मंत्री (श्री० शेर सिंह) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) खिलाड़ियों के लिए कोई कोटा आरक्षित नहीं है ।

आयुध उपकरण फैक्टरी, कानपुर के प्रबन्धक का स्थानान्तरण

2030. श्री हरगोविन्द वर्मा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकारी आदेशों के अनुसार किसी भी उच्च अधिकारी का एक पद पर और एक स्थान पर 3 वर्ष में अधिकतम समय तक रहने की अनुमति नहीं है और

(ख) यदि हाँ तो उसे उच्च अधिकारियों की संख्या कितनी है जो इस नियम का उल्लंघन कर रहे हैं और यदि नहीं तो आयुध उपकरण फैक्टरी, कानपुर में प्रबन्धक का कितने वर्षों में स्थानान्तरण नहीं किया गया है और उसके क्या कारण हैं ?

रक्षा मंत्रालय में राज्य मंत्री (श्री० शेर सिंह) : (क) अपसरों के अन्तर-फैक्टरी स्थानान्तरण के लिए कोई सवा-अवधि निर्धारित नहीं है परन्तु सामान्यतया लगभग 5 वर्ष पूरा कर लेने पर प्राप्ति और सेवा की आवश्यकता के अनुसार उनके अन्तर-फैक्टरी स्थानान्तरण पर विचार किया जाता है ।

(ख) इस सम्बन्ध में नियमों के उल्लंघन का प्रश्न नहीं उठता । कानपुर में आयुध उपकरण कारखाने में महाप्रबन्धक की अतिरिक्त पांच प्रबन्धक हैं जो छ माह से लेकर लगभग

साल वगैरे से कानपुर में है। क्योंकि इस प्रकार है।—

	प्रायुध उपस्कर कारखाना कानपुर में	कानपुर में रहने की कुल प्रवाध
महाप्रबंधक	8 मास	1 वर्ष
प्रबंधक (उत्पादन)	6 वर्ष/9 मास	6 वर्ष/9 मास
प्रबंधक (चर्म)	6 वर्ष/9 मास	12 वर्ष
प्रबंधक (याजना)	6 वर्ष/7 मास	8 वर्ष 5 मास
प्रबंधक (टेक्मेटाउन)	7 वर्ष/4 मास	19 वर्ष/8 मास
प्रबंधक (प्रशासन)	4 वर्ष/9 मास	6 वर्ष 2 मास

Wagon-Loaders Employed in Khotadih (Raniganj) Colliery

2031 SHRI RAMANAND TIWARY
Will the Minister of ENERGY be
pleased to state:

(a) whether services of 800 Hari-
Jan wagon-loaders employed in Kho-
tadih (Raniganj) colliery were termi-
nated during emergency.

(b) if so, the reasons therefor and

(c) steps taken or proposed to be
taken to reinstate them?

THE MINISTER OF ENERGY
(SHRI P. RAMACHANDRAN) (a)
No, Sir

(b) and (c) Do not arise

कन्ट्रोल के कपड़े का उत्पादन
करने वाली मिलें

2032. श्री राजेन्द्र कुमार शर्मा

श्री गंगा भक्त सिंह :

क्या उद्योग मंत्री यह बताने की कृपा
करेंगे कि

(क) वर्ष 1977-78 के दौरान कन्ट्रोल
के कपड़े का उत्पादन करने वाली मिलों की
संख्या और नाम क्या है,

(ख) उन मिला नाम क्या है जिन्होंने
कन्ट्रोल के कपड़े का उत्पादन निरस्त न करने
से कम किया है, और

(ग) ऐसी मिला क बिना क्या कार्गो-
वाही की गई है।

उद्योग मंत्री (श्री जार्ज कर्नानडिस)

(क) म (ग) आवश्यक जानकारी इकट्ठी
की जा रही है और समाप्त हो रही है
जायेगी।

Report on Bank Credit Problems to Small Scale Sector

2033 SHRI C K CHANDRAPAN
SHRI PRASANNBHAI
MEHTA

SHRI NATVERLAL B
PARMAR

Will the Minister of INDUSTRY
be pleased to state

(a) whether it is a fact that the
Committee headed by Shri K. Puri
has submitted its report on Bank
credit problems to small scale sector,

(b) if so, what are the main fea-
tures of the recommendations made
by this Committee,

(c) what are the reactions of Go-
vernment about those,

(d) whether Government have decided to act on the basis of these recommendations; and

(e) if so, the details thereof?

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) The main features of the recommendations are:

(i) Simplified application and appraisal forms to be adopted by all banks for advances upto Rs. 25,000 and advances between Rs. 25,000 and Rs. 2,00,000.

(ii) In the case of margins there should be no insistence for small units; for viable schemes of technically qualified entrepreneurs' minimum margin requirement should be flexible, entrepreneurs should be permitted to introduce equity contribution in stages according to requirements; setting up of a soft loan assistance fund or a National Equity Fund.

(iii) Banks should depend on viability of project; in the case of small loans the practice of obtaining third party guarantee in a routine manner should be discontinued; unencumbered industrial assets obtained as collateral security should be released from the prior charge whenever legitimate need arises; banks should accept equitable mortgage

(iv) Repayment programme should take into account surplus generating capacity and for this purpose adequate start-up period for repayment should be given; interest should be collected in easy instalments after the unit starts operating surpluses; repayment programme should be reviewed and rescheduled in the case of power cuts, recession or natural calamities.

(v) Discretionary powers of Branch Managers should be reviewed to ensure 60 per cent to 80 per cent of credit decisions at the

branch level itself; application forms of small loanees should be disposed off within 4 weeks.

(vi) A slab System of interest rate should be adopted; special concession in interest rate should be given to sick units under rehabilitation; concessional interest rates in backward areas; bank should not levy service charges on advances to small scale industries; banks should normally obtain refinance from Industrial Development Bank of India and if decides not to do so, pass on its own concessional interest rates on such loans.

(vii) Under Bill Rediscounting Scheme, bills of small scale industrial units may be accepted without any specific limit being fixed.

(viii) Banks should make fuller utilisation of Small Industries Service Institutes for project evaluation, rehabilitation of sick units, recovery of dues and market assistance; Government to take steps to upgrade the skills in Small Industries Service Institutes; the entrepreneur should furnish data to the bank and discuss the plans with the bank.

(ix) A Committee under the Chairmanship of Development Commissioner (Small Scale Industries) with representatives of small industry, Reserve Bank and bankers be appointed to watch the implementation of the Report.

(c) The recommendations are under the consideration of the Government of India.

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

High Powered Committee on Bank Credits

2034 SHRI G. M. BANATWALLA:
SHRI MUKHTIAR SINGH
MALIK:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the High Powered Committee on the Bank Credit problems

of small scale industries has recommended recently that the banks should give up conventional security oriented approach and grant loans on the basis of viability of schemes

(b) whether the Committee has also recommended that the routine procedure of obtaining Third Party guarantees, specially in the case of small loans, should be dispensed with, and

(c) whether the recommendations have since been considered by Government if so, with what results?

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES) (a)
Yes, Sir.

(b) Yes, Sir

(c) The recommendations are under the consideration of the Government

हीरा टेक्सटाइल्स मिल, उज्जैन द्वारा ऋण पर दी गई मामग्री

2035. श्री हुकम चन्द कछवाय : क्या उद्योग मन्त्री यह अनुरोध को स्वीकार करेंगे कि

(क) हीरा टेक्सटाइल्स मिल उज्जैन ने श्री रैयन टेक्सटाइल्स मिल उज्जैन को उसके आरम्भ होने के समय में अब तक ऋण पर कितनी मामग्री दी है और उमने लिए अब तक कितना भुगतान किया गया है और कितना भुगतान शर्भा किया जाता है और

(ख) हीरा टेक्सटाइल्स मिल ने मशीनरी में प्रयोग हुन किन पार्टियों को धागा, बीम और अन्य सामग्री बेची है और कितनी पार्टियों को यह धागा आदि ऋण पर दिया गया है और क्या यह भी यव है कि तब से काफी समय बीत जाने के बाद भी उमका भुगतान नहीं किया गया है और क्या सामग्री की लागत, उस पर व्याज सहित, वसूल करने के लिए कार्यवाही की जायगी ?

उद्योग मन्त्री (श्री जार्ज फर्नान्डेज)

(क) हीरा टेक्सटाइल्स मिल, उज्जैन का 1 अप्रैल, 1974 से राष्ट्रीयकरण किया गया

था। इसने श्री रैयन टेक्सटाइल्स मिल उज्जैन को किसी सामान का उधार संभरण नहीं किया था। किन्तु नट, बोल्ड, सीमा, छहें, परफेक्टेड इम्पात की पट्टियों आदि जैसी केवल 376 रु० मूल्य की मामग्री का उक्त कम्पनी को वर्ष 1975-76 और 1976-77 में उधार पर संभरण किया गया था।

(ख) हीरा टेक्सटाइल्स मिल ने मशीनों में इस्तेमाल के लिए निम्नलिखित कम्पनियों को सूत, बीम और अन्य सामग्री बेची थी —

- 1 बुनकर सहकारी समिति अस्ता
- 2 बुजको, उज्जैन
- 3 प्रभुदयाल थोटला, इन्दौर
- 4 अब्दुलकरीम हाजी मोहम्मद, गीतमपुरा
- 5 प्रभु दयाल
- 6 गणेश टेक्स, उज्जैन
- 7 मोहम्मद इमैन् मोह० यमुना, उज्जैन
- 8 अजय कुमार सुनील कुमार, उज्जैन
- 9 अजीज मोहम्मद अनमारी उज्जैन
- 10 शक्ति टेक्सटाइल्स, उज्जैन
- 11 स्वामिनिक टेक्सटाइल्स, उज्जैन
- 12 प्रेम टेक्सटाइल्स, इन्दौर
- 13 अरविन्द टेक्सटाइल्स, इन्दौर
- 14 विष्णु टेक्सटाइल्स उज्जैन
- 15 शक्ति चालित बुन कर सहकारी समिति, उज्जैन।
- 16 डी० के० टेक्सटाइल्स, उज्जैन
- 17 बुनकर सहकारी सघ, उज्जैन
- 18 रमेश चन्द नन्द किशोर, उज्जैन
- 19 मोहनलाल वालवकम, उज्जैन
- 20 वजरगलाल राधाकृष्ण, उज्जैन
- 21 गणेश फैब्रिकस, उज्जैन
- 22 मंगीलाल धूलिचन्द, उज्जैन

23. नमा टेक्सटाइल्स, उज्जैन
24. राजेश टेक्सटाइल्स, उज्जैन
25. लक्ष्मी टेक्सटाइल्स, उज्जैन
26. श्री वायले हाउस, रतलाम
27. विजय कुमार दीसवाला, उज्जैन
28. विमल कुमार महेश्वरी, उज्जैन
29. ग्याम टेक्सटाइल्स, उज्जैन

इनमें से क्रम संख्या (28) और (29) की दो पार्टियों को मार्च 1976 के पहले उधार पर मौलिक बीम यार्न आदि का समर्थन किया गया था। मार्च, 1976 के बाद इस प्रकार के सभी समर्थन नकद दाम लेकर किए गए हैं। क्रम संख्या (28) पर दो गई पार्टी पर कुछ बकाया नहीं है। क्रम संख्या (29) पर निम्नी पार्टी पर मार्च, 1976 में बकाया की कुल राशि 69,827.63 रुपये थी जिसमें से 23,400 रु० प्राप्त हो गए हैं और अब बकाया राशि 46,427.63 रुपये है। यह राशि वसूल करने के लिए आवश्यक अग्रयुपाय किए जा रहे हैं। व्याज के प्रश्न पर अलग से विचार किया जायेगा। सहायक निगम को भी व्याज की वसूली के प्रश्न पर विचार करने के लिए कहा जाएगा।

Khadi and Village Industries Commission

2036 SHRI T. A. PAI: Will the Minister of INDUSTRY be pleased to state.

(a) whether the last Budget provided for Rs. 36 crores to the Khadi and Village Industries Commission;

(b) if so, how much of it has been spent; and

(c) how many additional jobs have been created as a result in the year?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) In budget Estimates for 1977-78 a provision of Rs. 35 crores was made for Khadi and Village Industries

Commission under Plan Items (excluding a provision of Rs. 40 lakhs for Science and Technology Scheme). Subsequently, in the Revised Estimates the provision was increased to Rs. 44.65 crores (including Science and Technology Scheme) for the year 1977-78.

(b) The exact amount of expenditure incurred during the year 1977-78 will be known after the end of the Financial year.

(c) It is estimated that additional employment opportunities for about 5.14 lakh persons will be created in the current year.

Increase in the Price of Yarn

2037 SHRI P. K. KODIYAN:
SHRIMATI PARVATHI
KRISHNAN:
SHRI CHANDRA SHEKHAR
SINGH:

Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the price of yarn has been on an increase for the last few months;

(b) if so, the details thereof;

(c) whether it is also a fact that the weavers all over the country had decided to observe February 17, as anti-price-rise day to protest against the price spiral and against the monopolists policies of Government; and

(d) if so, the details and action being taken to reduce the price of yarn and to ensure adequate supply through public distribution system?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) and (b). The wholesale price in respect of cotton yarn reflects a marginal upward trend in prices during the last few months. Wholesale price index in February, 1978 stood at 201.5 as against 200.9 in January, 1978 and 196.9 in December, 1977.

(c) No, Sir.

(d) The price variations are reflective of normal market forces. Effective action for reduction in prices of yarn can be taken only through effective reduction in prices of inputs like cotton and it is not considered necessary at the present moment to interfere with normal market forces in these sectors also.

Adoption of first point Sales Tax Levy System by Delhi Administration

2038. SHRI P. K. KODIYAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Delhi Administration has adopted the first point sales tax levy system in respect of some items of common use; and

(b) if so what are the details of the new system and what will be its effect on the price level?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) and (b) According to the provisions of Section 5 of the Delhi Sales Tax Act, 1975, sales tax at the first point has been levied on certain commodities from time to time—The system is not new and has been in vogue since 1961 in Delhi. The list of first point goods has, however been revised a number of times and recently on 12-1978

Under the first point system of levying sales tax, the tax is payable by the dealer who imports into Delhi or manufactures such goods, when he sells the same for first time in the Union Territory of Delhi, and where he is not liable to pay tax under the Act, the tax is payable on the sale by the earliest of the successive dealers liable to pay tax under the Act. The incidence of tax in a first point levy system is less when compared with the incidence on the last stage of sale because the tax in the latter case would be leviable on price which would be inclusive of the profit at all the intermediary stages.

Survey Report Conducted by Central Statistical Organisation Re: National Income

2039. SHRI PRASANNBHAI MEHTA: Will the Minister of PLANNING be pleased to state:

(a) whether the findings of a survey of economy in 1976-77 conducted by the Central Statistical Organisation reveal that while national income rose, the per capita income slid because of the overall increase of two per cent in population;

(b) if so, what are the main details of the survey report; and

(c) what steps are being taken in view of this survey report?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir

(b) According to the Quick Estimates, the national income in 1976-77 is estimated at Rs 40,164 crores (at 1970-71 prices) as compared to Rs 39,626 crores in 1975-76. This gives an increase of 1.4 per cent in national income. Due to an overall increase of 2 per cent in population over this period the corresponding per capita income at 1970-71 prices shows a marginal fall from Rs 659 in 1975-76 to Rs 655 in 1976-77. At current prices, national income in 1976-77 stands at Rs. 64,279 crores with the per capita income at Rs 1,049

(c) As a result of various measures adopted by the Government to increase production and partly on account of good weather, the national income is estimated to have increased by around 5 per cent in 1977-78 which would imply an increase of about 3 per cent in per capita income.

The Annual Plan for 1978-79 envisages a significant step up in the public sector outlay i.e. by 17 per cent over 1977-78 Plan outlay. The Union Budget for 1978-79 also indicates a number of measures to step up the rate of investment and growth in the economy.

The Medium-term Plan for 1978-83 is also being formulated which will

be placed before the National Development Council shortly. This will indicate the details of development programmes and policy measures proposed to be followed to increase the per capita income during this period.

Import of Cotton

2040 SHRI BHAGAT RAM: Will the Minister of INDUSTRY be pleased to state—

(a) the figures of cotton imports for the past five years;

(b) at what price per tonne was it imported and from which countries; and

(c) what was the price of Indian cotton per tonne for the same period?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES) (a) to (c) The information is being collected and will be laid on the Table of the House.

ग्रामीण क्षेत्रों में बिजली की सप्लाई के लिए ममान बरें

2011. श्री सुखेन्द्र सिंह : क्या ऊर्जा मन्त्री यह बताने की कृपा करेंगे कि—

(क) क्या ग्रामीण क्षेत्रों में बिजली की सप्लाई के लिए ममान बरे लागू करने के पश्चात् पर सरकार ने विचार किया है

(ख) क्या उस बार में राज्य सरकारों ने भी अपनी जिम्मेदारियाँ दे, और

(ग) यदि हा, तो उस बारे में सरकार ने क्या निर्णय किया है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) (क) से (ग) सम्पूर्ण देश में ग्रामीण क्षेत्रों सहित विभिन्न क्षेत्रों के उपभोक्ताओं के लिए बिजली के टैरिफ की दरों में एकरूपता के प्रश्न पर पहले विचार किया गया था परन्तु बाद में यह विचार त्याग दिया गया था इस समय ऐसा कोई

प्रस्ताव विचाराधीन नहीं है तथापि टैरिफ के ढाँचे को युक्तिसंगत बनाने और राज्य बिजली बोर्डों जिन के अधिकार में टैरिफ निर्धारण का मामला आता है, की समग्र कार्य-प्रणाली में सुधार लाने के लिए व्यावहारिक मिफारिशें देने हेतु एक अखिल भारतीय विशेषज्ञ समिति गठित करने का प्रस्ताव है।

कोटा जिले में प्रादिवारियों के उत्थान के लिए योजना

2042. श्री चतुर्भुज : क्या गृह मन्त्री यह बताने की कृपा करेंगे कि—

(क) क्या राजस्थान के कोटा जिले में शाहवादी तहसील और उनके निम्न तहसील क्षेत्र में प्रादिवारियों के उत्थान के लिए कोई योजना गिनाराधीन है, और

(ख) यदि हा तो तत्परम्बन्धी व्यय, क्या है.

गृह मन्त्रालय में राज्य मंत्री (श्री एस० डी० पार्लस) (क) और (ख) राजस्थान के कोटा जिले में गिनाराज तथा शाहवादी तहसीलों में गान्धारियाज आदि जनजाति वर्ग के विकास के लिए एक कार्यक्रम तैयार किया गया है इस कार्यक्रम के लिए एक गान्धारिया विकास समिति बनाई गई है। चालू वर्ष के दौरान 7.00 लाख रुपये व्यय किया जायेगा राज्य सरकार ने वर्ष 1978-79 के निम्न 10.00 लाख रुपये का परिचय्य प्रस्तावित किया है जिस पर यथा समय विचार किया जायेगा

Expenditure and Functions of Textile Commissioner's Office

2043 SHRI T A PAI: Will the Minister of INDUSTRY be pleased to state:

(a) the expenditure incurred on the Textile Commissioner's Office in 1975-76, 1976-77 and 1977-78,

(b) the staff strength of the organisation in 1975-76, 1976-77 and 1977-78; and

(c) the essential functions of the organisation?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES):

(a)	Year	Expenditure (Rs. in lakhs)	
	1975-76	97.47	
	1976-77	92.87	
	1977-78 (upto Jan. 78)	31.35	

(b)	Year	Staff Strength	
		Garretted	Non-Garretted
	1975-76	104	818
	1976-77	104	818
	1977-78	99	801

(The above figures do not include posts in Weavers' Service Centres/Institutes of Handloom Technology, as these have been transferred now to the office of the Development Commissioner for Handlooms).

(c) Following are some of the essential functions of the Textile Commissioner:—

(i) to function as a Development Commissioner for the organized sector of the textile industry and also to exercise regulatory functions in terms of various textile control orders issued under the Essential Commodities Act, 1955;

(ii) to function as the DGTD for the textile sector;

(iii) to afford technical guidance and render advice to the industry in its technical problems particularly relating to modernisation;

(iv) to monitor the trends in textile production and distribution

Capacities of Cigarettes by India Tobacco and Vizir Sultan

2044 SHRI SOM NATH CHATTERJEE: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware that while the monopolistic cigarette

combined of India Tobacco and Vizir Sultan, are registered with an installed capacities of 24,000 million and 8,000 million cigarettes respectively they produced 35,000 million and 14,000 million cigarettes respectively in 1973 and 1974;

(b) is it not a fact that their licensed capacities were amended recently to 36,000 million and 16,000 million cigarettes and this effectively amounts to 45,000 million and 20,000 million cigarettes respectively in view of the blanket 25 per cent excess production allowed for I.T.C. and V.S.T.; and

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

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (c). The production of these two Companies in the years 1973 and 1974 were as follows:

	1973	1974
India Tobacco Co.	3374	32077
Vazir Sultan & Co.	13493	12856

India Tobacco Co and Vazir Sultan Tobacco Co. were producing cigarettes under the Registration Certificates issued under Section 10 of the I.D.R. Act which did not mention any capacity. However, in terms of the amended I.D.R. Act, 1973 the Registration Certificates were endorsed in 1976 for the following capacities:

	Million pieces
M/s ITC Ltd	36000
M/s Vazir Sultan Tobacco Co.	16000

In terms of the general industrial licensing policy of the Government, the Companies holding industrial licence or Registration Certificates are permitted 25 per cent excess production over and above the capacities specified therein based on certain condition.

Power Crisis in Delhi Vis-a-Vis Calcutta

2045 SHRI SOM NATH CHATTERJEE: Will the Minister of ENERGY be pleased to state:

(a) whether Delhi is having more power crisis than Calcutta; and

(b) if not, the reasons for giving more importance to Delhi than Calcutta by setting up another power unit at Badarpur, Delhi?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b), Delhi is slightly better off than Calcutta in availability of power because of hydro backing from Bhakra System. Badarpur Thermal Power Station is a regional station to provide assistance to the neighbouring States of Punjab, Haryana, Rajasthan and Uttar Pradesh after meeting the demand of Delhi. Extension of Badarpur by 210 MW has been sanctioned recently keeping in view the long term needs of Northern Region. Sufficient generating capacity has been/is being sanctioned to meet the load growth in Calcutta.

Loss Incurred by Coal Industry

1046 SHRI SAMAR MUKHERJEE:
SHRI S. C. MURUGAIYAH:

Will the Minister of ENERGY be pleased to state:

(a) whether the coal industry has suffered a loss of Rs 140 crores after the nationalisation of this industry;

(b) if so reasons therefor;

(c) what action Government proposes to take against the inefficient management who are solely responsible for this heavy amount of losses; and

(d) what steps Government propose to take to realise this loss in the coal industry without increasing the price of coal?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The provisional accounts show that the accumulated loss till 31-3-77 is about Rs. 182 crores

(b) The main reasons for the losses are—

(i) The National Coal Wage agreement resulting in substantial increase in the wage bill of the company, became effective from 1st 3903 LS-7.

January, 1975, but the price of coal was revised from 1st July 1975.

(ii) While revising the price of coal from 1st July, 1975 the Government allowed a price increase of Rs. 1750 per tonne only, even though the Inter-Ministerial Committee, which went into the question, had recommended an increase of Rs. 21.80 per tonne on the basis of the cost of production.

(iii) The demand for coal did not come upto the levels anticipated while fixing the price.

(iv) The cost of production has gone up on account of *ex-gratia* payment in lieu of bonus, increases in the cost of stores, machinery, power and other inputs.

(c) The losses are due to factors beyond the control of the management.

(d) In view of the impact of any rise in the price of a basic fuel like coal, Government has decided not to revise the price of coal at present. Steps are, however, being taken to effect economies, improve efficiency and reduce the cost of production.

Coal shortage in Yamuna Nagar and Jagadhari

2047 SHRI SAMAR MUKHERJEE:
Will the Minister of ENERGY be pleased to state:

(a) whether Government are aware that Yamuna Nagar and Jagadhari are experiencing acute shortage of coal; and

(b) the steps taken to improve the situation there?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) According to the available information no acute shortage of coal has been reported from Yamuna Nagar and Jagadhari.

(b) Does not arise.

Retirement age of Secretaries in Government Departments

2048. SHRI R. V. SWAMINATHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that in some of the departments of the Government of India, Secretaries retire at the age of 60 years;

(b) if so, what are the departments where such rule is in existence;

(c) whether Government are considering to change them and also bring them at par with other Government departments;

(d) if not, the reasons for the same; and

(e) if so, from which date?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a), (b), (d) and (e). In the Departments of Atomic Energy, Space and Electronics, the age of retirement of Scientific and technical personnel is 60 years, except in the case of temporary appointees.

(c) No, Sir.

Manning of posts in functional areas

2049. SHRI R. V. SWAMINATHAN:

DR. SUBRAMANIAM
SWAMY:

SHRI MANORANJAN
BHAKTA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government had decided not to accept Administrative Reforms Commission's view that all posts in a functional area should be staffed exclusively by technical personnel;

(b) if so, what other recommendations are being accepted by Government which had not so far been accepted; and

(c) whether Union Government are considering to have a thorough change in the administration by considering some recommendations of the A.R.C.?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to (c). Government have already laid a statement on the Table of the Lok Sabha on 17-11-1977 which contains details of Government decision on ARCs recommendations. Since then, there has been no material change so far as ARC recommendations on Personnel Administration are concerned.

Obscenity in Tamil Films

2050. SHRI D. B. CHANDRE
GOWDA:

SHRI ISHWAR CHAUDHRY:

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

(a) whether Chief Minister of Tamil Nadu has warned against attempts to introduce kissing in Tamil Films;

(b) if so, whether any other States have also expressed the similar views in this regard; and

(c) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) A report to this effect had appeared in the Press

(b) No, Sir.

(c) Does not arise.

Alteration/deletion of Article 370

2051. SHRI SHYAM SUNDER
GUPTA:

SHRI G. M. BANATWALLA:
SHRI MUKHTIAR SINGH
MALIK:

SHRI ARJUN SINGH
BHADORIA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Chief Minister of Jammu and Kashmir has given a state-

ment in Calcutta that Article 370 cannot be altered or deleted without the concurrence of people of Jammu and Kashmir; and

(b) if so, what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) The Government have seen news reports to this effect which appeared in the press in February, 1978.

(b) As had been stated earlier in reply to Unstarred Question No. 244 on 29 June 1977, the Government do not propose to abrogate Article 370 of the Constitution.

Coal production during 1975-76 to 1977-78

2052. SHRI SHYAM SUNDER GUPTA: Will the Minister of ENERGY be pleased to state:

(a) the production of coal during the last three financial years, year-wise and production estimated for 1977-78;

(b) whether the production of coal has gone down during the year of 1977;

(c) what is the average daily output of coal at present as compared to the daily average last year; and

(d) whether any concrete steps have been taken to boost the production of coal and to meet the demand of coal and if so, the details thereof?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Coal production during the last three years and estimate for 1977-78 is given below:

	(in million tonnes)			
1974-75	1975-76	1976-77	1977-78	
88.41	99.69	101.04	101	(estimated)

(b) and (c) There has been slight drop in production during 1977-78 on account of interruptions in power supply to coal mines, strike in explosives/factory at Gomia and unusually

heavy rains. Coal production has picked up and the average daily rate of production in January, 1978 was 3.75 lakh tonnes compared to 3.63 lakh tonnes in January, 1977.

(d) As a result of steps taken to boost coal production, the average daily production in the month of February, 1978 has come up to 3.93 lakh tonnes as against 3.13 lakh tonnes in November, 1977. The demand for coal will be met during the current financial year.

Revision of planning priorities

2053. SHRI SHYAM SUNDER GUPTA: Will the Minister of PLANNING be pleased to state:

(a) whether Government have seen the press reports that appeared in the *Times of India* dated the 3rd February, 1978 under the caption "Radical changes in plan priorities essential" wherein the Deputy Chairman of the Planning Commission had stated that Planning priorities will have to be revised radically if the promise of bringing basic services within the reach of the poorest in the next decade is to be fulfilled;

(b) whether he has also stated that the expansion of social services in the country has so far not brought proportionate benefit to the people; and

(c) what is Government's reaction thereto?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) and (b). Yes, Sir.

(c) The Planning Commission is preparing the draft Five Year Plan for 1978-83 based on the objectives of greatly increased employment opportunities and reduced poverty. Government expect the Commission to suggest ways of ensuring that certain basic services are made available to the poorest sections of the people within a definite time-frame. The draft Plan is shortly to be considered by the National Development Council.

Investigation into alleged firing at Mr. Sanjay Gandhi's Jeep in Amethi

2054 SHRI SHYAM SUNDER GUPTA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the investigations in connection with the alleged incident of firing at Mr Sanjay Gandhi's jeep near Amethi on the eve of Lok Sabha elections last March have been completed and found baseless by the CID,

(b) whether any action has been taken against the Judicial Officers of Amethi District of U P for acts of omission and commission in connection with this episode, and

(c) if so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S D PATIL) (a) Yes, Sir

(b) According to the Government of U P no judicial officer of Amethi District has been found guilty of any act of omission or commission in respect of this incident

(c) Does not arise

कोल इण्डिया लिमिटेड द्वारा उठाई गई हानि के सम्बन्ध में जाच करने के लिए एक समिति का गठन

2055. श्री सुभाष झाजूजा : क्या ऊर्जा मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का विचार कोल इण्डिया लि० द्वारा उठायी गयी हानि की जाच कराने के लिए एक समिति का गठन करने का है,

(ख) यदि हा तो तब और

(ग) जान इण्डिया लि० द्वारा उठायी गयी हानि का क्षेत्रवार व्योरा क्या है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :

(क) और (ख) जो नहीं परन्तु एक समिति कोयले के उत्पादन की जागतिक किरायात की सम्भावना का अध्ययन कर रही है ।

(ग) कोल इण्डिया लिमिटेड के नुकसान का क्षेत्रवार विवरण उपलब्ध नहीं है किन्तु कुल मिलाकर इस कम्पनी को 31-3-77 तक लगभग 182 करोड़ रुपए का संचित नुकसान होने का अनुमान है ।

मध्य प्रदेश के बेंतूल जिले में कोयले के भण्डार के बारे में सर्वेक्षण

2056 श्री सुभाष झाजूजा क्या ऊर्जा मन्त्री यह बतान की कृपा करेंगे कि

(क) क्या सरकार मध्य प्रदेश के बेंतूल जिले में कोयले के भण्डारों के बारे में सर्वेक्षण कर रही है और

(ख) यदि हा, तो कब कोयला भण्डारों में राज्य का धन खर्च में आरम्भ किया जायगा ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :

(क) और (ख) जी हा । इस क्षेत्र में कोयला भण्डारों का पहले में ही जायगा है और नई खानों की खोज करना के लिए विभिन्न समन्वयण कार्य हो रहा है । यह प्रभाव है कि 1980-81 में नई प्रतिनिधित्व प्रयोग कर काम शुरू हो जाय ।

धनबाद (बिहार) में कोयले का खान से निकाला जाना

2057 श्री सुभाष झाजूजा क्या ऊर्जा मन्त्री यह बतान की कृपा करेंगे कि क्या धनबाद की कोयला खानों से कोयला निरालन का विधिवानुसृत बनाने हेतु धनबाद कच्चे (बिहार) की कुछ वालोनिया को खाली कराये जाने का प्रस्ताव है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :
जी नहीं ।

Technical organisations for Development of Inland Water Transport

2058 SHRI SHAMAPRASANNA BHATTACHARYYA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that the Estimate Committee of the Lok Sabha in their 74th report in 1969 regretfully noted that one of the major factors holding up development of inland water transport was the absence of necessary technical organisations in the States and Centre,

(b) if so, what are the recommendations they made in this matter,

(c) whether the Centre has implemented their recommendations,

(d) if so, the details thereof, and

(e) if not, the reasons thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI HAN RAM): (a) Yes Sir

(b) A statement is attached

(c) & (e) The proposal for augmentation of technical posts in the IWT Directorate at the Centre is under consideration. As regards the States the need for setting up of separate organisation separate cells in each State Government which could be made responsible for dealing exclusively with IWT matters had been taken up and emphasised on the State Governments. All the State Governments concerned, with the exception of Jammu & Kashmir have set up their separate organisations/cells for dealing with IWT matters. The remaining State Government namely the Government of Jammu & Kashmir has also been requested to follow suit

Statement

The recommendations made by the Estimate Committee are as reproduced below —

(i) The Committee have been informed that, "In March, 1967 the Ganga-Brahmaputra Water Transport Board was merged with the Directorate with a view to strengthen the Directorate Depending on the development of Inland Water Transport based on the recommendation of Inland Water Transport Committee recently set up, the question of further strengthening the IWT Directorate will be considered. The Committee hope that on receipt of the report of the IWT Committee the recommendations made therein will be speedily examined and those accepted by the Ministry implemented without delay."

(Recommendation No 5)

(ii) The Committee regret to note that although the Inland Water Transport Committee (1959) had pointed out in clear terms the lack of technical organisations in the States which hampered the development of Inland water transport on sound basis very little has been done by the Ministry in this direction. The Committee are unhappy to be told that even now "one of the major factors regarding the development of inland water transport is the absence of proper technical organisation in the States and that "in the absence of such organisation no properly conceived regional projects could be framed indicating in detail the cost of development and maintenance of waterways, traffic surveys, etc." The Committee are constrained to observe that the Ministry which was responsible for developing inland water transport and effecting necessary coordination with other modes of transport, has not bestowed the necessary consideration, which they should have to the question of setting up of sound

technical organisation in the States. The Committee feel that the matter should have been vigorously pursued by them with the State Governments concerned.

(Recommendation No 13)

(iii) The Committee note that following the Conferences of the State Ministers-in-Charge of Inland Water Transport in June, 1968 some of the States have already taken action to set up suitable organisation or at least separate cells which could be made responsible for dealing exclusively with the formulation and execution of inland water transport schemes. The Committee hope that other State Governments would be persuaded to strengthen their organisations, if considered necessary in the light of the schemes to be implemented during the Fourth Five Year Plan period.

(Recommendation No 4)

Employees working in Inland water Transport Directorate, Patna

2059 SHRI SHYAMAPRASANNA BHATTACHARYYA Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether Government have contemplated to take all the temporary employees and workcharged staff working as casual in Inland Water Transport Directorate, Patna on permanent and regular basis, and

(b) if so, when and details thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) No, Sir

(b) Does not arise

Vessels of Inland Water Transport Directorate leased out to private party

2060 SHRI SHYAMAPRASANNA BHATTACHARYYA Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether some vessels of the Inland Water Transport Directorate

are going to be or have been leased out to some private party for operation;

(b) if so, is it not against the recommendations made by the Bhagwati Committee,

(c) whether Government are considering to set up a workshop of its own for the Inland Water Transport Directorate vessels, and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) No, Sir

(b) Does not arise in view of reply to (a) above

(c) No Sir

(d) Setting up of a workshop has not been found to be economical

Setting up of Projects for gas turbine Generators

2061 SHRI SHYAMAPRASANNA BHATTACHARYYA Will the Minister of ENERGY be pleased to state

(a) whether the Chief Minister of West Bengal has requested for the setting up of some projects for gas turbine generators, and

(b) if so the reaction of Government thereto?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN) (a) and (b) The West Bengal State Electricity Board have submitted a proposal for installation of gas turbine generators at the following locations in West Bengal —

1 Gouripore	1x20 MW
2 Haldia	2x15 MW
3 Siliguri	2x15 MW

The project is under appraisal by the Central Electricity Authority for techno-economic approval.

विशाखापत्तनम में शुष्क गोदी (डाक) में कार्यरत कर्मचारी

2062. श्री बयाराव शास्त्र : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) विशाखापत्तनम में शुष्क गोदी (डाक) पर एम० ई० एस० द्वारा किए जा रहे कार्य में कितने अस्थायी कर्मचारी कार्यरत हैं और उन्हें स्थायी करने के लिए सरकार द्वारा क्या कार्यवाही की गई है; और

(ख) क्या सरकार इन कर्मचारियों के लिए रिहायशी क्वार्टरों का निर्माण करने संबंधी किसी प्रस्ताव पर विचार कर रही है और यदि हा तो कब तक ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) विशाखापत्तनम में शुष्क गोदी परियोजना के लिए एम० ई० एस० द्वारा कार्य पर लगाए गए कर्मचारियों की संख्या इस प्रकार है :—

(1) अकुशल कर्मचारी—1055

(2) कुशल कर्मचारी—409

यद्यपि इन कामिकों को लगातार नौकरी पर लगाए जाने के लिए ठेके के अनुसार, सरकार पर कोई पाबन्दी नहीं थी, परन्तु लोकोपकारी आधार पर और एक विशेष मामले के रूप में जुलाई 1977 में यह फैसला किया गया कि फालतू घोषित किए गए योग्य कामिकों को नौभेना डाकघरों, विशाखापत्तनम अथवा अन्य रक्षा प्रतिष्ठानों में उनकी मातृता की कुछ शर्तों के अधीन समकक्ष अथवा निम्न पदों पर रखाया जाए ।

(ख) इन कर्मचारियों के लिए 500 अस्थायी एकल आवासों की व्यवस्था की गई है ।

Funds for space Research

2063. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SPACE be pleased to state:

(a) whether Government are contemplating to set up more funds for space research; and

(b) if so, the funds allotted for this year?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir.

(b) The Voted Grant for Space Research for 1977-78 is Rs. 4608 lakhs as against the previous year's figure of Rs. 4114 25 lakhs.

Construction of Radio Stations Building in Andhra Pradesh

2064. SHRI P. RAJAGOPAL NAIDU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Radio Stations in Andhra Pradesh are having their own buildings; and

(b) if not, whether Government are contemplating to provide funds for constructing their own buildings?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) As already stated earlier in reply to Lok Sabha Unstarred Question No. 3411 answered on 13-7-77 All India Radio has four stations in Andhra Pradesh viz. Hyderabad, Vijayawada, Vishakhapatnam and Cuddapah. At Hyderabad and Vijayawada, all technical installations are housed in buildings owned by All India Radio. At Vishakhapatnam and Cuddapah, the transmitters and the receiving centres are located in buildings owned by All India Radio but the interim studio facilities are provided in rented buildings. A section of the administrative offices at Hyderabad and the entire office set-up at the other three centres are presently housed in rented accommodation.

(b) The schemes for setting up permanent studios at Vishakhapatnam and Vijayawada and for construction of additional office accommodation at Hyderabad are already under implementation. A scheme for setting up permanent studios at Cuddapah has been included in the draft Roll-on-Plan (1978-83) but its implementation will depend upon the availability of resources and relative priorities.

Research to Improve Bullock Cart

2065. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the results achieved so far of the research that was being conducted to improve the bullock cart?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): Various organisations like the Indian Agricultural Research Institute, Pusa, Indian Institute of Management, Bangalore and Central Road Research Institute have lately taken up various aspects of the improvement of bullock cart, and the Government of India have also set up a Steering Group in the Ministry of Shipping and Transport to coordinate research on the subject. But since this activity has only been taken up recently, it is too early to expect any specific results as yet.

Dismantling of Samachar News Agency

2066. SHRI R. K. MHALGI:
SHRI EDUARDO FALEIRO:

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

(a) what is the present position of Central Government's decision to dismantle Samachar News Agency;

(b) what are the causes of delay for its full implementation; and

(c) what action Government have taken or propose to take to remove the said causes and when?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) The news agencies have agreed to start independent functioning with effect from the 15th April, 1978.

(b) The causes of delay as known to Government are both financial and operational.

(c) The Government have already sanctioned some financial assistance to enable the news agencies to start independent functioning. At the request of the agencies, Government have agreed to examine the question of any further financial assistance.

Review of Cases of Government Employees Compulsorily Retired during Emergency

2067 SHRI R. K. MHALGI:
SHRI S. S. SOHANI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Central Government have completed the review of the cases of Government employees in its various departments who have been compulsorily retired during emergency;

(b) if so, with what result; and

(c) if not, the reasons for delay and when it will be finalized?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to (c). Presumably, the reference in part (a) is to the premature retirements ordered during emergency. Instructions have already issued on receipt of representations, cases of those Central Government employees who were prematurely retired during emergency should be reviewed. This review is being conducted by a number of appropriate authorities in different Ministries/Department and their attached and subordinate offices. According to the information received so far, orders for the reinstatement of 3281 employees have been issued.

Status of Belgaum City

2068 PROF. P. G. MAVALANKAR:
Will the Minister of HOME AFFAIRS
be pleased to state;

(a) whether Government are aware that stalemate and tension both continue between the peoples and the Governments of Karnataka and Maharashtra on the question of the status of Belgaum city and other neighbouring border areas;

(b) if so, whether Government propose to take any fresh and prompt initiatives in the matter with a view to arriving at a reasonably satisfactory reconciliation of the problem;

(c) if so, how and when; and

(d) if not, why not?

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS
(SHRI S D PATIL): (a) to (d).
The Government are aware of claims
and counter claims on this issue.
However, as stated in reply to Un-
starred Question No 1242 on 23 Nov-
ember 1977, the Government do not
consider the present to be the oppor-
tune time to take up this matter un-
less the State Governments concerned
can work with mutually acceptable
proposals.

**Regularisation of Staff and Casual
Artistes**

2069 PROF. P. G. MAVALANKAR
Will the Minister of INFORMATION
AND BROADCASTING be pleased to
state

(a) whether Government are taking
concrete and effective steps to regu-
larise the services of casual artistes or
contract staff or both working in All
India Radio as well as on the Door-
darshan all over the country,

(b) if so, broad details thereof,

(c) if not, why not,

(d) is it a fact that station Direc-
tors of AIR and TV at various centres
are giving a break in service by giving

break to casual artistes and/or con-
tract staff after every 14 days; and

(e) if so, whether Government are
not going back on their promise re-
garding regularising the said staff?

THE MINISTER OF INFORMATION
AND BROADCASTING (SHRI L. K.
ADVANI): (a) to (c). Normally,
casual artistes are engaged on short-
term contract, to meet specified pro-
gramme needs. Therefore, ordinarily,
the question of their regularisation
does not arise.

However, some casual artistes have
been working as such in Akashvani
and Doordarshan for the past some
years. After careful consideration, a
proposal has been formulated that
those who have worked for a total
period of 365 days during the previous
three financial years or have worked
for 240 days in any one of these years,
may be considered for regularisation
subject to their being other-wise suit-
able in all respects and all the con-
cerned competent authorities agree-
ing to the proposal. The total num-
ber of such eligible casual artists is
137 (Akashvani-62; Doordarshan-75).

(d) The normal time span of con-
tract of casual artistes is 14 days.
Generally it is not a continuous one.

(e) No, Sir

**Working of Khadi and Gramodyog
Commission**

2070. PROF. P. G. MAVALANKAR:
Will the Minister of INDUSTRY be
pleased to state

(a) whether it is a fact that the
working of the Khadi and Gramodyog
Commission in the country is getting
increasingly expensive, inefficient and
generally far from satisfactory;

(b) if so, steps being taken by Gov-
ernment to rectify and improve the
situation; and

(c) whether Government propose
any changes in policy and/or person-
nel of the said Khadi and Gramodyog

Commission and if so, what are they, and when are they likely to be implemented?

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES) (a) No, Sir

(b) Does not arise

(c) The Khadi and Village Industries Commission was reconstituted for a period of three years up to 31st March 1980. Some amendments to the Khadi and Village Industries Commission Act 1956 are under consideration of the Government. It is the intention of the Government to strengthen and intensify the activities of the Commission to develop the rural sector of the economy in pursuance of the new Industrial Policy.

Visit of British Shipping Mission to India

2071 PROF P G MAVALANKAR
Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether a British Shipping Mission visited India in January-February this year,

(b) if so the purpose of the said visit, the personnel of the visiting experts and the broad outline of their discussions and negotiations with their counterparts in India and the places they visited here,

(c) whether any contracts/agreements were signed as a result of this visit, and

(d) if so facts thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) and (b) An eight member Team consisting of Chairmen/Managing Directors of six major British Shipyards and a representative each from a firm of ship brokers and British shipbuilders headquarters' staff visited India in January-February 1978. The purpose of the Team's visit was to ascertain plans for development of

Indian merchant marine and also explore the possibility of selling ships to India in the coming years. The Team had discussions with the shipowners in Bombay, Calcutta and Madras and also with concerned Government Departments in New Delhi.

(c) No Sir

(d) Does not arise

Sinking Indian Freighter M V
Radiant Near Bombay

2072 SHRI G M BANATWALLA
SHRI MUKHTIAR SINGH
MALIK

Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether a Cochin bound Indian freighter M V Radiant sank near Bombay on 20th February 1978

(b) if so estimated loss as a result thereof and

(c) the cause of the incident?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) Yes, Sir

(b) According to the information received from the owner, Agents (Collis Line Pvt Ltd) of the ship they have filed a petition in the Bombay High Court for compensation to the extent of Rs 9.8 million (inclusive of cost of removal of wreck). The non-petitioners are

(i) Capt T Micheal Master of ALTONA

(ii) Green River Corporation—owner of ALTONA

(iii) BELGRAVIA Maritime Co Ltd Managers of the Vessel

(iv) J M Bakshi & Co Ltd Bombay Agents of the Vessel

(c) Due to collision with the Greek Vessel M V ALTONA.

Smaller States

2073. DR. SUSHILA NAYAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that smaller States have made much faster progress than the large ones; and

(b) if so, whether there is any proposal to split some of the large States into smaller units?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) As stated in reply to Unstarred Question No. 2771 on the 6th July, 1977, the size of a state does not necessarily have a relationship with production or prosperity or progress of a State.

(b) Presently, the Government are not formally seized of any such proposal.

Units for Preparing Chilled fresh Neera

2074. DR. SUSHILA NAYAR: Will the Minister of INDUSTRY be pleased to state:

(a) the number of units for preparing chilled fresh neera and an alternate drink to toddy and what is the expenditure on one such unit;

(b) whether there is any proposal to expand and increase the number and capacity of existing units for making *tad gud* out of fresh neera; and

(c) any other schemes for providing alternate employment to tappers who will be thrown out of employment due to prohibition?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) There are 89 chilled fresh neera units in various States which were set up with the assistance of Khadi and Village Industries Commission in 1976-77. Expenditure on each neera units differs according to the capacity of the unit. Unit having catering capacity of 500

liters per day requires capital expenditure of Rs. 1.55 lakhs and working capital of Rs. 20,000/-. Unit of catering capacity of 300 liters per day will involve capital expenditure of Rs. 70,000.00 and working capital of Rs. 12,000.00. Units with lesser capacities will need lower investments depending on the quantity of neera and facilities available.

(b) Palmgur and other Palm products programme of the Khadi and Village Industries Commission envisages expansion of capacity of existing units and setting up of new units for neera as well as palmgur making. During the year 1978-79 it is proposed to set up 34 additional neera catering units and 8 palm candy units. Assistance will also be given to 6000 individual producers of palmgur.

(c) For tappers who will be thrown out of employment due to prohibition, the Khadi and Village Industries Commission would endeavour to provide gainful occupations under its Palmgur and other Palm products development programme.

Excesses during Emergency

2075. DR. SUSHILA NAYAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether requests for enquiry into specific cases of excesses during the emergency are still pending;

(b) whether it is a fact that some of those responsible for excess are now in positions of prominence and are thwarting the proposed investigations; and

(c) what Government propose to do to give justice to the aggrieved parties?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): (a) to (c). The Shah Commission is inquiring into the case of excesses during the emergency. Only after the receipt of the report of the Shah Commission would it be possible to know who are responsible for

excesses and to take further action. There are no reports of thwarting of investigations.

गुजरात में ग्राम्य विद्युतीकरण योजनाएं

2076. श्री धर्मसिंह भाई पटेल : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय गुजरात के जूनागढ़, राजकोट और जामनगर जिलों को कौन-सी ग्राम्य विद्युतीकरण योजनाएं मंजूरी के लिए पड़ी है और वे कब में पड़ी है ,

(ख) इनमें से प्रत्येक योजना पर कितना व्यय होगा और प्रत्येक योजना के अन्तर्गत कितने गांव शामिल है; और

(ग) मंजूरी में विलम्ब के क्या कारण हैं ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :

(क) ग्राम विद्युतीकरण निगम के पास 1 मार्च, 1978 तक गुजरात के जूनागढ़ राजकोट तथा जामनगर जिलों को पांच विद्युतीकरण स्कीमे विचाराधीन पड़ी थी। विचाराधीन स्थिति का ब्यौरा संलग्न विवरण-1 में दिया गया है।

(ख) प्रत्येक स्कीम पर होने वाला व्यय तथा प्रत्येक स्कीम के अन्तर्गत आने वाले गांवों की संख्या विवरण-दो में दी गई है।

(ग) प्रश्न के भाग (ख) के उत्तर में बनाई गई प्रथम चार स्कीमे ग्राम विद्युतीकरण निगम ने राज्य विजली बोर्ड को संशोधन के लिए वापस कर दी थी। वे 26-12-1977 से 8-2-1978 के बीच निगम को वापस कर दी गई थी। पानवी स्कीम 6-1-1978 को प्राप्त हुई थी।

विवरण-I

क्र.सं०	स्कीम का नाम	प्राप्त होने की तिथि	मूल्यांकन टिप्पणियां		मशोभित स्कीमे प्राप्त होने की तिथि
			स्कीम के क्षेत्र की जांच की तिथि	मूल्यंकन किए जाने की तिथि	
(मूल रूप में)					
1	2	3	4	5	6
1.	जूनागढ़ जिले में कुटियाणा तालुक की ग्रामविद्युतीकरण स्कीम	29-7-77	12/77	8-1-78	9-2-78

1	2	3	4	5	6
3.	राजकोट जिले मे बानकमार तालुक की ग्राम विद्युतीकरण स्कीम	21-7-77	11/77	24-12-77	24-1-78
4	जाम नगर जिले मे भानवाड तालुक की ग्राम विद्युतीकरण स्कीम	11-4-77	7/77	22-9-77	26-12-77
5	जाम नगर जिले मे खमबालिया तालुक की ग्राम विद्युतीकरण स्कीम	11-1-78	—	-	-

विवरण-II

क्रम सं०	स्कीम का नाम	रकम की लागत (लाख रुपयों मे)	श्रृण परिव्यय (लाख रुपयों मे)	स्कीम के अन्तर्गत आने वाले गावों की संख्या
1	जूनागढ जिले मे कृटियाणा तालुक की ग्राम विद्युतीकरण स्कीम	24 14	23 19	37 (जिसमे 14 विद्युती- कृत गाव भी शामिल हैं)
2	जूनागढ जिले मे रनवाव तालुक की ग्राम विद्युतीकरण स्कीम	27 10	26 09	28 (जिसमे 17 विद्युती- कृत गाव भी शामिल हैं)
3	राजकोट जिले मे बानकमार तालुक की ग्राम विद्युतीकरण स्कीम	50 40	46 06	56 (नये गाव)
4	जाम नगर जिले मे भानवाड तालुक की ग्राम विद्युतीकरण स्कीम	42 05	39 76	06 (जिसमे 30 गैर क्षमता वाले गाव भी शामिल हैं)
5	जाम नगर जिले मे खमबालिया ग्राम विद्युतीकरण स्कीम	91 38	85 79	51 (नये गाव)

गुजरात में खनिज वन और नमक पर
आधारित उद्योग स्थापित करना

2077. श्री धर्म सिंह भाई पटेल :
क्या उद्योग मंत्री यह बताने की कृपा करेंगे
कि :

(क) गुजरात में कौन-कौन से और
कितने खनिज वन और नमक पर आधारित
उद्योग अब तक स्थापित किये गये हैं या अब
स्थापित करने का विचार है ,

(ख) क्या इन उद्योगों को स्थापित
करने की व्यवहार्यता पर विचार किया गया
है और यदि हा, तो कब और तत्संबंधी ब्योरा
क्या है अथवा क्या उसकी व्यवहार्यता पर
विचार करने का प्रस्ताव है और यदि हा,
तो कब और किम प्रकार , और

(ग) क्या इस सम्बन्ध में गुजरात
तथा किमी अन्य स्थान से कोई मांग प्राप्त
हुई है और यदि हा, तो कब और तत्संबंधी
ब्योरा क्या है और उस पर अब तब क्या
कार्यवाही की गई है ?

उद्योग मंत्री (श्री जार्ज फर्नान्डिस) :

(क) से (ग) राज्यों में खनिज वन तथा
नमक पर आधारित अभी तक स्थापित
किये गये तथा स्थापित किये जाने वाले
उद्योगों की मध्या व नामों का ब्योरा केन्द्र
में नहीं रखा जाता । जारी किये गये आणव-
पक्षों तथा औद्योगिक ग्राहकों का ब्योरा
"मन्थनी लिमिटेड आफ इन्डस्ट्रियल लाइसेंसिंग
एण्ड लेटर्स आफ इन्स्टिट्यूट ऑफ रीगुलेशन एक्ट,
1951 तथा वीकीनी क्वांटिटी आफ इन्डस्ट्रियल
लाइसेंसिंग, इम्पोर्ट लाइसेंसिंग एण्ड एक्सपोर्ट
लाइसेंसिंग में प्रकाशित किया जाता है
इन प्रकाशनों को प्रतिया सगद के मुक्तकालय
में उपलब्ध है । पंचवर्षीय योजनाओं में
सम्मिलित करने के लिये सामान्यता रिपोर्ट
तैयार करने व उनकी समीक्षा करने की एक

नियमित निर्धारित प्रक्रिया है । प्रक्रिया
का अनुपालन करने के उपरान्त योजना
परियोजनाएं पंचवर्षीय योजना में शामिल
की जाती हैं । राज्य सरकारों द्वारा भेजे
गये प्रस्तावों पर वार्षिक योजना बनाते समय
विचार किया जाता है ।

खनिज, वन तथा नमक पर आधारित
उद्योगों के विकास के संबंध में उद्योगों का
संवर्धन करने हेतु उठाए जाने वाले कदमों
का ब्योरा नीचे दिया जाता है । केन्द्रीय
नमक तथा समुद्री रसायन अनुसन्धान मस्थान
भावनगर ने बिटरन्स पर आधारित सोडाइन
पोटेशियम सॉल्ट तथा मेगनेशियम उत्पादों
का निर्माण करने के लिये प्रक्रियाओं का
विकास किया है । मस्थान के प्रयत्नों से
नमक पर आधारित उद्योगों की वृद्धि होने
की आशा है । गुजरात सरकार ने गुजरात
राज्य वन विकास निगम लि० बड़ोदा की
स्थापना की है और इस निगम का प्रमुख
कार्य गुजरात राज्य में विभिन्न उत्पादों की
किस्म तथा परिमाण में सुधार करना व
उत्पादों पर आधारित उद्योगों का विकास व
गुजरात राज्य में बनोत्पादों का विज्ञानक
उपयोग करना है । जहां तक खनिज पर
आधारित उद्योगों का संबंध है वन पर
आधारित वर्तमान महत्वपूर्ण उद्योगों में
उर्वरक एकक चीनी मिट्टी एकक, काच तथा
स्फ़िंक्टेरी एकक, एस्ट्रो-नम मोमेट की
बन्धुओं के एकक, फेरो अलाय सयव तथा
अनेक रसायनिक एकक शामिल हैं । गुजरात
रिफाइनरी की 43 लाख मीट्रिक टन की
क्षमता में 30 लाख मीट्रिक टन क्षमता और
बढ़ाई जायेगी तथा इस विस्तार परियोजना
के 1978 के मध्य तक पूरा किये जाने की
आशा है । इसमें कुल मिला कर 40 11
करोड़ रुपये की अनुमानित लागत से अन्य
परिष्करण सुविधाओं की व्यवस्था की जा
रही है तथा इस परियोजना के दिसम्बर,
1980 तक पूरे हो जाने की आशा है ?

संबाजी मल्ली-मेटल परियोजना के लिये रिटच परामर्शदाताओं द्वारा तैयार की गई संभाव्यता रिपोर्ट संबाजी भंडारों से तांबा, लौहा तथा जस्ते के खनन के बारे में है। इस परियोजना को राज्य क्षेत्र में स्थापित करने का विचार है।

नमक का राज्यवार उत्पादन और केन्द्रीय सहायता

2078. श्री धर्मसिंह भाई पटेल : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1976-77 से नमक की राज्यवार कितनी मात्रा में उत्पादन हुआ और वर्ष 1977-78 और 1978-79 में नमक का कितनी मात्रा में उत्पादन होने की आशा है ,

(ख) केन्द्रीय सरकार द्वारा नमक का उत्पादन बढ़ाने के लिये दी जाने वाली सहायता का स्वरूप क्या है और सहायता किसको तथा किस प्रकार दी जाती है ,

(ग) नमक उत्पादन तथा उद्योगों पर इस समय लगाये गये उत्पादन शुल्क या कर का स्वरूप क्या है और

(घ) क्या नमक लगाये गये उत्पादन शुल्क अथवा कर में कमी करने का कोई प्रस्ताव है यदि नहीं, तो इसके क्या कारण हैं ?

उद्योग मंत्री (श्री जार्ज फर्नान्डिस) :

(क) एक विवरण संलग्न है ।

(ख) नमक उद्योग सम्बन्धी विकास पर कार्यों पर श्रम कल्याण कार्यों के लिए नमक साइमेंसधारियों को सामान्यतः राज्य सरकारों/जिला परिषदों/ पंचायत समितियों के साथ साझेदारी वालों को उपकर आय से से अनुदान के रूप में सहायता दी जाती है ।

बड़े साइमेंसधारी के मामले में कुछ लागत का 50 प्रतिशत (जहाँ क्षेत्र 100 एकड़ से अधिक हो) तथा अनेक साइमेंसधारियों एक मध्यम साइमेंसधारियों (जहाँ 10 क्षेत्र तथा 100 एकड़ के बीच हो) और सहकारी सोसाइटियों के मामले में लागत का दो-तिहाई सहायता के रूप में दिया जाता है। अपवाद की स्थितियों में कुछ श्रम कल्याण अथवा सामुदायिक विकास कार्य के लिए या नमक के अनिवार्य भंडारण के लिए भंडारों के बनाये जाने हेतु उपकरण आय से वित्त दिया जा सकता है । जब कभी तूफान, बाढ़, वर्षा आदि जैसे प्राकृतिक प्रकोपों से नमक के कार्य पर प्रतिकूल प्रभाव पड़ता है उस समय उत्पादकों को अनुग्रह अनुदान तथा पुनर्वासि श्रृंग के रूप में सहायता दी जाती है ।

साइमेंसो कृत नमक उत्पादकों को विकास कार्य के लिए अर्थात् नमक फैक्टरियों की स्थापना/विस्तार, के लिए नमक, फैक्टरियों में सुधार करने तथा ऐसी फैक्टरियों में कार्यरत श्रमिकों को पानी की पूर्ति आदि करने के लिए भी श्रृंग दिया जाते हैं ।

(ग) नमक पर कोई उत्पादन शुल्क अथवा कर नहीं लगाया गया है । किन्तु नमक बनाने पर 4 प्रेसे प्रति 40 किलोग्राम की दर से उपकरण लगाया गया है । यदि नमक का उत्पादन ऐसे नमक कारखाने में किया गया है जिसका क्षेत्र 4.04,686 हेक्टेयर से अधिक वन्तु 4,04,686 हेक्टेयर से कम हो तो अथवा व सहकारी समितियों द्वारा बनाया गया हो, जिसके प्रत्येक सदस्य का क्षेत्र उपर बताये गये क्षेत्र से अधिक हो तो इस उपकर की दर घटाकर आधी कर दी जाती है । निम्नलिखित प्रकार से नमक उत्पादन पर उपकर के भुगतान से पूर्ण छूट दी गई है :—

(1) विदेशों को समुद्री मार्ग से निर्यात किया गया नमक ;

(2) भारतीय राज्य व्यापार निगम लि० माध्यम से नेपाल को निर्यात किया गया नमक ;

(3) नमक कारखानों में तैयार किया गया नमक जिनका क्षेत्र 686 हेक्टेयर में अधिक न हो,

(4) सहकारी समिति द्वारा चलाये जा रहे नमक कारखानों में बनाया गया नमक, जिसके प्रत्येक सदस्य का क्षेत्र उपर्युक्त (3) में निर्धारित सीमा से अधिक न हो ।

(ख) नमक उपकरण कम करने हेतु कोई प्रस्ताव सरकार के विचाराधीन नहीं है।

वितरण

राज्य	वास्तविक उत्पादन (हजार मी० टन में)		अनुमानित उत्पादन हजार मी० टन में
	1976	1977	1978
गुजरात	1485.9	296.3	3200.0
तमिलनाडु	1540.0	1156.4	1540.0
महाराष्ट्र	449.2	556.1	560.0
राजस्थान	164.5	349.8	350.0
आन्ध्र प्रदेश	307.5	280.7	310.0
उड़ीसा	84.4	17.4	82.0
कर्नाटक	20.2	9.2	20.0
पश्चिम बंगाल	15.4	10.2	15.0
हिमाचल प्रदेश	4.5	3.0	5.0
गोआ दमन तथा दीव	3.7	9.1	9.0
पण्डिचेरी	1.1	0.1	1.0
योग	4076.4	5326.5	3091.0

स्कूटरो का उत्पादन और वितरण

2079 श्री धर्मासह भाई पटेल .
क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1974-75 1975-76 और 1976-77 के दौरान देश में प्रत्येक गाँव के स्कूटरो के उत्पादन और वितरण के राज्यवार आकड़े क्या हैं और वर्ष 1977-

78 और 1978-79 में इस आकड़ों का अनुमान क्या है

(ख) स्कूटरो के आवंटन के लिए इस समय राज्यवार निम्न व्यक्तियों के नाम प्रतीक्षा सूची में हैं और

(ग) क्या स्कूटरों की मांग का पूरा करने की सरकार की कोई योजना है और यदि नहीं, तो इसके क्या कारण हैं और

जनता की धान को पूर्वतया कब तक पूरा किया जायेगा ?

उद्योग मंत्री (श्री जार्ज कर्जनिडिस) :
(क) धत तीन वर्षों में विभिन्न मेशों के स्कूटरो के उत्पादन और उनके वितरण के राज्यवरा धाकरो के सबध मे धवेक्षित जानकागी संलग्न विवरण 1 तथा 2 मे दी जाती है । [धन्वालय मे रखा गए । देखिए सभ्या गल० टी—1744/78] । 1977-78 और 1978-79 मे धनुमानित उत्पादन भी विवरण 1 मे दिया गया है । इन दो वर्षों मे राज्यवार वितरण निर्माताधो द्वारा भा० के धाधार पर किया जायेगा ।

(ख) स्कूटरो के वितरण और बित्री पर से 1-1-78 मे नियंत्रण हटा दिया गया है । यह नियन्त्रण सबसे धन्त मे केवल मे० बजाज धाटो लिमिटेड और मे० बजाज धाटो लिमिटेड के सहयोग मे मे० महाराष्ट्र स्कूटर्स लिमिटेड द्वारा निम्न स्कूटरो मे लागू था । धत प्रतीक्षा-सूची के बाधे मे जानकारी केवल इन मेको के स्कूटरो के सबध मे है और यह विवरण 3 मे दी जाती है । [धन्वालय मे रखा गया । देखिए सभ्या एल टी 1741/78]

(ग) 1978-79 तक धनुमानित 3,25,000 स्कूटरो की माग की तुलना मे 11 एकको जिनकी कुल लाइसेंस प्राप्त क्षमता 3,78,000 स्कूटरो की है, मे उत्पादन हो रहा है । इसके धनावा, 1,68,000 स्कूटरो की धतिरिक्त क्षमता के लिए सात पाटियो को भी लाइसेंस दिए गए हैं । इस प्रकार निर्माण क्षमता मागे पूरी करने के लिए पर्याप्त है । वितरण नियंत्रण हट जाने से यह धाना है कि स्कूटर उद्योग को प्रमत्तर-दायिता और विकास को बढ़ावा मिलेगा और अधिका पवन्ध बाधों के स्कूटरो लिए प्रतीक्षा नबधि कम हो जायेगी ।

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धाकसाधानी के विभिन्न केन्द्रों द्वारा 20-सूत्री कार्यक्रम का प्रसारण

2080. श्री राम प्रसाद देसमुख :
क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 9 जनवरी, 1978 को धाकसाधानी विभिन्न बाणिज्यिक केन्द्रों मे प्रसारित 'चिन्तन' कार्यक्रम मे 20-सूत्री कार्यक्रम तथा भूतपूर्व प्रधान मंत्री की प्रसंसा की गई थी ;

(ख) यदि हां, तो क्या वर्तमान सरकार का इस नीति में विश्वास है ;

(ग) यदि नहीं, तो क्या जो अधिकाारी प्रसारण से पूर्व इस कार्यक्रम को सुनते हैं उन्हें इसके लिये दोषी पाया गया है , और

(घ) यदि हा, तो मंत्री बाणिज्यिक केन्द्रों के इन अधिकाारियों के विरुद्ध क्या कार्यवाही की गई है ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण धाडवाणी) : (क) जी, हा ।

(ख) जी, नहीं ।

(ग) और (घ). प्रारम्भिक जाच के धाधार पर दो व्यक्तियों को निलम्बित कर दिया गया है । विस्तृत जाच जारी है तथा निष्कर्षों के धाधार पर अधिकाारियों के विरुद्ध आवश्यक कार्रवाई की जाएगी ।

राजस्थान एल्यूमीनियम हैण्डोकाप्ट को एल्यूमीनियम की सप्लाई

2081. श्री चतुर्बुज : क्या उद्योग मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या राजस्थान एल्यूमीनियम हैण्डोकाप्ट को एल्यूमीनियम प्राप्त करने मे धाने वाली कठिनाई का और उनका ध्यान दिलाया गया है, और

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

उत्तर श्री (श्री जार्ज फर्नांडीस) :

(क) जो नहीं।

(ख) प्रश्न ही नहीं उठता।

Industries exceeding licensed capacity

2082. SHRI AGHAN SINGH THAKUR: Will the Minister of INDUSTRY be pleased to state

(a) whether Rama Krishna Committee on industrial regulations and procedure, has observed that several medium and large industries are exceeding their licensed capacity for items which are now reserved for small scale industries;

(b) if so, the names of the industries which are exceeding their licensed capacity; and

(c) the action Government propose to take to prevent this abuse?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) The Study Group on Industrial Regulations and Procedures have *inter alia* observed that "in cases of several products which have been reserved for small scale sector, large and medium industries are already producing these items. While no further expansion of capacity will be authorised for these items, it is a fact that a number of large and medium units have far exceeded their licensed capacity in terms of products".

(b) Some of the industries reserved for exclusive development in the small scale sector where production in respect of a number of undertakings has exceeded their licensed capacity beyond 25 per cent are tooth-paste, laundry soap, domestic electrical appliances and circuits.

(c) The production in the large scale sector of items reserved for small scale

sector is regulated in the following manner:—

A. (i) Units already licensed are not allowed to expand their capacity.

(ii) In case an item is exempted from industrial licensing procedure and is reserved for the small scale sector, a Carry-on-Business licence is issued in case an entrepreneur had taken effective steps/commenced production before the date of reservation.

B. (i) Industrial undertakings holding Registration Certificate have all been advised now to submit their Certificates for endorsing the productive capacity thereon.

(ii) New Industrial Licences for manufacture of items reserved for small scale sector are not now issued unless the proposal is for 100 per cent export on a continuing basis.

The Statement on Industrial Policy made on December 23, 1977 emphasises that where large scale units, whether belonging to large houses or not, are already engaged in the manufacture of items since reserved for small scale sector, there would be no expansion in their capacity.

Setting up of Industries in Tangpal, Bastar District of Madhya Pradesh

2083 SHRI AGHAN SINGH THAKUR: Will the Minister of INDUSTRY be pleased to state.

(a) whether a decision had been taken to set up some industry at Tangpal in Bastar district of Madhya Pradesh;

(b) if so, when and where the industry is proposed to be set up; and

(c) the reasons for not setting up the same so far?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): (a) to (c) No decision has been taken to set up any industry in the public sector at Tangpal in Bastar District of Madhya Pradesh. However, the Government of

Madhya Pradesh are engaged in having a detailed feasibility study assisted by the IDA (an affiliate of the World Bank) for the industrial development of Bastar District based on wood processing industries. Bastar District has also been selected as industrially backward and as such is eligible for concessional finance from term-ending financial institutions under the Backward Area Development Schemes. The location of central industrial projects is based on techno-economic considerations.

Changes in the pattern of press ownership

2084 S G MURUGAIYAN

SHRI C K CHANDRAPPA

Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether Government have a proposal under consideration to restructure the present pattern of press ownership to make it conducive to freedom of the press and

(b) if so the details and the steps being taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. V. ADVANI) (a) and (b) It is proposed to entrust this problem for study by the Second Press Commission which is expected to be set up shortly

Asian Highway Project

2085 SHRI K LAKKAPPA Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) details of the Asian Highway project,

(b) what is the length of the component of the project in India and its estimated cost

(c) whether the Indian component has been completed, and

(d) if not, by what date it is scheduled to be completed?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF

SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (d) The Asian Highway project is a Scheme formulated by the UN Economic & Social Commission for the Asian and Pacific Region for the development of a network of international highways by the countries concerned from their own resources connecting the countries of the region with each other. This Scheme covers at present 64 363 Kms of roads of which 15689 kilometres fall within India. Almost the entire length of the Asian Highway routes in India are part of National Highways or in certain cases some State roads. These are all existing roads except for two small missing links—one of about 5 kms near Tanakpur (UP) on the Indo-Nepal border on the western side and the other of about 3 kilometres near Galgolia on the Indo-Nepal border on the eastern side in West Bengal. While the missing link near Galgolia has already been taken up for construction the one near Tanakpur is tied up with the route in Nepal which is yet to be taken up by the Government of Nepal. Other routes from India are however, available for joining the Asian Highway network in Nepal.

आइनेस इक्वीपमेन्ट कंपनी, कानपुर में खेल और खिलाड़ियों पर व्यय की गई राशि

2086 श्री हरमोविन्द वर्मा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि

(क) गत वर्ष आइनेस इक्वीपमेन्ट कंपनी कानपुर में खेल और खिलाड़ियों पर कुल कितनी धनराशि व्यय की गई,

(ख) क्या सरकार इतना अधिक व्यय करने की अनुमति देती है और

(ग) यदि नहीं, तो सरकार का विचार इस प्रकार अपव्यय करने वाले अधिकारी के विरुद्ध क्या कार्यवाही करने का है ?

रक्षा मंत्रालय में राज्य मंत्री (श्री० शेर सिंह) (क) वर्ष 1977 के दौरान 14 437 30 रुपए (चौदह हजार चार

सौ सेंटीस रुपए और तीस सैंसे मास) की राशी खर्च की गई थी।

(ख) केवल 2,900 रुपए सरकारी प्रभुत्व से खर्च किए गए थे। शेष धन 'सरकारी' निधनों से पूरा किया गया।

(ग) खेती पर किया गया खर्च अप्रत्यक्ष व्यय नहीं है।

Statement Correcting Answer to
USQ No. 2838 dt. 13.12-77 re: New
Brand of Cigarettes

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (KUMARI ABHA MAITI): In the statement referred to in the reply given to part (d) of Unstarred Question No. 3836 answered in the Lok Sabha on the 14th December, 1977 M/s. I.T.C. Ltd. (5 Units) were included at S. No. 1. It has since been brought to the notice of this Ministry that the non-resident interest in the equity share capital of M/s. I.T.C. Limited has been reduced to below 40 per cent level with effect from 24th May, 1977 and hence it has ceased to be a foreign unit with effect from that date. The correct position as on the date of the reply is that M/s. Godfrey Phillips Ltd., Bombay are the only cigarette manufacturing unit with more than 40 per cent non-resident interest. Serial Number 1 of the statement and the entries relating thereto referred to in reply to part (d) of the Unstarred Question No. 3836 answered in the Lok Sabha on the 14th December, 1977 may accordingly be deemed to have been deleted.

2. As the information necessitating the correction was received only on 11th January, 1978 and by then, as the Lok Sabha had been adjourned, it is regretted that this statement could not be laid on the Table of the House earlier.

12.42 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER INDUSTRIES-
(DEVELOPMENT AND REGULATION) ACT,
ANNUAL REPORTS ETC.

THE MINISTER OF INDUSTRY
(SHRI GEORGE FERNANDES): I
beg to lay on the Table:—

(1) A copy each of the following
Notifications (Hindi and English
versions) under sub-section (2) of
section 18A of the Industries
(Development and Regulation)
Act, 1951:—

(i) S.O. 15(E) published in
Gazette of India dated the 13th
January, 1978, regarding the con-
tinuance of control over the
management of Shri Janki Sugar
Mills and Company, Doiwala, Dis-
trict Dehradun (Uttar Pradesh).

(ii) S.O. 100(E) published in
Gazette of India dated the 16th
February, 1978 regarding the con-
tinuance of control over the
management of Messrs Hindustan
Tractors Limited, Viswamitri,
Baroda.

[Placed in Library See No. LT-
1717/78].

(2) A copy each of the following
papers (Hindi and English versions)
under sub-section (1) of section
619A of the Companies Act, 1956:—

(a) (i) Review by the Govern-
ment on the working of the Heavy
Engineering Corporation Limited,
Ranchi, for the year 1976-77.

(ii) Annual Report of the
Heavy Engineering Corporation
Limited, Ranchi, for the year
1976-77 along with the Audited
Accounts and the comments of
the Comptroller and Auditor
General thereon.

[Placed in Library. See No. LT-
1718/78].

(b) (i) Review by the Govern-
ment on the working of the

Mining and Allied Machinery Corporation Limited Durgapur, for the year 1976-77.

(ii) **Annual Report of the Mining and Allied Machinery Corporation Limited**, Durgapur, for the year 1976-77 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-1719/78].

(3) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Tool Design, Hyderabad, for the year 1976-77. [Placed in Library. See No. LT-1720/78].

(4) A copy of the Annual Report (Hindi and English versions) of the Small Industry Extension Training Institute, Hyderabad for the year 1976-77. [Placed in Library. See No. LT-1721/78].

(5) A copy of the Annual Report (Hindi and English versions) of the Institute for Design of Electrical Measuring Instruments, Bombay, for the year 1976-77.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the reports mentioned at (3), (4) and (5) above [Placed in Library. See No. LT-1722/78].

NOTIFICATIONS UNDER MERCHANT SHIPPING ACT, 1958 DOCK WORKERS (REGULATION OF EMPLOYMENT) AMDT. RULES, 1978 AND ANNUAL REPORTS ETC.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 458 of the Merchant Shipping Act, 1958:—

(i) The Merchant Shipping (Rates) Rules, 1977, published in

Notification No. G.S.R. 1705 in Gazette of India dated the 24th December, 1977.

(ii) The Merchant Shipping (Registration of Sailing Vessels) Amendment Rules, 1978, published in Notification No. G.S.R. 270 in Gazette of India dated the 18th February, 1978. [Placed in Library. See No. LT-1723/78].

(2) A copy of the Dock Workers (Regulation of Employment) Amendment Rules, 1978, (Hindi and English versions) published in Notification No. S.O. 256 in Gazette of India dated the 28th January, 1978, under sub-section (3) of section 8 of the Dock Workers (Regulation of Employment) Act, 1948. [Placed in Library. See No. LT-1724/78].

(3) A copy of the Annual Report (Hindi and English versions) for the year 1976-77 on the working of the Seamen's Provident Fund Scheme, 1966. [Placed in Library. See No. LT-1725/78].

(4) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Cochin Shipyard Limited, Cochin, for the year 1976-77.

(ii) Annual Report of the Cochin Shipyard Limited Cochin, for the year 1976-77 along with the Audited Accounts and the Comments of the Comptroller and Auditor General thereon [Placed in Library. See No. LT-1726/78].

(5) A statement (Hindi and English versions) explaining reasons for not laying the Annual Accounts of the Shipping Development Fund Committee for the year 1976-77 within the stipulated period after the close of the accounting year. [Placed in Library. See No. LT-1727/78].

JUTE (LICENSING AND CONTROL) (AMENDMENT) ORDER, 1978 AND NOTIFICATION UNDER INDUSTRIES (DEVELOPMENT AND REGULATION) ACT, 1951

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): I beg to lay on the Table:

(1) A copy of the Jute (Licensing and Control) (Amendment) Order, 1978 (Hindi and English versions) published in Notification No. S.O. 79(E) in Gazette of India dated the 8th February, 1978, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library See No. LT-1728/78].

(2) A copy of Notification No. S.O. 77(E) (Hindi and English versions) published in Gazette of India dated the 7th February, 1978, issued under section 9 of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See No. LT-1729/78].

NOTIFICATIONS UNDER ALL INDIA SERVICES ACT, 1951 AND COMMISSIONS OF INQUIRY (CENTRAL) AMDT RULES, 1977

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. D. PATIL): I beg to lay on the Table:—

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 3 of the All India Services Act, 1951:—

(i) The All India Services (Death-cum-Retirement Benefits) Fourth Amendment Rules, 1977, published in Notification No. G.S.R. 1700 in Gazette of India dated the 24th December, 1977.

(ii) The Indian Administrative Service (Pay) Second Amendment Rules, 1978, published in Notification No. G.S.R. No. 5(E) in Gazette of India dated the 4th January, 1978.

(iii) The Indian Administrative Service (Fixation of Cadre Strength) First Amendment Regulation, 1978, published in Notification No. G.S.R. 43 in Gazette of India dated the 14th January, 1978.

(iv) The Indian Administrative Service (Fixation of Cadre Strength) Second Amendment Regulations, 1978, published in Notification No. G.S.R. No. 44 in Gazette of India dated the 14th January, 1978.

(v) The Indian Administrative Service (Pay) First Amendment Rules, 1978, published in Notification No. G.S.R. 45 in Gazette of India dated the 14th January, 1978.

(vi) The Indian Administrative Service (Fixation of Cadre Strength) Third Amendment Regulations, 1978, published in Notification No. G.S.R. 46 in Gazette of India dated the 14th January, 1978.

(vii) The Indian Administrative Service (Pay) Third Amendment Rules, 1978, published in Notification No. G.S.R. 215 in Gazette of India dated the 11th January, 1978.

(viii) The Indian Police Service (Pay) Second Amendment Rules, 1978, published in Notification No. G.S.R. 216 in Gazette of India dated the 11th February, 1978.

(ix) The Indian Police Service (Pay) First Amendment Rules, 1978, published in Notification No. G.S.R. 217 in Gazette of India dated the 11th February, 1978.

(x) The Indian Administrative Service (Recruitment) Amendment Rules, 1978 published in Notification No. G.S.R. 76(E) in Gazette of India dated the 17th February, 1978.

(xi) The All India Services (Death-cum-Retirement Benefits) Amendment Rules, 1978, published

in Notification No. G.S.R. 258 in Gazette of India, dated, the 18th February, 1978.

(xii) The All India Services (Death-cum-Retirement Benefits) Second Amendment Rules, 1978, published in Notification No. G.S.R. 253 in Gazette of India dated the 18th February, 1978.

(xiii) The All India Services (Leave) First Amendment Rules, 1978, published in Notification No. G.S.R. 254 in Gazette of India dated the 18th February, 1978.

(xiv) The Indian Administrative Service (Regulation of Seniority) Amendment Rules, 1978, published in Notification No. G.S.R. 80(E) in Gazette of India dated the 22nd February, 1978.

[Placed in Library. See No. LT-1730/78].

(2) A copy of the Commissions of Inquiry (Central) Amendment Rules, 1977, (Hindi and English versions) published in Notification No. G.S.R. 1716 in Gazette of India dated the 31st December, 1977, under sub-section (3) of section 12 of the Commissions of Inquiry Act, 1952 [Placed in Library. See No. LT-1731/78]

12.42 hrs.

RE STRIKE BY DEVELOPMENT OFFICERS OF LIC.

SHRI SAUGATA ROY (Barrack-pore): Sir, the Development Officers of LIC will be going on strike from tomorrow onwards for a month. I have given a notice under Rule 377 to this effect and also Calling Attention Notice. It is a vital matter. About 7600 Development Officers will be going on strike from tomorrow. The Minister should make a statement.

MR. SPEAKER: I am looking into it.

.. SHRI SAUGATA ROY: When will I be able to know it?

MR. SPEAKER: As soon as I select it, you will know it.

SHRI SAUGATA ROY: Sir, I have given notice under proper rule. Let the Minister make a statement.

MR. SPEAKER: Mr. Roy, I have allowed under 377 five notices today and I will allow another five tomorrow. It is very likely that you might get your chance tomorrow if you have not got it today.

SHRI DINEN BHATTACHARYA (Serampore): 7600 Development Officers of LIC are going on strike. A full discussion is necessary on this subject.

SHRI SAUGATA ROY: Sir, can you not take it up at 2 O'clock today?

MR. SPEAKER: Tomorrow a short notice question is allowed.

SHRI SAUGATA ROY: It is a very vital matter. Sir, you allow it. I have given proper notice. What more can I do?

MR. SPEAKER: You must give a formal notice.

SHRI SAUGATA ROY: Sir, you are not allowing it.

MR. SPEAKER: Dr. Vasant Kumar Pandit . . .

श्रीधरी बलबोर सिंह (होशियारपुर):
प्रत्यक्ष महोदय, मैंने श्री साप को एक नोटिस
भेजा है . . . (ब्यवधान)

MR. SPEAKER: Please give it in writing.

श्रीधरी बलबोर सिंह : मैंने लिख कर
भेजा है ।

12.44 hrs.

RE: REPORT OF INQUIRY COMMITTEE ON SHRI JAYAPRAKASH NARAYAN'S TREATMENT

श्री मन्नीराम बागड़ी (मथुरा): अध्यक्ष महोदय मैं आप से मिला था और आप से इजाजत ली थी। श्री जयप्रकाश नारायण के स्वास्थ्य के बारे में जांच कमेटी की रिपोर्ट स्वास्थ्य मंत्रालय को दे दी गई है। 28 फरवरी को सदन में उस पर चर्चा बनी। 2 मार्च को आप ने सदन में कहा कि वह रिपोर्ट सोमवार को सदन में रख दी जायेगी। आज बुधवार हो गया है। 12 तारीख का श्री श्री जयप्रकाश नारायण का अमृत उत्सव बहुत बड़े पैमाने पर मनाया जा रहा है। जहां सम्पूर्ण क्रांति का आवाहू किया जायगा और उस के ऊपर सारी बातें संसार के सामने आएंगी। मंत्री महोदय ने सोमवार को वह रपट रखने का वायदा कर के भी अभी तक वह रपट नहीं रखी। असल में स्वास्थ्य मंत्री टालमटोल कर रहे हैं। जब अर्पोजीशन में बैठते थे तब रंग दूसरा था और इधर आ गए तो उनका रंग बदल गया है।

SHRI KANWAR LAL GUPTA (Delhi Sadar): It is an important matter and I endorse what he says. The Minister should carry out the instructions of the Speaker; he should come here and place the report on the Table of the House. You should ask him to do so.

MR. SPEAKER: First of all I shall find out from the record what the directions of the Speaker are?

SHRI KANWAR LAL GUPTA: The directions were that he should lay the report on Monday positively. He has not done that.

SHRI SHYAMNANDAN MISHRA (Bengaluru): On that day you were pleased to remark: "You may circulate it, both in Hindi and English to

the Members; you may do it by Monday. Without the report there could be no discussion; therefore you had better not have a discussion now; let the report be circulated and thereafter we will fix some time for discussion if necessary, let the report be circulated by Monday." The hon. Minister replied thus:

"लेकिन जैसे आप ने कहा है मैं कैसे कर दूंगा ? "

"I will do as you have directed." The hon. Minister is committed to presenting the report on Monday; he did not do it on Monday, even today he has not been able to do it. If any hon. Member draws the attention of the House to the failure on the part of the Minister, the hon. Speaker has to take notice of it.

श्री मन्नीराम बागड़ी: अध्यक्ष महोदय, आप ने सोमवार का विश्वास दिलाया। जयप्रकाश जी का नाम कोई मामूली नाम नहीं है और जयप्रकाश जी के साथ सबंध रखने वाली कमेटी जो है, वह देश के अंदर एक कानाफूसी को बढ़ावा दे रही है। 12 तारीख को उन का जन्म दिन मनाया जा रहा है। या तो आप यह कहिए कि लंच के बाद मंत्री महोदय यहां पर आकर के बयान दें नहीं तो जार्न बैठे हैं, वह बोलें, कीशिक बोलें, कोई न कोई मंत्री तो बोलें।

MR. SPEAKER: I shall find out from him.

SHRI KRISHAN KANT (Chandigarh): He has to present both the Hindi and English versions. The trouble is in translating in Hindi. You can direct him that at least the English version should be presented; the Hindi version might be presented after 15 days. But because of the Hindi version the whole thing should

not be delayed. That is my submission to you.

श्री कंवरलाल गुप्त : यहाँ बर्माजी बैठे हैं, उन से एम्बोरेस दिलवा दीजिए ।

MR. SPEAKER: The Minister of Parliamentary Affairs may kindly inform the Minister that he had promised to place the report by Monday but he had not yet placed it and that I would like to know why he had not done so; he must do that immediately.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): I will convey it to him.

MR. SPEAKER: He will inform the Minister immediately.

श्री मनी राय बागड़ी : अध्यक्ष महोदय, यह आप बतलाइए, आप क्या विश्वास दिला रहे हैं मदन को ?

CHOWDHRY BALBIR SINGH: rose—

MR. SPEAKER: You have given notice of a privilege motion. I will examine it.

12.50 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Growing incidents of delay in arrival and departure of Indian Airlines planes T8S

DR. VASANT KUMAR PANDIT (Rajgarh): I call the attention of the hon Minister of Tourism and Civil Aviation to the following matter of urgent public importance and request that he may make a statement thereon:

"Growing incidents of delay in arrival and departure of Indian Airlines planes, cancellation of several flights at the last moment and inefficiency in the servicing and maintenance of planes, resulting in fall in the prestige of Indian Airlines."

पर्यटन और वायु विमानन में (की चुनौती का कोसिक) : महोदय, देरियों और रद्द की गई उड़ानों को दो वर्गों में विभाजित किया जाता है, अर्थात् वर्ग "क"—जिस में ऐसी देरियाँ और रद्द की गई उड़ानों का विभागवार व्यौरा सम्मिलित है जिन पर कारपोरेशन का नियंत्रण होता है, उदाहरण के लिए वाणिज्यिक, परिवारालात्मक, इजीनवरी और भूमिगत उपकरणों से संबंधित सेवाओं के कारण होने वाली देरियाँ और रद्द की गई उड़ानें—और वर्ग "ख"—जिस में ऐसी देरियाँ और रद्द की गई उड़ानें सम्मिलित हैं जो ऐसे कारणों से होती हैं जिन पर कारपोरेशन का कोई नियंत्रण नहीं होता, उदाहरण के लिए मौसम, विमानक्षेत्रीय सुविधाओं एवं विविध परिणामी कारणों की वजह से होने वाली देरियाँ अथवा रद्द की गई उड़ानें । परिणामी देरियाँ पूर्ववर्ती स्टेशनो में से किसी एक पर प्रारम्भिक देरी के परिणामस्वरूप होती हैं और उन का कई गुना प्रभाव होता है क्योंकि प्रत्येक विमान एक दिन में कई सेवाएँ परिचालित करता है और उस के पाम ऐसी देरियों को समय-पूर्ति का प्रायः कोई अवकाश नहीं होता ।

वर्ग "क" के अंतर्गत आने वाली देरियाँ अर्थात् ऐसी देरियों का, जो कारपोरेशन के नियंत्रण में होती हैं, अनुपात नवम्बर, 1977 में 6.37% से घटाकर जनवरी, 1978 में 5.88% पर ले आया गया था । जहाँ तक वर्ग "ख" के अंतर्गत आने वाली देरियों का संबंध है अर्थात् ऐसी देरियाँ जो ऐसे कारणों से होती हैं जिन पर कारपोरेशन का नियंत्रण नहीं होता है, उन देरियों का अनुपात नवम्बर, 1977 में 48.14% में घटकर जनवरी, 1978 में 44.05% हो गया था । इस संदर्भ में, वर्ग "ख" के अंतर्गत

[श्री पुष्पःतम कौशिक]

झाने वाले कारणों के संबंध में तुलनात्मक स्थिति को प्रदर्शित करना आवश्यक है —

	देरी अनुपात प्रतिशत	
	1976-77	1977-78
नवम्बर	37.22	48.44
दिसम्बर	36.26	50.53
जनवरी	40.64	44.05

उपरोक्त स्थिति का कारण मुख्यतया खराब मौसम था जिन के परिणामस्वरूप प्रारम्भ के गन्तव्य तथा मार्ग के स्टेशनों पर अपर्याप्त क्षमता की स्थिति उत्पन्न हुई थी जहाँ वर्ष

के इस भाग में कोई अस्वाभाविक घटना नहीं है। जैसा कि उपरोक्त विवरण से स्पष्ट है, हाल में इस परिस्थिति का प्रभाव पिछले वर्ष इसी अवधि के दौरान इसके प्रभाव की तुलना में अधिक रहा है।

रद्द की गई उड़ानों के या तो ऐसे कारण थे जो वर्ग "क" के अंतर्गत आते हैं (अर्थात् ऐसे कारण जिन पर कारपोरेशन का नियंत्रण होता है।) अथवा ऐसे कारण जो वर्ग "ख" के अंतर्गत आते हैं। (अर्थात् ऐसे कारण जिन पर कारपोरेशन का कोई नियंत्रण नहीं होता)। इस संबंध में तुलनात्मक स्थिति निम्न प्रकार है —

रद्द की गई उड़ानें

	वर्ग "क"		वर्ग "ख"	
	1976-77	1977-78	1976-77	1977-78
नवम्बर	14	9	93	130
दिसम्बर	11	4	54	137
जनवरी	9	4	93	157

इससे स्पष्ट है कि 1977-78 के दौरान महीनों के दौरान कारपोरेशन के नियंत्रणवर्ती कारणों के परिणामस्वरूप रद्द की गई उड़ानों की संख्या उससे पहले के वर्ष में उन्नी तीन महीनों के दौरान रद्द की गई उड़ानों की संख्या से बहुत कम थी, जबकि कारपोरेशन के नियंत्रण से बाहर के कारणों के परिणामस्वरूप रद्द की गई उड़ानों के मामले में स्थिति उसके बिल्कुल विपरीत है।

जहाँ तक विमानों की मरिबिसन और संचरण का संबंध है कारपोरेशन की "टैक्निकल डिस्पैच रिलायबिलिटी" में लगातार

काफी सुधार हुआ है, जैसा कि नीचे दिय गये विवरण से स्पष्ट है —

टैक्निकल डिस्पैच
रिलायबिलिटी

	1976-77	1977-78
नवम्बर	97.71%	98.09%
दिसम्बर	98.29%	98.71%
जनवरी	97.93%	98.33%

इस प्रकार यह देखा जा सकता है कि वैरियों ऐसे कार्यों से होती हैं, जो कार्पोरेशन के नियंत्रण से बाहर होते हैं।

वैरियों और उड़ानों के रह किये जाने की घटनाओं को कम से कम करने के लिए सभी स्तरों पर वैरियों के बारे में बैठके की जाती है, जिनमें कार्पोरेशन के मार्गसूचक के सभी मार्गों पर ऐसी सभी घटनाओं की जांच की जाती है और जहाँ कहीं आवश्यक समझा जाता है उपचारी कार्यवाही की जाती है। एयर इंडिया, इंडियन एयरलाइंस, इटैरनेशनल एयरपोर्ट्स प्रोवायर्डि और नागर विमानन विभाग के अधिकारियों की एक समिति बना दी गई है जो कार्पोरेशन में होने वाली वैरियों की समीक्षा करेगी और मंत्रालय को अपनी रिपोर्ट देगी।

DR. VASANT KUMAR PANDIT.
Hon. Speaker, Sir, I read the statement with rapt attention. There is nothing new in what the hon. Minister has told us. It is our daily experience that before going to the airport we ask on telephone when the plane is leaving. Every time the answer is "Yes, it is leaving on the point of departure time". But at least for four have we are kept waiting there without any attention the passengers.

AN HON MEMBER It is a very common experience.

DR VASANT KUMAR PANDIT.
There is no arrangement even to give them breakfast. Only last week I was to fly from Delhi to Bhopal and we were kept waiting for four-and-a-half hours. Ultimately we were told that there was failure of some machinery. There is no coordination at all. After all, the plane originates from Delhi. The previous night wherefrom did it come? When was the defect detected? When did the staff come to know that the defect could not be rectified? It is now hundred times better to go by rail than by the present airlines. Sir, none on this side believed in the Emergency or subscribed to it. If

the hon. Minister studies the figures for the previous years, he will find that with the same machinery, staff, with the same weather and under the same conditions the efficiency was 100 times much better than what it is today. Today there is no coordination, there is no meteorological co-ordination. I found on one day a plane from Bombay was diverted to Lucknow while three planes from Delhi airport took off at the same time. If it was a question of fog, then how did it only affect the Bombay plane and not the planes which took off from Delhi? Therefore, the hon. Minister must give us an assurance that the entire servicing of the planes and their maintenance will be looked after much more carefully than it is being done now.

श्री पुष्पोत्तम कौशिक : अध्यक्ष जी, जो जानकारी या जो प्राकडे मैंने दिये हैं, उनसे निश्चित रूप से सुधार परिलक्षित हो रहा है। लेकिन माननीय सदस्य ने जिस व्यक्तिगत घटना का जिक्र किया है, यदि वे उसको निश्चित रूप से मुझे को दें तो मैं उसकी जांच कराऊंगा और देखूंगा—यदि किसी व्यक्ति या अधिकारी के कारण से उड़ान में देरी हुई है या किसी नेग्लिजेंस के कारण ऐसा हुआ, तो उसमें कार्यवाही की जायगी। माननीय सदस्य मेरे मंत्रालय की सलाहकार समिति के सदस्य भी हैं, उन्होंने बड़ा भी इस सवाल को पिछले समय में उठाया था . . .

SHRI MADAN LAL SHUKLA (Janjgir): As the plane was late, Dr Pandit could not reach in time for the Meeting.

DR VASANT KUMAR PANDIT:
The hon. Minister....

MR. SPEAKER: You have asked the question. What he says is that it is not sufficient that statistics are satisfactory, but service also must be satisfactory.

DR. VASANT KUMAR PANDIT:
Will the hon Minister be pleased to place on the Table of the House the

[Dr. Vasant Kumar Pandit]

Report of the Committee which he has appointed?

SHRI PURUSHOTTAM KAUSHIK:
It will be placed on the Table of the House

12.58 hrs.

**COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS
THIRTEENTH REPORT**

SHRI VADVENDRA DUTT (Jaunpur): Sir, I beg to present the Thirteenth Report of the Committee on Private Members' Bills and Resolutions

12.58½ hrs.

**DEMANDS FOR EXCESS GRANTS
(RAILWAYS, 1975-76)**

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) Sir, I beg to present a statement showing Demands for Excess Grants in respect of the Budget (Railways) for 1975-76

12.59 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1977-78

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) Sir, I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1977-78

13.00 hrs.

MATTERS UNDER RULE 377

(1) Termination of Services of 22 Harijan Conservancy Workers in Babina Cantt Area, hansi

श्री लक्ष्मी नारायण नायक (खुजगढ़ी):
माननीय अध्यक्ष महोदय, मैं नियम 377 के अन्तर्गत बहुत ही महत्वपूर्ण प्रस्ताव आपके

सामने रख रहा हूँ। बबोना कन्टोनमेंट एरिया में 22 हरिजन सफाई कर्मचारी कई वर्षों से काम कर रहे थे। उन्हें जहाँ स्थायी किया जाना चाहिए था, वहाँ उन्हें नौकरी से ही निकाल दिया गया। इस संशुद्धि और बेकारी के मामले में लोग बैसे ही परेशान हैं। जब ऐसे लोगों को नौकरी से निकाल दिया जाये तो कि कई वर्षों से काम कर रहे थे, तो उनके स्वयं के लिए और उनके परिवार के लिए कितनी दुखदायी स्थिति हो सकती है, इसका धन्यवाद सहज लगाया जा सकता है। जो कर्मचारी इतने वर्षों से काम कर रहे हों उन्हें स्थायी किया जाना चाहिए, किसी को अनिश्चितता की स्थिति में नहीं रखा जाना चाहिए। छोटे कर्मचारियों के लिए तो यह बहुत ही आवश्यक है क्योंकि उनसे ऊपर तो सरकार को ज्यादा खर्चा भी नहीं करना पड़ता है। इतनी देर तक कर्मचारी या को अस्थायी तोर पर रखना उनके साथ अन्याय है। यह अन्याय छोटे कर्मचारियों के साथ बहुत अधिक हो जाता है क्योंकि अस्थायी तोर पर रहने पर उनके साथ दमन कर्मचारी भी मनचाहा व्यवहार करते हैं। इसलिए मेरी मांग है कि इन 22 हरिजन सफाई कर्मचारियों को तुरन्त नौकरी पर लिया जाये और इनकी नौकरी को भी स्थायी किया जाये। कन्टोनमेंट एरिया में जो भी कर्मचारी अस्थायी तोर पर काम करते हैं उनको स्थायी किया जाना चाहिए। मैं पुनः इन 22 हरिजन सफाई कर्मचारियों को नौकरी पर लिये जाने की मांग करता हूँ।

(11) IMPENDING DEMONSTRATION BY STUDENTS IN BIHAR

डा० रामजी सिंह (भागलपुर): अध्यक्ष महोदय, मैं आपकी अनुमति के आधार पर नियम 377 के अन्तर्गत, बिहार में छात्रों द्वारा, आगामी 18 मार्च को एक व्यापक और भीषण प्रदर्शन की तैयारी की सूचना दे रहा हूँ और आपके माध्यम से सरकार को भी आगाह करना चाहता हूँ कि छात्र

समुदाय उस बायदे को नहीं भूला है जो कि 1974 में उसने किया था। इसका इतिहास बिहार के भ्रष्टाचारी और भ्रष्ट भारतीय भ्रष्टाचारी से पढ़ने को मिल जायेगा। बिहार में फिर 1974 की पुनरावृत्ति होने वाली है। जो मार्गे विद्यार्थियों ने रखी थीं अगर उन मार्गों की पूर्ति नहीं होती है तो वे लोग फिर आन्दोलन और प्रदर्शन करेंगे। यह मांग विरोध पक्ष के विद्यार्थी ही नहीं कर रहे हैं बल्कि सभी संगठनों के विद्यार्थी, जनता युवा, युवा जनता, छात्र युवा सचरप वाहिनी सभी इस मांग का कर रहे हैं।

अध्यक्ष महोदय, आज सभी संगठनों के विद्यार्थी इस प्रदर्शन की तैयारी कर रहे हैं। विद्यार्थियों ने जो 12 सूत्री मांग रखी थी कि भ्रष्टाचार और बेरोजगारी का निवारण, मंहगाई का बन्ध करना, शिक्षा में आमूल परिवर्तन उन सभी का अभी तक नजरअन्दाज किया गया है। मंहगाई तो थोड़ी कम है लेकिन भ्रष्टाचार और बिना की दिशा में कोई मरुत कदम नहीं उठाया गया। शिक्षा में आमूल परिवर्तन विषय पर सचमच में हम नोट में मांग हुए हैं। यही कारण है कि फिर भी विद्यार्थी बिहार का जगाना चाहते हैं।

गन 29 मितम्बर को सी०पी०आई० के द्वारा बड़ा बहन बड़ा जलम निकाला गया था। 4 वें छात्र पटना मचिवालय के सामने गिरफ्तार हुए थे। 9 अक्टूबर को दमन विरोधी दिवस मनाया गया। बिहार एक बार पुनः नेतृत्व करने के लिए तैयार है। वहां के आखिल भारतीय विद्यार्थी परिषद के एक बड़े नेता श्री सुशील मादी ने कहा है कि स्थिति न बदलने पर आन्दोलन अवश्य होगा। यह बात केवल एक संगठन के विद्यार्थी ही नहीं कह रहे हैं बल्कि सभी संगठनों के विद्यार्थी कह रहे हैं। छात्राभो ने भी यह कहा है कि छात्राभो भी इसमें किसी तरह में पीछे नहीं रहेंगी।

इसलिए मैं, अध्यक्ष महोदय आपके माध्यम से सरकार को बनाना चाहता हूँ कि

1974 में विद्यार्थियों ने जो 12 सूत्री मांगों को रखा था अगर उनको नजरअन्दाज किया जायेगा तो बिहार से फिर आन्दोलन होगा। बिहार छात्र युवा सचरप वाहिनी ने लोकनायक श्री जयप्रकाश नारायण जी के सामने प्रदर्शन करने का जो प्रस्ताव रखा है और जिसको श्री जयप्रकाश जी ने आशीर्वाद दिया है और कहा है कि इसको ग्रामीण क्षेत्रों में ही अधिकतर महसूस रखो और यह देखते रहो कि कोई भागमक वर्ग—चाहे पुराना हो या नया हो—वही सो न जाए उस प्रस्ताव का टाला न जा सकेगा।

इसी तरह से गत 14 दिसम्बर को सी०पी०आई० द्वारा पटना बंद हुआ था। 15 दिसम्बर को पटना मेडिकल कालेज बन्द हुआ। सब से बड़ी बात यह है कि 18 मार्च का फिर बिहार में एक आन्दोलन और प्रदर्शन की तैयारी हो रही है। 19 मार्च का श्रीमती इंदिरा गांधी का अग्रभ चरण बड़ा पड़ रहा है। शासक वर्ग से और जनता पार्टी के मंत्रियों से मरा निवेदन है कि विद्यार्थियों ने जो बारह सूत्री मांग रखी थी अगर उसकी दिशा में जल्दी से कारगर और ठाम कदम नहीं उठाया गया तो फिर बिहार में एक अग्रिम भड़कंगी और सम्पूर्ण भारत का आत्मसात कर लेगी।

(111) PLIGHT OF BRICK-KILN WORKERS IN AND AROUND DELHI

श्री श्रीम प्रकाश त्यागी (बहराइच)
मैं एक अग्रिम महत्वपूर्ण विषय की ओर सरकार का ध्यान दिलाना चाहता हूँ। बघक मजदूर प्रथा कानूनन बन्द हो गई है। परन्तु दिल्ली में ही लगभग पचास हजार मजदूर बघकों के रूप में रह रहे हैं। 350 इंचे बनाने के भट्टे यहां हैं जिन में पचास हजार के करीब मजदूर काम करते हैं। उन मजदूरों को जिनमें अधिकांश हरिजन और पिछड़े लोग होते हैं राजस्थान आदि प्रान्तों के ठेकेदारों के द्वारा जो इन भट्टा मालिकों के एजेंट होने हैं और जिनको जमादार बोलने हैं बहका कर ले आया जाता है और

[श्री श्रीम प्रकाश एवांगो]

यह कह कर ले आया जाता है कि हम तुम्हें मजदूरी दिलायेंगे। तीन तीन रुपये के हिसाब से उनको मजदूरी एववांस दे दी जाती है और इस प्रकार से एक वषय्य रच कर उनको यहा ले आया जाता है। ठेकेदार भी मजदूरी की मजदूरी मे से पैसा लेता है और जो भट्टा मालिक होता है वह क्या करता है कि उनको घाटे के रूप मे और चावल के रूप मे खर्चा दे देता है और अपने हिसाब मे सब खर्चा लिख लेता है। आखिर

जब सीजन समाप्त होता है तब हिसाब करता है। आपको सुन कर आश्चर्य होगा कि हिसाब निकालने के बाद उनको बना दिया जाता है कि उनकी तरफ और रुपया निकलता है और उनको ननम्वाह देने के बजाय उनके खिलाफ और रुपया निकाल दिया जाता है और रुपया निकालने के बाद यह कह दिया जाता है कि या तो वह रुपया अदा कर दे नहीं तो उनके परिवार के लोगो को नही जाने दिया जायेगा और परिवार के लोगो को जबरदस्ती रज लिया जाता है। यह इसलिए भी किया जाता है ताकि अगले सीजन मे वे लोग काम करने के लिए आये। वहा पर रहने का जो मालिक लोग उनका खर्चा करते है उस खर्चे मे और झूठा खर्चा बना कर और जोड़ कर उनके जिम्मे पैसा निकाल दिया जाता है। वे बेचारे अनारुह लोग होते है और हिमाब किताब नही जानते है। कुछ मजदूर उम गुलामी मे से निकलने की कोशिश करने है तो उनके परिवार वालो को होस्टेजिज क रूप मे रख लिया जाता है, जो मालिक है चाहे वहा काम न भी हो तो भी उनको रख लेता है। इस प्रकार वे बेचारे जिनगी भर उनके बगल से निकल नहीं पाते है। वे राजस्थान आदि हिस्सो मे जाते है और जो वहा मनी लेंडर होता है, धनी लोग होते है उन से कर्जा लेकर आते है ऊंची दर पर और यहा कर्जा चुकाने की कोशिश करने है। इस प्रकार से उनके साथ अन्याय हो रहा है। आपने पाच रुपया

मजदूरी देने का कानून बनाया है लेकिन उनको नहीं मिल रही है। यह अन्याय उनके साथ हो रहा है, कोई योजना नहीं है। उनकी तरफ से आवाज उठाने वाला कोई नहीं है। उनकी यूनियन नहीं है। गवर्नमेन्ट की तरफ से कोई मशीनरी नहीं बनाई गई है जो जाच करे। मैं प्रार्थना करता हूं कि उनकी तरफ आपका ध्यान जाये। इन मजदूरो ने बोट क्लब पर आ कर प्रदर्शन भी किया था, वे वहा पडे रहे, उनके बीबी बच्चे पडे रहे लेकिन उनकी सुनवाई नहीं हुई। मैं प्रार्थना करता हू कि इन मजदूरो को आप वक्त्र प्रथा से मुक्त करे और वाक्यादा उनको कानून के हिसाब से मजदूरी दिलाए। इसके बारे मे कुछ न कुछ व्यवस्था सरकार की ओर से होनी चाहिए।

(iv) HARSHIPE FACED BY TOBACCO GROWERS IN ANDHRA PRADESH

SHRI SAMAR MUKHERJEE (Howrah) Sir, under rule 377 of the Rules of Procedure and Conduct of Business of the Lok Sabha, I want to raise the following urgent issue and request that the Minister concerned may make a statement on that.

The tobacco growers in Andhra Pradesh, particularly in areas like Guntur, Krishna, Nellore and Khammam districts where Virginia tobacco is grown, are suffering a lot since the tobacco traders in general, and the monopoly traders like ILTD etc in particular, are refusing to purchase the stock. They are compelling the growers to sell at a distress price, which means only 50 per cent of the normal price. The growers who are already faced with a terrible loss due to the cyclone, are now put to further ruin by the traders. They refuse to purchase tobacco at the indicated prices fixed by the Tobacco Board since they are not statutory. They also refuse to limit grading only to eight categories, and want to grade as they like. Since the Government does not provide funds to the Tobacco Board to purchase stocks at a fair price in season and dispose it of later, the gro-

wer is not protected at all. Taking advantage of this, the traders are forcing the growers to sell at distress prices.

This year, the traders have delayed the opening of the market. Even now, though they have formally opened, they are offering low prices. The price for a particular grade which used to sell at Rs 1000 is now Rs 500. So, the Government has to take steps immediately to protect the growers by taking their stocks with advance payment and compelling the traders to purchase the stocks at fair prices and if they refuse, their licences should be cancelled.

So many telegrams and messages have come. It is a very serious situation. I appeal to the Government to take note of it and to the rescue of the growers immediately.

(v) Reported Refusal by sugar Mills to buy sugarcane at officially fixed rate.

श्री बसन्त साठे (अकोला) : अध्यक्ष जी, मैं उप सदन का ध्यान सरकार का ध्यान एक वहुता हो सम्भार विषय की ओर आकर्षित करना चाहता हूँ। परम्परा में यहाँ गार्जगवादा गया था और वहाँ के लोग धान उस इलाके के लोग इनके चिन्तित हैं। हमने वे जो दाम एक-एक घट गये हैं। एक बहून बड़ी मिल, मरुवनी शुगर मिल बन्द हो गई है। श्री मन्त्री जी ध्यान दें, जो निधार्गित दाम ये 13 रु० 50 पैसे कानून से तय हुए, वह भी नहीं देने हैं। तो आप कानून में उनको कम्पैल कर सकते हैं, यहाँ तक कि उनकी मिल को टेक ओवर करने की भी आपकी पाम ताकत है। लेकिन मिल मालिक कहते हैं कि जनता सरकार तो हमारी सरकार है। हमने इनको लाखों रुपये दिये हैं यह हमारे खिलाफ क्या कार्यवाही कर सकते हैं। 13 रु० 50 पैसे दाम देने की वह तैयार नहीं है। खड़ा का खड़ा गन्ना, ईश सूख रही है। बहुत परेशान है

किसान। आज बाज़ू के किसान जो जय जयकार मनाने के लिये, किसान दिवस मनाने के लिये 23 अक्टूबर को यहाँ आयें थे, आज वह किसान नारा लगा रहे हैं, "अकोला नौ, गन्ना छ, और बोलेंगे चरण सिंह की जय। पाती सात और गन्ना छै। जय जनता की बोलिये गन्ना मुक्त तोलिये। इन्दिरा जी का नारा था तो गन्ना बिका 18 था। इन्दिरा गांधी आयेंगी, फिर वही भाव लायेंगी।" यह पच्चे में छपा है। यह चौधरी चरण सिंह के काले कारनामे का नोटिस होगा तो मुझे नहीं मालूम। 70 लाख टन गन्ना पैदा हुआ। अब कहा जा रहा है किसान को कि क्यों गन्ना ज्यादा पैदा किया? भूगतो। तो ज्यादा गन्ना पैदा करना यह भी सुनाह हो गया। ज्यादा गन्ना पैदा करो तो ज्यादा सरकार पैदा होगी और उसको विदेशों में भेज कर विदेशी मुद्रा कमा सकते हैं। तो किसान ने अच्छा किया या बुरा किया? क्या सरकार की सरकार का दिवाला पिट गया जो किसान को यह कहा जाय कि क्यों ज्यादा पैदा किया? मरा। ता यह बात कुछ मेरे समझ में नहीं आ रही है। आज वह क्या कहते हैं—अच्छा भइया हमने ज्यादा किया ना माँ छोड़ो, पिछले साल मिलों ने जितना लिया था 65 लाख टन, उतना तो लेगे।

इण्डस्ट्रीज मिनिस्टर और लेबर मिनिस्टर दोनों मिल कर इस मिल को तो कम-स-बस कच्चे में ले कि खाली पैसा हो लेगे? मिल ले। आप किसानों को दाम दिलाइये, नहीं तो यह किसान दिवस मनाने वाले किसान यहाँ आगे दूसरा दिवस मनाने के लिये। सोचिये,

I hope, this Government will take note of this. Otherwise, tomorrow you must not blame me that 'you did not bring this to the notice of the Government'.

13.16 hrs.

HINDUSTAN TRACTORS LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) BILL*

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES): I beg to move for leave to introduce a Bill to provide for the acquisition and transfer of the undertakings of Hindustan Tractors Limited, Vishwamitri, Vadodara, for the purpose of ensuring the continuity of production of goods which are vital to meet the needs of the general public and for matters connected therewith or incidental thereto.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the acquisition and transfer of the undertakings of Hindustan Tractors Limited, Vishwamitri, Vadodara, for the purpose of ensuring the continuity of production of goods which are vital to meet the needs of the general public and for matters connected therewith or incidental thereto" The motion was adopted.

SHRI GEORGE FERNANDES: I introduce † the Bill.

13.17 hrs

RAILWAY BUDGET, 1978-79—GENERAL DISCUSSION—Contd

MR. SPEAKER: Now, we take up further general discussion on the Railway Budget for 1978-79. Shri Govinda Munda may continue his speech.

SHRI GOVINDA MUNDA (Keonjhar): Mr. Speaker, Sir, in comparison to my neighbouring States, West Bengal, Bihar and Madhya Pradesh, according to the Indian Railway's Report 1976-77, it is found that my State of Orissa as well as my constituency is very very backward and poor but rich in minerals

13.18 hrs.

[Dr. Sushila Nayar in the Chair]

SHRI GOVINDA MUNDA: You will see that due to lack of rail communication, we are facing too much difficulty in exporting our minerals from Keonjhar district. Keonjhar district is an Adivasi area with full of minerals like iron ore, manganese, bauxite and other minerals in and around Banspani and Jakhapura area. Due to lack of rail communications, we have to export iron-ore via Rajkot and Kharagpur to Paradip. For this, we have to spend an additional amount of Rs. 15/- per tonne. We have been demanding for the completion of the Jakhapura-Banspani railway line for the last 10 years. The hon. Minister, Mr. Dandavate, said that the Jakhapura-Banspani railway line is already completed. That is I would request the hon. Minister, through you, Sir, to kindly look into the matter again seriously.

SHRI B. P. MANDAL (Madhepura): On a point of order, Sir. The hon. Member has used the word "false". That is unparliamentary. That word should be substituted by the word "wrong".

SHRI GOVINDA MUNDA: It is wrong; I correct it.

Keonjhar has a lot of mineral wealth and it is famous for exporting a large quantity of iron ore and bauxite. The people from Keonjhar district, specially the Adivasis, have not yet seen a train, what to speak of the railway line. Though it is now thirty years since we achieved Independence, it is very surprising for us that this is the condition there. The annual royalty from Keonjhar district from minerals is Rs. 180 crores. The Government are getting a royalty of Rs. 1.80 crores. But I am sorry to say that after such a long time even

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 8-3-1978.

†Introduced with the recommendation of the President.

the Government is not taking any action. I am very glad to hear from the hon. Minister that Jakhapura Banspai railway line has been taken up recently. I would again urge upon the hon. Minister to please expedite the work on the Jakhapura-Banspai railway line and to complete it as early as possible.

I may further point out that one passenger train should be plied from Barbil. The Tatanagar-Barajamda passenger train should be extended upto Barbil. It is very essential for the people of Barbil which is a very thickly populated town and it is also a mining area. The Tatanagar-Barajamda passenger train should be extended to Barbil and the Barbil station will serve Kiriburu, Bolani and Joda. Here I may point out that there would be no financial implication for expanding the passenger train.

Regarding employment, the railways have employed 1.4 million people upto now. May I know from the hon. Minister through you as to how many adivasi employees are there in the railways upto now category-wise?

The second thing is that our Government is very much interested in appointing ladies at the reservation counters. Here I would like to request the hon. Minister through you to employ adivasi ladies in the railways and as we will be very happy about it.

SHRI B. C. KAMBLE (Bombay South-Central): Respected Madam, I wish to make a few observations with regard to the Budget which was presented by the hon. Railway Minister. I may say that this budget is partly good and partly rotten; this is partly good for this reason that there are certain provisions made with regard to increase in promotion percentage, janata khanna and sleeper concession. This is also good with regard to second class accommodation and that is also welcome.

3903 LS-9.

So far as the provisions with regard to backward areas are concerned, there is only an assurance, nothing concrete; and the hon. Minister must know that communication is one of the ways of civilising people and as such all those who are living in the backward areas, have remained uncivilised for the simple reason that there are no communication facilities. He has assured us about restructuring the Railway Board and amending the Indian Railways Act which is as old as 1890. I would submit that instead of restructuring the Railway Board or amending the Indian Railways Act, he should scrap this old Act and bring entirely a new Bill which will be based on the provisions of the Constitution and in which the Directive Principles of the Indian Constitution shall be embodied. What is the use of this Act which was framed by the Britishers? Therefore, it is no use pleading that an amendment to this Indian Railways Act should be made.

I would like to draw the attention of the hon. Minister to the fact that I have read his speech very carefully and I very sincerely regret to say that there is no word in his speech with regard to backward classes or SC&ST or with regard to their reservation in services or with regard to any other thing pertaining to them. There is staff of nearly 50 lakhs and the budget is nearly of Rs. 2200 crores. When such an instrument is being used, when we are talking about socialism and nationalisation, what is the experience and what are the practical results that we are getting?

The Railways are the main thing which should prove that they are the real instrument of nationalisation—for showing the path of social transformation. It seems to me that the hon. Minister has completely missed the point with regard to the Scheduled Castes. There is a brochure, and that brochure is with regard to

[Shri B. C. Kamble] the provisions for the Scheduled Castes and Scheduled Tribes. I would draw his attention to Chapter III of the brochure and I would suggest to him that this Chapter be scrapped—it pertains to exclusions and certain exemptions with regard to the affairs of the Union. That is one thing. Another thing is, in the same brochure, chapter VII, rule 9, pertains to de-reservations. I submit, a large number of posts in various Classes, Class I, Class II and Class III, are deserved. I submit very sincerely that this is unconstitutional and illegal. What is being done is merely on the strength of the Government. Whatever benefits are likely to accrue to the members of the Scheduled Castes and Scheduled Tribes are denied to them.

The Railways' assets have increased nearly five times since 1952. But what is the percentage of net revenue receipts? Have they correspondingly increased? I find that only one per cent has increased. Therefore, the hon. Railway Minister should look into the matter whether, when assets have been growing, the revenues which are accruing to the Railways are properly ascertained.

I would further submit that, in Class I, hardly three to four per cent has been filled up, in Class II, hardly five to six per cent has been filled up, even in Class III hardly eight per cent has been filled up. There are various suggestions made by the Commissioner for Scheduled Castes and Scheduled Tribes. It is the statutory duty of the Commissioner to make certain reports, recommendations and suggestions. I am really sorry that the hon. Minister has not taken any note with regard to his Department so far as these categories of people are concerned. He has taken note of the youths, the females and various other categories like university teachers and all that. But he has completely failed to take note of such

a vast population which is nearly one-sixth or one-fifth of the population of the whole of India. That is why I feel that this is a Budget which is partly rotten. I hope the hon. Minister will make the necessary amendments. I hope, he will look into this matter without losing any time.

He has made certain proposals with regard to construction of new railways and various categories of works, and the expenditure that is involved is running into crores of rupees. My point is this. Are the Railways going to be run like a commercial undertaking? Or, are the Railways going to be run really as an instrument for social transformation? At least from now onwards, the Railways should cease to function as merely a commercial undertaking. I find that in the administration, between what the East India Company was running and the present administration, there is not much of a difference, though there may be a little difference. After all, what was the use of having nationalised? Suppose the Railways are transferred to Tatas or Birlas. The same will be the result. Therefore, we would like to know what precisely is aimed at when we talk about socialism, when we talk about nationalisation. He is such a good Minister, Madam: he is, very good-intentioned Minister. Therefore I think that whatever suggestions I have made, he will look into them at once and see that whatever amendments are made are effectuated.

Finally, I would like to say that there are a number of people who are worried about what is called the 'consideration zone' with regard to promotions. Certain members from the Scheduled Castes and Scheduled Tribes who are promoted once are likely to be demoted, and some have been demoted. Therefore, so far as these matters which are very vital—about the bread and butter of these poor people—are concerned, these matters should be looked into.

I think that so far as the services of the Scheduled Castes and Scheduled Tribes are concerned, the Minister should at once call for the papers and look into them immediately himself.

With these words, even though there are certain deficiencies, I think this is a partly good budget. But, still, some improvement as I have suggested should be made.

With these words, I close.

SHRI RUDOLPH RODRIGUES (Nominated—Anglo-Indian): Madam Chairman, I rise to support our budget as presented by the Hon. Railway Minister. But I would like to begin with just one or two comments by way of introduction. He has been given so many accolades and such congratulations that I am reminded of a story about Clearance Darrow. When he had won a very intricate case on behalf of a legal client of his, the lady said to him: "Mr. Darrow, how can I thank you? You have done so much for me". His immediate reply was "Madam, ever since the Phœnicians invented the use of Money, there is only one answer to that question" What I regret is that we have not been able to thank our Hon. Railway Minister adequately for presenting such a budget!

This budget has been called a budget of 'cushions' by many commentators. I would like to make a suggestion—by way of praise and by way of a helpful suggestion—that it contains many cushions, some obvious, some not so obvious, some hidden and some extremely dangerous. The first cushion is an obvious one—the amenities that have been provided to the travelling public. Madam Chairman, I would like to say that this is a cushion with which none of us can quarrel. But there are several other cushions. First there is a cushion in the expenditure. Then, there is the cushion in the revenues and then there is the cushion in time.

The first cushion—the cushion in expenditure—I would like to explain as follows. In allocating one's resources, there are three types of allocation. What we call 'regional allocation' is as between regions and here I have no quarrel with the Hon. Railway Minister who seems to have done a good job despite the accusation that he has allocated, regionally, much too much to his own State.

There is another kind of allocation which we call 'functional allocation' and here I would make a suggestion. In Calcutta we have what is technically called the MTR, an underground railway. In the underground that whispers along the lanes of Calcutta; we have another name for it. We call it the second 'Chasnala' because of the amount that has gone into it while hardly anything has come out of it.

Yesterday the Hon. Member from Howrah, Shri Samar Mukherjee, showed to us how little had been given to the Howrah-Amta Railway—just Rs. 40 lakhs when the need was Rs. 10 crores. I would humbly suggest to the Railway Minister that he reallocates Rs. 5 crores given to the M.T.R., close down this second Chasnala and give it to the Howrah-Amta railway with immediate effect.

There is another cushion of expenditure, which we call a structural cushion, that is expenditure between different people so that in the reallocation the poor would benefit more than the rich. Here, I would say that we have fallen far short of what needs to be done for the employees of our railways. I say this with a heavy heart that there is a great chasm between what we had promised to our workers and what we have given. The chasm is the chasm of the bonus. Almost every speaker has touched upon this matter. I have just one storm-signal to remind the hon. Railway Minister of—when—history comes to be written, it would be stated that the 1974 railway strike,

[Shri Rudolph Rodrigues]

and the bonus issue in particular, was a prelude to the 1977 March elections. It is my fear that they would use the same issue in 1978 to get what they want by way of a return to power. This bonus issue is something that we have sat on for much too long a time in spite of the promises in our election manifesto, despite the promise of a Commission that has been set up to look into these matters. I would go further and say that apart from this we are sitting not on a cushion, but on a volcano here.

There is another cushion. We have in the railway budget provided Rs. 6.20 crores by way of educational amenities to railway employees. One wonders why this particular amount cannot be really borne as a Grant from the Education Ministry? This would be another saving in expenditure here.

There is still another cushion, which I would like to refer to. We have abolished progressively the idea of classes in our railway travel. We want to compliment the Railway Minister on having declared publicly that the Railways shall phase out the ACC first class. But, I would again say this with a heavy heart that the class stratification amongst our workers still continues. What justification is there for Class I, II, III and IV stratification amongst our workers? There are class I people in so far as their efficiency goes, their work goes, among the Class IV workers and I say this without any reservation that there are Class IV people among those who occupy Class I berths. Why can't we rename this kind of stratification in keeping with our so-called socialistic ideas?

MR. CHAIRMAN: You have already taken eight minutes, please conclude in two more minutes.

SHRI RUDOLPH RODRIGUES: Madam Chairman, I am a recently married man; I have this difficulty at home, but I did not anticipate that I

would have it here also. Kindly give me some more time.

MR. CHAIRMAN: Please conclude within two minutes.

SHRI RUDOLPH RODRIGUES: There is another class-conscious thing that we are doing. I come from the educational sphere and I admire the concessions given to the students by way of travel. In his budget speech, the Railway Minister has also given certain concessions to the pressmen. This may be good, but what is the justification? A common man, a cobbler, for instance, has to pay full fare whatever class he travels by and a well-to-do student or a pressman has to pay half or gets some concession. This seems to be an unsocialistic practice on our part.

There is still another cushion to which I would like to refer and that is the cushion of inefficiency; inefficiency not because of savings that our Railway Minister has so well-effected, but inefficiency by way of under-utilization. We have, as you are aware, more than 250 million tonnes of carrying capacity for our freight, but even in our targets, we are nowhere near achieving this 250 million-tonne capacity.

There is a second, I would say, in fact, a more serious deficiency, by way of a cushion in our operational efficiency and this is with regard to time. The Chinese have a saying which when translated means. Heaven never delays a traveller. But all of us know that where Heaven does not succeed, our railways often do! And *inter alia* the reason for this is: if we look at the statements given in the Indian Railways, the Year Book, on page 13 we find a comparative analysis between what we spent in the last 3 years and what we are spending in 1977-78. There is an average increase in 1977-78 against the previous three years in every item of expenditure but there is a decrease in one item. That is signalling and safety, things which are

directly related to the speeding up of our railways.

There is another thing I would like to say. That is with regard to corruption. Here much has already been said. I will not take the time of the House except to mention just one thing. And that is when one of my friends recently went to Calcutta, in making a booking he stood for 3½ hours in the line. The token indicated that berths were available and seats were available. But after standing in the queue for 3½ hours, he and others were told that that was not a correct indication and 'we do not have the time to change it.' And this led to a lot of trouble. Behind this there is a story which I need not explain to the House.

In conclusion I would like to say that there are several untapped sources which have not been touched. We are sitting on a cushion which will become a problem for us in 1977-78.

First of this is that we have not seriously thought of tapping advertisement within the carriages which go up and down the country by way of revenues for our railways. Now, I know our recent Budget has laid certain strictures on this but I am sure our Railway Minister could get an exemption for this quite easily. There is another cushion and there is a lot of weight on this. We have said very magnanimously that we have reduced our reservation fee for sitting from 50 paise to 25 paise. Are we aware that it costs more than 25 paise to prepare each such reservation. This is really a tremendous waste, if I may say so.

Finally, if I can say a few words, from the list I have before me and the order given here concerning the responsibilities of our Minister of State for Railways, there are, some things I would like to refer to in passing. One is amenities that are given to the travelling public. More than once in the last six months I

travelled to and back from Calcutta to Delhi. There have been cases of passengers dying and requiring medical attention but at the railway stations there is hardly any medical advice or facility given to them and they are passed on to the next station. I have a concrete case where a lady passenger was almost dying but for our stopping the train and threatening to squat in front of the train and not allowing the train to move, that person would not have been alive to say.

I have also a request to make in regard to luggage. We are aware that in international air travel they have moved from a control on luggage on the basis of weight to a control on the luggage on the basis of volume. You have to think about it very seriously as passengers get into the compartments. Here I am not talking of the luggage carried in the luggage van but I am talking of the luggage carried with us. Here we find that the weight may be right but the volume will be inconvenient to fellow passengers.

One suggestion to our hon. Railway Minister. We have hardly any time to study the numerous documents given to us. Can we not find a way where the Budget speech and those things which need to be kept secret and separate may be given on the floor of the House but all other data may be given us well in advance so that we can come better equipped here.

I would like to once again thank our hon. Railway Minister, but also in conclusion I would like to say not as a warning but as a sort of caution. He is aware that he is the seventh Railway Minister in nine years. He has made a good beginning and as the Chinese say, the longest journey begins with a single step. But I am afraid that particularly on the bonus issue and the railway discontent which is round the corner there may be other derailments in the Ministry. I hope this does not happen.

[Shri Rudolph Rodrigues]

In conclusion I wish to add my voice of congratulation to him for his excellent budget. Well done and with good intentions, but good intentions have never been enough.

SHRI A. SUNNA SAHIB (Palghat): Hon. Madam Chairman, at the very outset, I would like to point out that the hon. Railway Minister was compelled to formulate his Budget proposals in a particular set of circumstances. I should be explicit in saying that he did not increase the railway freight and passenger fare because of the impending Elections in four States. It is ironical that his colleague, the hon. Finance Minister, who presented his Budget on February 28, had no such compunction in formulating his taxation proposals. His mellifluous voice hid his malevolent intentions for taxing the common people. He has increased the draconian excise duty on almost all the consumable items including petrol, diesel, coal etc. He has invented a new levy on Electricity also. I wonder whether the surplus of Rs. 65 crores shown by our Railway Minister in his Budget will not become Rs. 650 crores surplus if he is not going to increase the freight and fares in a Supplementary Budget. I would like to hear him as to how he proposes to tackle this issue.

In 1977-78, the Railway Minister for the first time showed a surplus of Rs. 89 crores and in 1978-79 the surplus is of the order of Rs. 65 crores. The hon. Minister of Railways might explain away this reduction of Rs. 24 crores in the surplus by stating that the operating ratio is likely to go up from 84 per cent to 85 per cent. I am sure that the House would like to hear the reasons for increase in the operating ratio also as well as for the fall of Rs. 24 crores in the surplus.

We must bear in mind that the Railways are the life-line for the economy of the nation. None can deny that the share of Railways in the economic growth is substantial. In

June 1977, the hon. Railway Minister budgeted for freight traffic of 220 million tonnes. Now it has fallen short by 6 million tonnes. It is not primarily due to the fact that the traffic offering was not there. It is on account of the inordinate delay at the transshipment points that the freight traffic got reduced by 6 million tonnes. Besides the delays, the wagons usually become the godowns for business men. It has been estimated that the Railways lose annually 20 per cent revenue on account of inordinate delay at the transshipment points leading to considerably less wagon turn-round and also the hold-up of wagons at destinations. If this continues unchecked, the Railway deficit might run into a thousand crore as is the case in the General Budget.

The hon. Members who preceded me referred to the question of Bonus for Railway workers. I would only say that the hon. Railway Minister and his colleague in the Cabinet, Shri George Fernandes were the ardent advocates of bonus for Railway workers and they played a key role in the 1974 Railway strike which threatened to turn the country's economy into shambles. Now both of them are not vociferous about giving bonus to Railway workers. On the other hand, the Railway Minister is trying to appease his workers by his sweet words and by giving certain fringe benefits. At that time, sitting in opposition they used to make the sleeping baby cry by pinching and now sitting on the Treasury Benches they are singing lullaby to make the baby sleep. This will land them in serious trouble and I request the Railway Minister to sanction bonus to the Railway workers.

The Railway Minister looked askance at the Janata Party Member who said that he had given new railway line in Maharashtra, which is economically advanced, while he had not sanctioned any new lines in backward areas of Karnataka, Andhra

?The original speech was delivered in Tamil.

Pradesh and Tamil Nadu. The picture is no different in Kerala, which is my State. The Kerala Coast-line, which is a bee-hive of activities, is bereft of a railway line and unfortunately the Railway Minister also has berated the importance of Kerala Coast in the economic growth of the State. We have the gigantic Idikki Project, yet there is no railway line nearby. The hon. Minister of Railways should consider the rail requirement of backward States like Kerala before conceding to the requests of economically advanced States like Maharashtra. His professed love for socialism should find a way out in his scheme of activities and he cannot afford to be a sectarian.

The hon. Minister announced in his Budget speech that a new Division at Trivandrum would be constituted in Kerala. While welcoming wholeheartedly the creation of another new Division in Kerala, I am constrained to state that in no way the interests of Olavakkot Division, which was constituted in 1956 after a long and arduous struggle by the people of Kerala and which is now working economically and efficiently, should be allowed to suffer. This Division, the Olavakkot Division, which is in existence for the past 22 years, has been contributing Rs. 9 crores annually to the Railways. The employees of the Division are zealous about the jurisdiction and they have never hesitated to shed their blood and sweat. I would appeal to the hon. Railway Minister that the present jurisdiction of Olavakkot should not be altered to make the new Trivandrum Division. If the Olavakkot Division is bifurcated, it will become a beast of burden for the Railways in Kerala. Let the new Trivandrum Division be formed and let it become a success. But we want that the jurisdiction of Olavakkot Division should not be snatched for having a new Division.

You will be surprised to know that there is no retiring room in Olavakkot though it is a Divisional Headquarter for the past 22 years. The

hon. Minister should look into this long-felt need of Olavakkot Junction.

Sir, if an Income-tax Officer is asked to calculate the written down value of Railway Assets, he will come to the conclusion that it is nil so far as the Railway assets are concerned. He would have taken into account the annual depreciation allowed on such assets. I refer to this because the Railways by now must have paid back to the General Revenues interest, capital etc. for the investment in Railway Assets and nothing need be paid hereafter. This is of paramount importance because the Railways must have funds for their development and they cannot go on paying to General Revenues for nothing. I stress that the contribution of Railways to General Revenues must stop forthwith.

While I agree to the abolition of Airconditioned First Class coaches which run more or less empty, I am unable to appreciate the idea of having second-class air-conditioned coaches. The classless travel is being ushered in and at the same time a new class is being created. The Minister must look into this and see whether it is needed.

The Railway Minister has provided a sum of Rs. 168 crores for 28 new lines. Well done. But for the present only four new lines are being taken up for execution. That means the remaining 24 lines will not come about in my life time and this provision of Rs. 168 crores is just hoodwinking the people. I am sure that the hon. Railway Minister who believes in what he says will not only usher an era of egalitarianism on the Railways but will also endeavour to fulfil the long-felt railway needs of the backward areas in the country.

With these words I conclude my speech.

14.00 hrs.

SHRI YADVENDRA DUTT (Jaunpur): Madam, I thank you for permitting me to speak on this Railway Budget. Before I say anything further, I

[Shri Yadvindra Dutt]
think that it is due to the present Railway Minister that we have been having two consecutive budgets in which he has not put up any charges in the shape of freights and fares and I congratulate him for the same. It seems that there is a tendency in the Railway Department to consider the Railways as a money earning proposition. It is my unfortunate experience and I think the experiences of so many of our colleagues also that whenever a suggestion is sent to them that this is necessary for public service, we get a very delightful and a very meaningless officialised answer. And may I with your permission quote here an example of mine? I sent a letter saying that the shuttle of Akbarpur to Tanda which spends a whole day resting comfortably at Akbarpur Station earning nothing, may be extended to Jaunpur. I was surprised to receive an answer from the officials saying that it could not be done, because the railway track cannot take that shuttle. It is surprising 4 Express Trains are running over that very track. A number of passenger trains are running over that very track and yet I was told the top Brass heads sitting in their ivory tower of the Railway Department feel that an ordinary shuttle cannot run over the track. What is This answer that they gave? It would be doing a very great service to the people of that area if the shuttle is run upto Jaunpur. What I wish to say is that this mentality should be put a stop to. This is a vast country and in proportion to our geographical vastness the Railway communication is insignificant. We have done something, but they are not up to the mark if we were to see the railway map—the entire Central India, Madhya Bharat, and the entire North-Eastern area—except for a few lines here and there—is a total blank. Don't people live there? Don't they need a quicker transport? But the wise men sitting in the ivory tower feel that if a line is put up, 10 per cent or 5 per cent return will have to be there. Let

me remind them that the Railways are a public service. It is a public utility and it is not money spinner or earner. This mentality must be first put an end to. When railways are extended to backward areas, we will have railway communication and opening of trade and commerce and a vast transport system is made available to our people. And over and above that, a vast transport facility is available for the mobilisation of the entire defence needs of the country at any given time and at any given place.

I will not name any one. Let me give you one example. The battle of Bomdila was lost for so many reasons; one of the simple reasons was lack of adequate supply which was not available because adequate railway transport was not available. The north-eastern frontier areas are vulnerable areas. Every great power—I am not ashamed of saying that this country is a great power—plans its railways with strategic and defence needs in mind. But here it is planned by the beauracatic mind and I am not sorry to say that it is a rotten mind; it does not apply itself to a problem it only looks to the file and paper which has no relevance to facts in life. Therefore, may I suggest to the Railway Minister that for his future planning, when he takes up the needs of the backward areas and the needs of the economic development of the country, he must also take note of the strategic and defence needs of this country. With that in view he should ask the defence department to put one of their transport experts on that committee and see that the further development of the railways is an integrated one and is not a piecemeal one. Here it is integrated only on pressures and I regret to say that I hope they will have a defence man on their planning so that wherever the need for mobilisation is there, the lines are there to serve. This integrated picture will have to be brought in.

We need greater passenger amenities. I had the good fortune of travelling a good lot this time by rail-

ways. I had an airconditioned ticket, first class from Bombay to Delhi. The air conditioned compartment in 5 down was an apology for an air-conditioned Compartment. I am sorry to say. Whenever it rained, we had to find out an umbrella or rubber sheet to cover ourselves inside the compartment. What a compartment! I wish my friend the Railway Minister, Shri Sheo Narain were there. And the food? It is good idea to have one rupee janata meals. But let me tell you this. I have seen it. It is only five puris of this size and this much boiled potato with a lot of red chillies in it. If he thinks that this is the janata khana and the janata can take it, I am amazed at Mr. Sheo Narain.

SHRI C. M. STEPHEN (Idukki): He will give more.

SHRI YADVENDRA DUTT: He will give; but he should try to give still more. Therefore I am bringing this to his notice; do not make janata khana a mazak, give something decent, something solid khana.

My friends are proud of deluxe trains. If you were to look at the plates in those trains, they are so unclean that they are not worth eating in. You have to look at all these amenities and facilities of passengers. I do not say of the first class, but look to the common man. I do not want to repeat because I have written about them to Shri Sheo Narain and he knows them very well. You ask for water and I doubt whether you would get water in the railway. I am only hinting it. Mr. Sheo Narain knows my views.

Then, there should be more passenger trains moving. Our trains are overcrowded. We MPs might privilege and get earlier reservations. But the trains are so overcrowded for the common man that it looks to me that they are packed like sardines or even worse. More passenger trains should be there between intermediate stations. Mail and Express trains

should be speeded up so that less time is taken. If your Rajdhani takes only sixteen hours from Bombay to Delhi, I do not see any reason why you cannot speed up other trains. My suggestion is that the Varanasi-Delhi Express, running from Delhi to Varanasi, which leaves Delhi at 9.40 AM and reaches Jaunpur at 2.30 or 3.00 in the afternoon, you can very easily cut down two hours times. The Jaunpur-Allahabad shuttle, which is a distance of sixty miles, leaves Jaunpur at 4.25 and reaches Allahabad at 10.30. I wonder how it takes six hours to cover sixty miles. They have beaten even a snail. Even a snail can go faster. You can cut down three hours over it.

The next question is protection and security. The hon. Railway Minister had admitted that about 127 cases of suspected sabotage have taken place. I say that in just ten months, 600 cases of sabotage have taken place in the Railways; out of that 600, 300 were established as cases of sabotage. Why? Why are they taking place? What are you doing for the protection of your lines? You may have village patrolling. You have got long lines to protect. Is it not a fact—Mr. Sheo Narain will answer me—that it was those who were supposed to be protectors who were the looters in the Deluxe when it collided at Naini. One of your reporters nephews was robbed at Ghazialbad when he was coming after marriage. Newspapers are full of sabotages, loots and decoity cases. The protection has to be increased, made more efficient and more effective.

Then, may I request my friend that he should take survey lines in North India also? I am not one of those who attribute motives to the Railway Minister—North vs. South; but it is unfortunate that—an impression has gone round that new survey lines and new railway lines that are to be laid are supposed to be in the South. In the areas which are backward like Eastern part of Uttar Pradesh, Madhya Pradesh, Arunachal Pradesh, Meghalaya, Nagland and all these areas, more

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survey lines should be formed and more lines should be built. With this point in view, may I demand a very important line in Jaunpur—I am quoting from the Census Report on Carpet Looms Weavers of Varamsi. Jaunpur is one of the centres of carpet weavers in the country—there only 220, 261, 520 130 013, 027 per cent of the people are employed in carpet weaving. Why? It is because there are no roads and no trains. Therefore, I ask the Minister to take a survey of the Barsati station via Mot which is hardly a distance of eight to ten miles and if that line is surveyed and laid, the entire southern part of the district will be opened up for greater export of carpet for greater weaving of carpet by bringing in greater amount of raw-material and that will be a great help to the people of that backward area in their economic development.

As I said earlier while giving an example the shuttle between Aklarpur and Tanda should be extended to Jaunpur because that will serve the entire hinterland of the Northern part of the area. May I ask the Railway Minister to look into these halt and flag stations of Mani in the district? Why do you give your stations on commission basis? Mani is a station where they have on commission basis the sale of tickets—61/4 per cent commission. What is the sense of it? Build a proper station, build a proper platform, build a shed and let the trains go and serve as many as 30,000 people. What happens today? In Mani there was previously a railway wicket there was a wicket keepers hut and that is supposed to be a selling ticket hut and whenever a contractor feels like it, he comes, if he does not feel like coming he does not come. May I ask him to look into this and do the needful?

Then, the area between Bombay and Jaunpur and eastern UP is very heavily populated. A lot of people of eastern UP are in Bombay. During the marriage season they have to book six months in advance and even then

they do not get a ticket. Therefore, Eastern UP and Central UP people living in Bombay should be given one facility. Either you extend the Janata Express which terminates at Allahabad to Jaunpur or you start a bogie from Jaunpur at least twice a week to Bombay.

In the end may I suggest one thing? It has been said about the labour and the workers of railways that the Government should be a model employer and a model employer should be the first to give them the bonus and a model employer should be the first to take the representatives of labour in the Railway Board as shareholders in the management and I am sure you will improve your railways with their practical knowledge also.

May I also say that development is held up for lack of funds? May I suggest that as in America and in Europe the railways are an autonomous body and they raise funds as loans and securities by issuing them in the market. It is a public utility. So, why not tackle your Finance Department and your Government to say that the Railways be authorised for the issue of bonds, for the issue of loans in the market to raise money against their assets and on that loan you start your expansion and your building programme?

With these few words, I support the Railway Budget as it stands.

SHRI DHIRENDRANATH BASU (Katwa) Madam Chairman, first of all I would say about restructuring of Railway Board. On the restructuring of Railway Board the hon. Minister has announced that as against 5 permanent Members and 8 Additional Members the Railway Board has been re-constituted with 5 Members and 3 Advisers. What are the responsibilities of the Railway Board Members? The responsibilities are there to see that the decisions taken by the Ministry are implemented. These are the functions of Railway Board Members. When there has been decentralisation and more powers have been given to

General Managers and Divisional Superintendents and they have adequate powers to see that decisions of the Ministry are implemented, I do not find any necessity of keeping this Railway Board. This Board originally sponsored by the British Government or British regime still continues. There is no necessity for it. The hon. Minister is aware that over Rs. 16 crores are spent for this Board. What for? This money may be spent for the welfare of the employees, for payment of bonus to workers and this should be done in that way.

Madam Chairman, it will be seen from the records, from the speech of the Railway Minister that out of 36,000 railway crossings, 22,000 crossings are not yet manned. There is no employee at these 22,000 railway crossings. It is horrible. That is why accidents occur. The workmen at the railway crossings work for more than 20 hours a day. None of them works for less than 16 hours. Why should they be paid so little? Why are not they paid adequately? The Railway Minister should have come forward with a provision in the budget to pay them adequately. This is very wrong.

The lower grade employees are not getting any advantages. We have already heard that many casual and temporary employees have been dismissed in the Kharagpur workshop. Nothing has been done for the reinstatement of these workers. In 1974, many workers were dismissed and many workers were not paid. Many disputes have not yet been settled. Government should have come forward to settle disputes without delay.

Then about the expansion of railway lines and their development. You will be surprised to know that in many villages throughout India, there are no railway lines. In my constituency of Katwa, there is no line from Burdwan to Monteswar, or from Kalna to Monteswar. There has been no electrification of railway line from Katwa to Bandal and no doubling of railway lines from Katwa to Bandal and from Bongaon

to Barasat—for which thousands of proposals and thousands of memoranda have been put up to the Railway Ministry for consideration. Nothing has happened. To our surprise, there is no provision in the budget this year too.

May I request the hon. Railway Minister, through you Madam, that a provision for the various items of work on the railway lines I have mentioned earlier, should be made in the budget, so that the plight of the people of the locality is removed?

The Minister of state for Railways is here. He will also agree that there is no necessity for maintaining this Railway Board. We are maintaining white elephants. This money can well be utilized for the welfare of the railway workers.

The bonus issue is still pending. It is not being paid. The Railway Minister should have come forward with a proposal, and with a definite provision in the budget for paying bonus to railwaymen.

It is unfortunate that the persons displaced during the strike in 1974 have not yet been reinstated in full. All of them should get their jobs; and payments of all arrears and dues should be made. I appeal to the Railway Minister, through you Madam, that all these steps should be taken by the Railway Ministry.

With these observations I conclude.

श्री राम सेवक हजारी (रौसडा) :
महोदय महोदय, इस बार जो रेल बजट आया है, वन 30 वर्षों में कभी भी ऐसा रेल बजट नहीं आया था। गिरुली सरकार जो अनुशासन की हांगी भरती थी और अनुशासन की बात करती थी, इस रेल बजट ने प्रमाणित कर दिया है कि सिर्फ अनुशासन से ही काम नहीं चलता है, अनुशासन ही इस देश को रास्ते पर नहीं ला सकता है, उसके लिये सद्भावना की जरूरत है और तत्परता की जरूरत है।

[श्री राम सेवक हजारी]

मैं रेल मन्त्री जी को बधाई देना चाहता हूँ, धन्यवाद देना चाहता हूँ कि इतने कम दिनों में उन्होंने बड़ी मेहनत की है और सफलता प्राप्त की है। यदि यही लगन और तत्परता रही हो घाने वाले दिनों में इस देश को ही नहीं, अन्य देशों को भी एक सबक मिलेगा कि सिर्फ अनुशासन के नाम पर ही देश को ठीक नहीं किया जा सकता है, बल्कि अपनी सद्भावना से मजदूरों, कर्मचारियों और पदाधिकारियों को जीत कर अच्छे रास्ते पर लाया जा सकता है। मैं उनसे निवेदन करना चाहता हूँ कि इसके पहले भी वह मजदूर संगठनों से सम्बन्धित रहे हैं, मजदूरों की समस्याओं को वह देखे। उनकी समस्या बोनस की है। वह भी पहले इस बारे में आवाज उठाते रहे हैं और हम भी आवाज उठाते रहे हैं, उनको अभी बहुत थोड़े दिन ही हुए हैं लेकिन इन मामलों पर उनको गम्भीरता से विचार करना चाहिये और सहानुभूतिपूर्वक विचार करके उनकी मांगों को पूरा करने का प्रयास करना चाहिये।

जहाँ तक नई रेलवे लाइन के निर्माण का सवाल है, मैं उनसे कहना चाहूँगा कि उनके कार्यालय द्वारा या उनसे कहीं कुछ भूल हुई है। सरकार भी यह बात मानती है और रेल मन्त्री ने भी इस सदन में कई बार कहा है कि पिछड़े क्षेत्रों को प्राथमिकता देंगे लेकिन हमारे बिहार राज्य में एक पिछड़ा क्षेत्र है, शकरी हसनपुर वहाँ पर पिछली सरकार के टाइम में रेल लाइन के निर्माण की बात को स्वीकार किया गया था, लेकिन पता नहीं उनके अधिकारियों या कार्यालय की गलती से इस बार के बजट में इस निर्माण कार्य को, जिसे 31-3-80 तक शुरू करना था, हटा दिया गया है। हम मन्त्री महोदय से विनम्र आग्रह करना चाहते हैं कि इसकी छानबीन की जाये और जब वह पिछड़े क्षेत्रों को प्राथमिकता देना चाहते हैं, सदन में भी कई बार कह चुके हैं, तो इस तरह की गलती क्यों हुई, इस परफ उन्हें ध्यान देना चाहिये।

मन्त्री महोदय ने अपने पिछले बजट भाषण में कहा था कि हम समाजवादी हैं। मैं मानता हूँ कि वह समाजवादी हैं और कुछ मामलों में उनका खरिद समाजवादी रहा है, लेकिन कुछ मामलों में उनकी उपेक्षा की नीति रही है, उससे हमें काफी तकलीफ भी है। हम कहना चाहते हैं कि या तो किसी विधेय के कारण या अपनी उपेक्षा नीति के कारण उन क्षेत्रों को छोड़ा गया है जहाँ कि समुचित विकास होना चाहिये था। मैं जिस क्षेत्र की लाइन की चर्चा कर रहा हूँ, वहाँ ऐसे लोग हैं, जिन्होंने आज तक रेलगाड़ी नहीं देखी। वह महाराष्ट्र की लाइनों के विकास के लिये जो कर रहे हैं, उसी तत्परता से अन्य क्षेत्रों के बारे में भी कार्य करना चाहिये। मैंने कई बार व्यक्तिगत भी आग्रह किया है कि इस नई लाइन शकरी हसनपुर को लीजिये। उन्होंने आश्वासन भी दिया था और उसी आधार पर मैंने उस इलाके के लोगों को कहा भी कि मंत्री जी ने आश्वासन दिया है कि इस बार रेल लाइन का काम शुरू होगा। लेकिन वह काम शु. 6 होने की बात तो दूर रही इस बार के बजट में इस योजना को हटा दिया गया है। यह एक गम्भीर आरोप है। उनकी जो ख्याति और गुण हैं, हम उनसे कहना चाहते हैं कि वह इस और भी सुधार लाये ताकि उनकी ख्याति और बढ़े।

जहाँ तक भ्रष्टाचार का सम्बन्ध है, मैं मन्त्री महोदय का ध्यान समस्तीपुर मण्डल की ओर आकर्षित करना चाहता हूँ। वहाँ पर उन्होंने एक डी० एस० को लाकर बिठा दिया है, जो पहले डी० एन० ई० थे और जिनके बारे में चर्चा है कि वह पांच रुपये तक की घूस लेते थे।

नीकरी और बेरोजगारी के सम्बन्ध में अन्य माननीय सदस्यों की तरह हम भी मन्त्री महोदय को केंजुअल लेबर के प्रश्न पर चिट्ठियाँ लिखते हैं। अधिकारियों के पास केंजुअल लेबर की एक लिस्ट होती है। आज वह लिस्ट मेरे पास उपलब्ध नहीं है, अन्यथा

मैं उसे सबन में रख देता। यह देखा गया है कि अधिकारियों के जो बेटे कालेजों में पढ़ते हैं, उनके नाम कैंजुअल लिस्ट में हैं। जिन लोगों को इस बारे में प्राथमिकता मिलनी चाहिए, उन्हें छांटा और हटाया जा रहा है। यह स्पष्ट भ्रष्टाचार है। मैं चाहता हूँ कि मन्त्री महोदय इस तरफ ध्यान दें।

हमारे समस्तीपुर में रिजर्वेशन, धारअण, में जिस तरह का भ्रष्टाचार है, वह अन्य जगहों में भी चल रहा है। मन्त्री महोदय ने कहा है कि वह इस सम्बन्ध में कुछ कदम उठा रहे हैं। मैं उनसे आग्रह करूँगा कि वह इस भ्रष्टाचार को खत्म करने के लिये जल्द से जल्द उचित कदम उठावें।

सब्की बेचने वाली गरीब औरतों के साथ भी बहुत जुल्म होता है। जब वे टिकट कटा कर जाती हैं, तो टिकट बावू उनसे चार, पांच, दस आने ले लेते हैं। पुलिस वाले भी उनसे पैसे लेते हैं। इन बातों से भ्रष्टाचार को बढ़ावा मिलता है। मेरा निवेदन है कि उनकी टोकरी आदि सामान के लिए कुछ चार्ज करके उन्हें यादगार करने की टूट देनी चाहिए। उन गरीबों को रेलवे कर्मचारियों और पुलिस द्वारा परेशान किया जाता है। मन्त्री महोदय जिस तरह अन्य पैसेजर्स के कल्याण और सुख-सुविधा के बारे में सोच रहे हैं, उन्हीं तरह वह इनके लिए भी सोचें।

मैं मन्त्री महोदय से फिर आग्रह करूँगा कि वह शकरी-हसनपुर रेलवे लाइन के बारे में विचार करे और उस पिछड़े इलाके में इस काम को शीघ्र से शीघ्र शुरू करके वहाँ की जनता को विकास करने का मौका दे। हमें आशा और विश्वास है कि वह मेरे इन सुझावों पर सहानुभूतिपूर्वक विचार करेंगे।

SHRI RAGAVALU MOHANARAN-
GAM (Chengalpattu): I am really very glad that after a very long time today I am given an opportunity to speak on the Railway Budget. I hope the hon. Minister will definitely say

something in reply to the points that I am bringing to his notice about the grievances of the railway employees in general and particularly on the Southern Railway.

Before dealing with the merits and demerits of the Railway Budget, I would like to congratulate the hon. Railway Minister on taking quick action whenever we approach him to redress the grievances of the employees or whenever we write a letter to him to look into the grievances of our constituents.

The railway officers have already instructed their subordinates to refund the compulsory deposit amount to the railway employees, but more than two or three months have passed and still this has not been done. There has been inordinate delay in the refunding of this amount to the employees of the Southern Railway. I do not know the exact reason for this delay, especially when it is their own money. I request the hon. Minister to take necessary steps for refunding this amount without further delay.

Regarding recruitment, I would like to point out that in each and every department of the railways, there are some experienced persons. Whenever the railway needs hands, they advertise and take candidates only from outside, they never consider the applications of persons of experience in the railway itself. There is a hue and cry that at least 50 per cent of the total requirements should be taken only from the railway employees themselves. They advertised that they were very much in need of 15/20 technical assistants, but after two or three years, not even a single person has been recruited. There has been so much delay. I request the Minister to see that first preference is given to the Railway employees at every level because they are the experienced persons in the Railways.

With regard to class I officers, they are not at all treated at par with the

[Shri Ragavelu Mohanaragam]

class I officers of the Central Government. There is no equal treatment with regard to the privileges and benefits enjoyed by IAS and IPS officers and they are not given such benefits as are given to their counterparts in the Central Government. I request the Minister to kindly look into it also.

With regard to promotion, there are some classmates of mine who came out of college in 1955 but still they are working as Accounts Clerks in the Southern Railway. When I met one of my classmates in 1956, I asked him as to what he was doing. He said that he was working as Accounts Clerk in the Southern Railway. Five years later, again I asked him the same question and he told me that he was working as Accounts Clerk Only last week, again I met him and still he told me that he was working as Accounts Clerk. So, for the past 20 years people have been working in the same post without getting any promotion. I request the Minister to see that if a man reaches the maximum of the scale he should be given automatic promotion irrespective of any vacancy. If no vacancy is there, additional scale of pay should be given to him. The hon. Minister may also kindly see that each railway employee is given promotion at least in ten years' time irrespective of availability of vacancies.

With regard to confirmation, in the year 1966-67, 1089 temporary officers were recruited in connection with the construction work. I do not know what is the exact reason for not confirming these officers. A majority of the railway officers are not confirmed till today even after putting in 20 and more years of service.

With regard to claims, the railway claims are not being settled properly. Due to this, passengers are suffering a lot. I can cite an example. The claim of a private party was settled after one year though the amount involved was Rs. 4000/-only.

With regard to Railway Service Commission there are six Railway Service Commissions throughout the country to recruit the entire staff of the Railways. I think the Railway Service Commission is responsible for malpractice and delay in recruitment. In the year 1957, an advertisement was made for recruitment. The applications were sent to the concerned authorities but they were recruited only in 1959—after two years. In the same way, last year, an advertisement for the post of some Commercial Clerks appeared in the papers especially in the Madras Paper 'The Hindu'. Uptil now, they did not inform the candidates whether they had been selected or not. There is no intimation at all. I request the Minister to bring one Service Commission for each Zonal Railway.

With regard to passengers, there are certain things. In my Chegalootu constituency, there is a railway bridge which connects the southern part of the State. That is the only way to go to Kanyakumari and other places. If the gate is closed, we have to wait there for hours together and the entire traffic is stranded there. You cannot go to Kanyakumari; you cannot go to Trichy and other places.

There is another gate at Gummidipoondi. There is a road from Madras to Calcutta. There is only one road. There is no other road along the sea shore. If the gate is closed, you have to wait for hours together. Once I went to Gummidipoondi from Madras city to address a public meeting. When the road was closed, I was waiting there for 3-4 hours. By the time the gate was opened and I reached the place, the meeting was over. There was no other go except to cancel the meeting. This is the situation there.

Then, there is the Egmore railway station from where we can go throughout the southern districts of our State. The railway station was constructed 50-60 years ago. The passage of the bridge is very narrow. Not even 3

to 4 four can walk together. Every two minutes there is a train. We have to cross the bridge for going to the the main road from the platform. From the platform to reach the main road through the bridge, it takes at least 2 hours. While I spoke on the Railway Budget last year, I mentioned the same thing. After getting down from the train at the Egmore railway Station, from the platform it takes 2 hours to reach the main road. If the hon. Minister does not believe that, I can invite him to come to the Egmore railway station. If he gets down from the train at 5-30 P.M., it will take at least 2-3 hours from the platform to reach the main road. I hope, he will look into it and do something to remove the hardship.

There was a tax on the railway tickets purchased by the passengers. The entire tax used to go to the State Governments. Now, they have removed the tax and enhanced the railway fare and the entire amount goes to the Central Government. The State Government is not in a position to get even the tax on the tickets purchased by the passengers.

Finally, we have to come from Madras to Delhi and we have to travel for 1-1/2 days. The food served on the Tamil Nadu Express and the GT is horrible. We are not in a position to take it. We have to spend 1-1/2 days in the train. The food supplied is horrible. If the hon. Minister happens to travel by the GT or the Tamil Nadu Express, I ask him to taste the food. If he tastes the food, the longevity of his life will go down.

These are some of the grievances and the difficulties experienced by the railway employees and the passengers. I hope the hon. Minister will take the entire responsibility of redressing the grievances of the passengers as well as the railway employees. I am sure the hon. Minister of State will definitely take note of these things and do something in the matter.

With these words, I conclude.

श्री आर० डी० गड्डी (जोधपुर) :
सभापति महोदय, मैं रेल बजट का स्वागत और समर्थन करता हूँ परन्तु साथ ही कुछ बातों की ओर रेल मन्त्री महोदय का ध्यान आकर्षित करना चाहूँगा। पहली बात तो है रेल विभाग में भ्रष्टाचार के बारे में। रोज़-मर्रा माल के लदान के बारे में और टिकटों के बारे में जगह जगह भ्रष्टाचार हो रहा है। यह बात अतिशयोक्तिपूर्ण नहीं है बल्कि बहुत हद तक वह बात सही है। मैं सुनी सुनाई बातों को छोड़ भी दूँ तो अभी कुछ महीने पहले की बात है जब खुद मेरे सामने एक बात हुई थी और वह यह कि जब मैं दिल्ली-अहमदाबाद मेल से जयपुर की तरफ जा रहा था तो मैंने देखा—मैं सेकेन्ड क्लास में था—कंडक्टर महोदय ने रास्ते में आधे घंटे में कम से कम सौ रुपए अधर्म के कमाये। मैंने सोचा कि मुझे क्या करना चाहिए, मेरा फर्ज क्या है, पीठ पीछे तो बहुत कुछ होता है लेकिन जब मेरे सामने की बात है तो मुझे बर्बाद करना चाहिए? मैंने उसको बुलाया और उससे बात की। मैंने उसको कहा कि या तो आप अपनी अधर्म की कमाई वापिस दे दें और आइन्दा के लिए प्रतिज्ञा कर लें कि आगे ऐसा नहीं करेंगे तब तो ठीक है नहीं तो मैं आपके इमीडिएट आफिसर को कल ही लिखूँगा चाहे नतीजा कुछ हो या न हो। उसने न केवल मेरे सामने, बल्कि मेरे साथ हमारे वयोवृद्ध सनोदय नेता श्री गोकुल भाई भट्ट भी यादवा कर रहे थे, उनके सामने इस अधर्म की कमाई के लिये मंजूर किया और वह आश्वासन दिया कि वह इस कमाई को उन लोगों को लौटा देगा। इस खयाल से कि वह पैसा लौटा देगा, आप विश्वास मानिये, मैं समूची रात जागता रहा, लेकिन उसने पैसा नहीं लौटाया, बल्कि जब अलबर स्टेशन आया, तो वहाँ कारिदार में 12 आदमी पहले से थे, वह चार और आदमियों को वहाँ ले आया। नतीजा यह हुआ कि दूसरे रोज़ मैंने उसकी शिकायत की, लेकिन उस शिकायत के बावजूद पांच महीने बाद वह सुर्प ड किया जा सका। इस बीच में दो दफ़ा

(श्री धार० डी० गढ़ानी)

यह मामला रेल मंत्री महोदय के पास आया, तब कहीं जाकर उस पर कार्यवाही हो सकी। इस तरह की बातें रोखना हो रही हैं, इसको रोकने के लिये हमें क्या करना है, इस पर गम्भीरता से सोचना होगा। मैं इसके लिये रेल मंत्री महोदय को दोष नहीं देता हूँ, मैं उन्हें अच्छी तरह से जानता हूँ, वे बड़े सज्जन पुण्य हैं फिर भी हमें इसके कारण को ढटना चाहिये।

सभापति महोदया, यद्यपि हमें भ्रात्रादी मिले 30 साल हो गये हैं, हमने अपने देश को प्रजातन्त्र घोषित किया है, लेकिन भ्रष्टाचारी और नौकरशाही के मन में हम अभी तक प्रजातन्त्र के प्रति लगाव या रश्मान या रुचि पैदा नहीं कर सके हैं। यही कारण है कि भ्रात्रा भ्रष्टाचारी-भ्रष्टाचारी अहलकार भी अपने आप को ब्रिटिश जमाने की तरह से समझता है कि वह रीढ़ गठने के लिये, हुक्मन करने के लिये, राज करने के लिये पैदा हुआ है।

इस का दूसरा कारण—मेरे क्लान में और मेरा अनुभव भी यह बतलाता है कि पिछले कुछ वर्षों से शासन न प्रशासन का योजनाबद्ध तरीके से भ्रष्ट किया है। मैं रात दिन देखता हूँ, जब मैं सैकण्ड क्लाम में सफर करता हूँ, तो लोगों से बातें करना रहता हूँ, कि आपके सरकारी भ्रष्टाचारी और सरकारी कर्मचारी अभी भी यह दिवास्वप्न देख रहे हैं कि जैसे-जैसे ये पांच साल निकल जायें, यह जनता सरकार चली जायेगी तो फिर वही सरकार भ्रात्राचारी और हमारी तृती बोलने लगेगी। यद्यपि यह उनका दिवास्वप्न ही है, मगर हमको सोचना चाहिये कि इस भ्रष्टाचार को कैसे दूर किया जा सकता है। जो भ्रष्टाचार लागू या ट्रैफिक के लिये यह समझते हैं कि उन के यहाँ भ्रष्टाचार नहीं है, वे विलकुल खामयासी हैं। उनके यहाँ भ्रष्टाचार पूरी तरह व्याप्त है, इस को दूर करने के लिये उन्हें भरसक प्रयत्न करना चाहिये, लेकिन यह एसोसियो० में घूमने में दूर नहीं होगा।

या कुर्सी पर बैठे रहने से, हुक्म चलाने से दूर नहीं होगा। उनको चाहिए कि सप्रतिबन्ध-विशिष्ट करें, जंगल में रेवनाही रुकवा कर चैक करें, तब कहीं जाकर यह रुक सकता है।

एक बात मैं नौकरियों के संबंध में कहना चाहता हूँ। हमारे उत्तर रेलवे के जोधपुर सम्भाग में—मैं बहुत वर्ष पहले की बात कर रहा हूँ—तृतीय और चतुर्थ श्रेणी में वहाँ के 80 प्रतिशत लोगों को नौकरियाँ मिल जाती थी, मगर पिछले कुछ वर्षों से मैं यह देख रहा हूँ कि अब उनकी प्रतिशत 7 से लेकर 10 तक ही है। इसका क्या कारण है? मैं इस बात को नहीं मानता कि वहाँ पर टेलेन्टेड भ्रादमी नहीं हैं, हालांकि तृतीय और चतुर्थ श्रेणी में टेलेन्टेड भ्रादमियों की जम्मा भी नहीं है, लेकिन इन स्थानों पर भी बाहर के लोग लाये जाते हैं। दूसरे श्रेय के लोग वहाँ आये, इसमें मुझे परेशानी नहीं है—लेकिन होता क्या है—भ्रात्रा भी स्टेशन मास्टर की 40 प्रतिशत जगहें खाली पड़ी हैं। क्योंकि बाहर के लोग आते हैं, कुछ दिन ठहर कर तबादला करा कर चले आते हैं और उसके बाद वे जगहें खाली हो जाती हैं। मैंने उत्तर रेलवे के जनरल मैनेजर को 15-7-77 को चिट्ठी लिखी कि इस तरह के पत्रिका सविस कमीशन किस तरह से काम देगे लेकिन मुझे अफमोस के साथ कहना पड़ता है कि इस मुद्दे पर अभी तक उनका कोई जवाब नहीं आया है। मैं तो यह समझता हूँ कि यह तो पब्लिक सविस कमीशन के नाम पर धर्म नहीं अधर्म हो रहा है और इस अन्याय को रोका जाना चाहिए।

तीसरी बात जो मुझे अर्थ करनी है, वह रेलों की गति के बारे में है। मैं बहुत ज्यादा उदाहरण नहीं दूंगा। महज एक दो उदाहरण दूंगा। जोधपुर एक बड़ा शहर है और उदयपुर भी राजस्थान का एक बड़ा शहर है। जोधपुर से उदयपुर के बीच का फासला केवल 221 किलोमीटर

है और जाने में बहुत लयता है 15 घंटे 5 मिनट यानी एक घंटे में 15 किलोमीटर भी नहीं हुए। दिल्ली से जोधपुर 630 किलोमीटर है मगर दिल्ली से वहां पहुंचने में 15 घंटे 25 मिनट लगते हैं। इससे आप अन्दाजा लगा सकते हैं कि जोधपुर से जयपुर जाने में भी कितना अधिक समय लगता है। अभी थोड़े दिनों पहले मैंने अन्धबारे में पढ़ा था कि जापान के अन्ध गाड़ियां 300 और 400 किलोमीटर प्रति घंटे की रगतर से चलती हैं। तो मुझे लगा कि यह कहीं परियों का देश तो नहीं है क्योंकि हमारे देश में एक घंटे में 15 किलोमीटर का एवरेज भी आता है।

चीधी चीझ में यह भर्ज करना चाहूंगा, वैसे यह एक छोटी सी बात है लेकिन है महत्वपूर्ण, कि सेक्रेट क्लब में आपको मिलेगा कि एक रिलीज्ड सीट होती है। मैं रिजर्वेशन के 8 आने एक देता हूं और 5 रुपये रात को सोने के देना हूं लेकिन 9 बजे मुझे कहा जाता है कि ऊपर जाओ क्योंकि हमारे पास रिलीज्ड सीट है। यह रोजीज करने की जो बात है, सीट को रिलीज तो मैं करूंगा, दूसरा कैसे इस के लिए कह सकता है। क्योंकि मैंने भी 8 आने उस सीट के लिए दिये हैं। जब ऐसी बात है तो दोबारा कैसे वह सीट किसी दूसरे को दी जा सकती है। आप जानते हैं कि हमारे देश में रमियां बहुत लम्बी होती है और 9 बजे खाने का वक्त होता है और उस वक्त थावों को ज्यादा जगह चाहिए लेकिन उसी समय छाती पर आकर दूसरा आदमी कहता है कि नहीं मुझे यह सीट मिली है। कानून इसके बारे में कोई जवाब नहीं दिया जा सकता। अगर हम तरह का कोई रूल बना है, तो रूल इस तरह होना चाहिए कि वह इन्साफ के लिये हो न कि इन्सान रूल के लिए हो। ऐसे गलत रूल को खत्म कर देना चाहिए। मैंने इस बारे में बहुत लिखा लेकिन लिखने

के बावजूद कुछ नहीं हुआ। मैं समझता हूं कि इस हाउस में कहीं बात पूरजोर मसर रखती है और इस बारे में कुछ न कुछ किया जायगा।

आखिरी बात मैं भीड़ के बारे में कहता हूं। कहा जाता है कि राजस्थान में लोग बहुत कम रहते हैं लेकिन मैंने अपनी आंखों से देखा है कि एक एक गाड़ी पर 600, 600 आदमी ऊपर गाड़ी पर बैठे हुए हैं। मैंने खुद गिने हैं कि एक डिब्बे पर 60 आदमी ऊपर बैठे थे और उस गाड़ी में 11 डिब्बे थे। उन लोगों ने 2 महीने के बच्चे से लेकर 60 वर्ष तक के आदमी थे। इस तरह का कोई इन्तजाम होना चाहिए कि गाड़ी के ऊपर लोगों को न बैठना पड़े। खैर मैंने इस तरह का इन्तजाम करने की कोशिश की लेकिन उस वक्त वह नहीं हुआ। मैंने अधिकारियों से कहा कि अगर दूसरी ट्रेन में भी इस तरह से लोग आए, तो मुझे नोटिस देना पड़ेगा और मैं उपवास करूंगा। आप इसका कोई इन्तजाम करें। इसके बाद इन्तजाम हुआ। ऐसी बात नहीं है कि इन्तजाम नहीं कर सकते, इन्तजाम कर सकते हैं लेकिन जान बूझ कर नहीं किया जाता। जब इस तरह से भीड़ आती है तो उसका माकूल इन्तजाम होना चाहिए।

बस इतना कह कर मैं खत्म करता हूं।

SHRI P. P. KADAM (Kanara):
Madam Chairman, I thank you for having given me an opportunity to speak.

Last year, while participating in the discussion on the Railway Budget I had requested that the West Coast Railway Project be taken up. I had also profusely quoted the late hon. Member, Shri Nath Pai, and said that that was a project so much dear him and so much debated by him. I am very happy to note that the hon. Minister has given an assurance that the Project would be taken up immediately. The Project would be a great

[Shri P. P. Kadam]

boon to the Konkan area of Maharashtra, to the coastal area of Karnataka and also to certain portions in Kerala. I request that the project may be expedited.

Next, I want to stress about the Hubli-Karwar railway-line, which is a matter which has been agitated for nearly 100 years. At the beginning of this century, in the earlier Survey Settlement Reports I could find certain references to this, but it was not taken up. Of late, its importance has been stressed but, unfortunately, though a survey has been undertaken, on one plea or another, it has not been taken up. Now, again, a re-survey has been ordered. It is our respectful desire that, for the development of the hinterland of the west coast, this port is a must. This would give a great fillip for the export of iron-ore from the Bellary-Hospet area. This export would cost about Rs. 32 or Rs. 34 less per ton if it is exported from Karwar rather than from Madras. This would give a speedy fillip for the development of the Karwar port and now that the Suez Canal is under navigation, this port is going to be the nearest for all the steamers that pass through the Suez Canal into the Indian Ocean. Considering all these things, this port is a must.

I also stated last year that vast untapped forest resources are still awaiting export and whatever expenditure that has to be incurred will surely be met by the export of the raw material. And, further, I had suggested that, this being a backward area, this would give a great fillip to the development of the area.

Lastly, there has been a great demand for the wheel and axle sets plant in Bangalore. The Government had agreed to his project and spent about Rs. 1,50,000,00 for levelling the factory site and building a compound wall for subsequently the project has been stayed—we do not know exactly for what reasons. We also do not know

of the Planning Commission is coming in the way. But, anyway, since the manufacture of wheels and axle sets is a must and as it is going to save a lot of foreign exchange, this project must be speeded up and there should not be any cause for staying it.

With these words and without wasting time I thank you and resume my seat.

श्री मनोहर लाल (कानपुर) : सभापति महोदय, मैं आपका बड़ा आभारी हूँ आपने मुझे रेलवे बजट पर बोलने का अवसर दिया। मैं इसका समर्थन करने के लिए खड़ा हुआ हूँ। किसी भी देश की तरक्की उस देश के पैदावार और वहाँ के यातायात के माधनों पर निर्भर करती है। यदि यातायात के माधन अच्छे होंगे तो महंगाई भी कम होती है। यातायात के माधन अच्छे होने से पैदावार को बाजार तक लेजाने और दूसरे शहरों तक पहुँचाने में सहायता मिलती है। इसका असर महंगाई पर पड़ता है। यही बात हिन्दुस्तान पर भी लागू होती है।

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Is he giving a reply on behalf of the Minister?

SHRI MANOHAR LAL: No, no. I am not giving a reply.

SHRIMATI PARVATHI KRISHNAN: I thought you have become a Minister!

श्री मनोहर लाल सभापति महोदय, अभी हम बता रहे थे कि अधिक उत्पादन होने से, यातायात के माधन अच्छे होने से बढ़ती हुई महंगाई को हम कम कर सकते हैं। यह ठीक है कि अधिक उत्पादन का सम्बन्ध कृषि मंत्रालय से है। ग्राज रेलवे बजट के अवसर पर बोलने हुए हम यातायात के सम्बन्ध में भी कुछ कहना चाहते हैं। वैसे तो हमने पहले ही बता दिया है कि जो रेलवे बजट प्रस्तुत हुआ है, उसका मैं समर्थन

करने के लिए खड़ा हुआ हूँ। हमें आशा है कि हमारे जो मुद्दाएँ हैं उन पर मंत्री जी अवश्य पूरा ध्यान देंगे।

रेलवे बोर्ड का गठन अग्रेजों के समय में हुआ था जे आज तक चल रहा है। उस बोर्ड पर लगभग 2 करोड़ 80 लाख किया जाता है, जो कि बहुत लम्बी रकम है। हालांकि रेलवे बहुत बड़ी इंडस्ट्री है और इस वजह से 22 करोड़ 80 ज्यादा माने नहीं रखता। लेकिन वही रुपया अगर दूसरी जगह पर खर्च किया जाए तो अच्छा काम हो सकता है। इसलिए मैं मंत्री महोदय से कहूँगा कि जो 22 करोड़ 80 रेलवे बोर्ड पर खर्च होता है इस पर ध्यान दें और कोई दूसरा रास्ता निकाल सक इस बारे में विचार करें।

15.00 hrs.

एक्सीडेंट के बारे में मुझे यह कहना है कि आज देश के नागरिकों में आम धारणा बन गई है कि जब भी रेल से सफ़र करते हैं तो उनके पहले दिमाग में यह बात आती है कि पता नहीं कि ठीक से पहुँचेंगे कि नहीं। इसका कारण यह है कि रेल एक्सीडेंट्स बहुत काफी हुए हैं, हालांकि रेल मंत्री जी ने कहा है कि एक्सीडेंट्स के बारे में सरकार चिन्तित है और उपाय कर रहे हैं जिससे दुर्घटनाएँ कम हों। लेकिन फिर भी हम चाहेंगे कि जो एक आम धारणा बन गई है उसका लोगों में दिमाग से निरुलाना चाहिये, और जो यह धारणा बन गई है कि हमारा रेल मंत्रालय या भाग सरकार छोटे छोटे कर्मचारियों की मांगों की तरफ ध्यान नहीं देता न हम लिए एक्सीडेंट्स होते हैं इस धारणा को दूर करना चाहिये। वर्तमान रेल मंत्री जी और माननीय जार्ज फर्नान्डिस ने 1974 की रेलवे स्ट्राइक में सक्रिय भाग लिया था और जिस तरह से तत्कालीन कांग्रेस सरकार ने कर्मचारियों पर बहुत जुल्म किया थे, कर्मचारियों को क्वार्टरों से जबर्दस्ती निकाला गया था, उनका सामान बाहर

फिकवा दिया गया था, उनके बच्चों पर पानी डाला गया था क्वार्टर खाली करवाने के लिये, इन सब बातों के विरोध में माननीय रेल मंत्री और माननीय जार्ज फर्नान्डिस ने कर्मचारियों की हड़ताल का समर्थन किया था और पूरे देश में रेल पहिया जाम का अभियान चलाया था। अब जब कि जनता सरकार बन गई है और दोनों ही केन्द्रीय मंत्री हैं, मेरा निवेदन है कि रेलवे कर्मचारियों के बोनस के सवाल पर वह ध्यान दें और उस मामले को जल्दी तय होना चाहिये और वनस उनको मिलना चाहिये, ऐसी मेरी मांग है।

इसी तरह से रेल उद्योग में 14.7 लाख रेगुलर कर्मचारी हैं और 2.61 लाख कंजुअल लेबरर्स हैं। यह कितनी विडम्बना है कि रेलवे के अन्दर इतनी बड़ी तादाद में कंजुअल लेबरर्स काम करते हैं। और यह कंजुअल कर्मचारी ऐसे नहीं हैं कि दो, तीन या चार महीने से काम कर रहे हों। बल्कि 10, 15 साल से काम कर रहे हैं। कायदा तो यह है कि 240 दिन के बाद आदमी को रेगुलर हो जाना चाहिये। लेकिन बहुत कम ऐसा होता है। वजह यह होती है कि अधिकारी लोग उस कर्मचारी के काम के अन्दर चेक कर देते हैं और जिस काम पर उनको पहले रखा जाता है उसको वह पूरे टाइम नहीं कर पाते हैं। इसलिए मैं कहूँगा कि कंजुअल एम्प्लॉईज को परमानेंट करने के लिये आप जल्द ध्यान दें जिससे उनको राहत मिले।

एक बात मुझे रेलवे क्लेम्स के बारे में कहनी है। रेलवे क्लेम्स के बारे में सारे देश में लोगों को आम शिकायत है कि वह जल्दी तय नहीं होते हैं। जब कि दूसरी तरफ़ रोड ट्रांसपोर्ट मेन्वेम बहुत जल्दी तय हो जाते हैं। परन्तु रेलवे के अन्दर क्लेम्स का फ़ाइनल सेटिलमेंट होने में सालों लग जाते हैं। इसलिए रेलवे क्लेम्स को जल्दी निपटाने के लिए जरूर मंत्री महोदय कुछ कार्यवाही करें। हमको ऐसा मालूम हुआ है कि स्टाफ की कमी है और रेलवे क्लेम्स इम्पेक्ट्स कम हैं।

[श्री मनोहर लाल]

मेरा सरकार से निवेदन है कि अगर ज्यादा स्टाफ़ की जरूरत हो तो उसको बढ़ाया जाय ताकि क्लेम जल्दी से जल्दी निपटाये जा सकें।

हमारे रेल राज्य मंत्री जी बैठे हुए हैं जो कैंटीन के मामले के इंचार्ज हैं। हो यह रहा है कि जो स्टेशनों पर खाने पीने के स्टाल हैं उनका प्रबन्ध या तो विभागीय और पर किया जाता है या उन ठेकेदारों को दिया जाता है जो अपने परिवार के सदस्यों के नाम से कई कई ठेके लेते हैं। मेरा सुझाव है कि बेकार नौजवानों को, पढ़े लिखे बेकार नौजवानों को और विधवाओं को काम देने के लिए यह ठेके ऐसे ही लोगों को दिये जायें ताकि उनकी वैरोजगारी दूर हो। मेरा मंत्री जी से अनुरोध है कि वह इस पर विचार करें ताकि सब को काम मिल सके।

आखिरी बात मैं करप्शन और चोरी की की कहना चाहता हूं। रेलवे में बहुत भारी चोरी होती है। दूसरों की बात हम क्या कहें, हम खुद ही लुटे हुए हैं। 11 जनवरी को ओल्ड दिल्ली स्टेशन पर हमारी अट्‌ची गायब हो गई, उसमें एक रिवाल्वर था और कुछ जरूरी कागजात थे। लेकिन आज तक कुछ पता नहीं लगा है। रेल मंत्री महोदय को इस चोरी और करप्शन की तरफ ध्यान देना चाहिये।

एक बात मैं और कहना चाहता हूं कि फर्खावाद और कानपुर के बीच में एक पुल पड़ता है जिसमें से ट्रेन भी जाती है और दूसरा ट्रैफिक बस, मोटर, ट्रक वगैरह भी जाते हैं। यह सब एक ही पुल में से होकर जाते हैं। यह पुल इतना जर्जर हो चुका है कि कभी भी एक्सीडेंट हो सकता है। हमने रेलवे कमेटी में भी इस बात को रखा था, कहा था कि इस पुल की रिपेयर होनी चाहिये। लेकिन अफसोस है कि उस तरफ आज तक कोई ध्यान नहीं दिया गया है। किसी भी समय यहां कोई एक्सीडेंट हो सकता है।

मैं मंत्री महोदय से निवेदन करूंगा कि इस पुल की रिपेयर की तरफ वह उचित ध्यान दें। मुझे आशा है कि जो सुझाव हमने दिये हैं, मंत्री जी उनकी तरफ ध्यान देंगे।

इसके साथ ही रेल मंत्री ने जो वजट प्रस्तुत किया है, उसका हम समर्थन करते हैं।

SHRIMATI PARVATHI KRISHNAN (Coimbatore): The Railway Budget presented by the Minister has been very nicely dressed up as to appear a very encouraging one because it has the only merit that fares and freights have not gone up. Therefore for the users and for the passengers, on the surface, it may appear that it is a Budget which is very encouraging because it is going to be a surplus budget and yet the fares and freights have not been raised. But a deeper study will show exactly where we are because I do not think that we should be misled by the window-dressing and the sweet words of the Minister.

For instance, you have to view it in the background of the general budget and I am certainly not confident that the Minister will not later come forward with a fresh supplementary Budget to augment his resources.

Apart from that, when you take it in the general context that is existing in the country to-day, in the general state of economy in the country, we find that even the estimates of the traffic that you are likely to carry, that itself is being affected. The Minister himself has said at one place. 'There has also been a less offering of traffic by some industrial sectors due to varied reasons. The same trend continued in December.' This speaks of November and December and my fear is that the same trend continued in January, February and March also because we know, for instance, the crisis that has been there in the sugar industry, the sugar-cane growers not being able to offload their sugarcane and many of the sugar factory owners going on strike and many big

sugar mil-owners and sugar monopolists falling in arrears. At the same time there is another example. But for want of time I cannot go into all those things. There is the shortage of pig iron in the country. With the shortage of pig iron, you do not have to transport pig iron by rail and on account of that the small engineering industry gets affected and their goods are not there to be transported back again. In this background should the Minister not have told us what he is going to do? Because here we find in the book Indian Railways—Year Book, the Railways themselves have said “that the increase in production which is relevant to the performance of the railways was however rather low.” That is in 1976-77 and what is going to be the increase in production now? Has he taken that into account? Because after all the revenue-earning capacity of the railways, particularly that of freight earnings, will definitely be affected by the general economy and it cannot be viewed in isolation from the general economic conditions in the country.

Secondly, the general budget has also introduced an excise duty on electricity and coal, two things which are vital for the running of the railways. And what will happen to the running cost of the Railways? What will happen to your estimates then? We would like to know about that. I hope that when he replies to it he will make some mention about this and take us into confidence as to what he proposes within the existing Budget to meet these new requirements which he is going to be called upon to meet.

Then the other point which disappoints me is this question of social burdens, because ‘social burdens’ have been plaguing the railways for a very long time. The Minister when he was in the opposition was very vociferous on that particular point but now what does he have to say? He

just says something in a milk and water fashion:—

“As the hon. Members are aware the Railways have been bearing a considerable amount of additional expenditure by way of social burdens.”

I don’t know why he should state this because he was himself aware of it, but anyway, this is what he said.

“Perhaps the time has come when this question has to be considered in all its aspects and a portion of this burden is shared by the General Revenues.”

when he was here on this side of the House, I remember how he used to be most vociferous and vehement on this point.

I thought that he has had one year to go into this matter. And yet, what does he say about it? He only says:

‘I am going to have it examined.’ All these years he was speaking about it from here, he knew about it. I would like to know why he talks in terms of socialism, why he claims to be a socialist and yet he allows this kind of thing, for the capitalists to continue to exploit our people in one more way, that is, through the Railways by having this so-called social burden. In other countries, Social burdens are borne by the Government. Why cannot they be borne by the Government here? The Minister does not answer that question at all. All he says is:—

‘It needs investigation and examination.’

That is all. May I ask: What was he doing all these years when he was speaking on these things? Did he not investigate? Did he not go into it at that time? Could he not have come out with something more positive in this budget? Instead of this he just jumbles and makes this kind of a statement.

[Shrimati Parvathi Krishnan]

15.14 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Then, he says, he is giving a 'New Deal to the Workers'. That is the title that is given here. I would like to say that the word 'new' should be changed to 'raw'. A raw deal has been given to the workers.

Since 1974, six demands are there to be settled. Regarding Bonus, you have thrown their demand out of the window giving a petty fogging swimmingpool or a community-hall or something or the other here and there. Why promise workers bonus? Why fight with the workers on this? You betray them when you get on to the treasury benches. I would like to know this, when he talks in terms of democratic attitude and all that. If I may quote, he says:

"This deal for the employees is motivated by my democratic perspective of conducting railway administration in full cooperation with the railway employees and their trade unions."

The only cooperation that he gets is from a few *chamcha* unions which he has. He has not had any fresh look, nor has he given a new deal as far as industrial relations are concerned. He has not carried out the commitment that he is morally committed to do, to discuss with the Action Committee of the NCCRF. These things are still outstanding for years and years. He has become a prisoner in a gilded cage, the prisoner of the Railway Board in the gilded cage of his seat as a Railway Minister. That is what I would like to say. Why is it that agitations after agitations are taking place? Why is that there was a hunger-strike in Samastipur? Why is it that there is a *dharna* now going on in Olavakkot division by the Open Line Works employees? Why should there be a *dharna* there? It is for two things: one is, de-casualisation—this is what they want, they want absorption into permanent vacancies, increasing of gang strength in order

to help to maintain the track and to safeguard against accidents. These are the demands that are there. Why is it that those demands are not met? He talks about Joint Consultative Machinery, etc. etc. He can go on talking about the Permanent Negotiating Machinery and all these things. In fact, once when he was replying to a question, this is what he has said:—

"Staff representations received from any source are given due consideration and necessary action is taken. The demands of all categories of staff are considered and solved through the various stages of the permanent negotiating machinery and the joint consultative machinery."

But all this has not led to the problems being solved, with the result that today you have got such large number of problems. Large number of posts in Class III are manned by Class IV employees and yet they are not getting any officiating allowance. Why? Abolition of casual labour has indeed become a mockery. Why? A large number of court cases for payment of overtime are pending and for arrears of pay and illegal retrenchments. All these things point to the poor state of labour relations.

In Quilon, labour courts alone, to quote you an example, there are 1,500 cases and there are 165 cases are in the High Court of Kerala. If one has to go through all the cases that are there throughout the country, they would outnumber even the number of employees who are there in the Railways and many of these originated as far back as in 1973. Therefore, what ails the industrial relations? Why is it that you keep on harping on the new Industrial Relations Bill? Why can't you, in the meanwhile, start talking with the representatives and have discussion with them on the outstanding demands and see that they are solved? For example, the loco running staff had been drawing attention again and again about the

hours of work. The ten hour duty is more on the paper and not in practice. It is very important as far as accidents are concerned.

Similarly, in regard to the North-Eastern Railway Mazdoor Union led by Shri Sarjoo Prasad and Shri Ved Prakash Sinha time and again it has been upheld by the Allahabad High Court as the only registered union and not the other one. So, where is your Joint Consultative Machinery and where is your permanent negotiating machinery? Why is the North-Eastern Railway Union which is there on the Registrar's book and which has been upheld by the Allahabad High Court not granted recognition by Shri Madhav Dandavate and his democratically run Ministry? Similarly, what happens about the restoration of recognition to the South Eastern Railways Union which has a democratically elected leadership of Shri Indrajit Gupta and Shri Roy Chaudhury? So, there is no answer. We only have this—what shall I say to it—that generalisation are being made by the Minister whereas, in practice, we find that even as regards the operation staff—he is talking about accidents—you do not even think of lifting of the bar on the creation of new posts which are required for operational purposes. Take for instance the question of Assistant Station Masters in Gooty Station who, time and again, have been bringing to the notice of the administration that there is no relieving Assistant Station Master. They have got very heavy traffic to deal with both in terms of goods and in terms of passenger traffic. Yet there is no relieving assistant station master there.

Similarly, when new posts are being sanctioned as a result of the new super-fast trains that have been introduced they are sanctioned only for those trains which had been introduced since 1977. It is not done for the new trains—fast trains—which had been introduced in 1974, 1975 and 1976. Where are you going to draw your yardstick unless and until you

start talks with the workers and have discussion with them. you have not increase the staff—in you are supposed to increase the staff order to safeguard against accidents and so on. Many an accident that take place are attributed by the Minister to either sabotage or to mechanical failure. But, in the final analysis, I would say that you can attribute most of them to human failure for the simple reason that whatever sophisticated device you may have, who is to operate that device? It is operated by man, human mind and human brain. That is to say, these devices are operated by them and, if human mind or human brain suffers from fatigue and if he is not given rest sufficiently, who has got the guarantee to see that the machine is functioning properly or not? What happens if the machine is not functioning properly?

Apart from this look at the manner in which machines are maintained—it is horrible to say the least. Even today in diesel shed in this country and in the electrical or diesel loco shed, there is what is known as cannibalism, which is frequently resorted to. Shri. Sheo Narain Singh, do you know what is meant by cannibalism—it does not mean your eating up Prof. Dandavate or Prof. Dandavate's eating you up. Cannibalism, as far as the machine goes, is that when the spare part is not available the same is taken from another engine and put into the engine under repair. What happens is this.

Then there are a large numbers of machines that are still there for getting them repaired and so on. And, at the same time, you find that spare parts are not there. You highlight the sophisticated instruments. Take the case of the spectrograph. This is an instrument which can identify or point out where the defect is in a diesel locomotive. I doubt whether you have seen it at all. Why are you nodding your head? How many of them do you have? I will tell you. There are seven such machines on the railways.

[Shrimati Parvathi Krishnan]

When I was in Guntakal, the spectrograph needed a spare part or replacement of the electronic indicator that was there. For two years that is pending sanction here. The foreign firm that set-up that spectrograph has indicated that they will replace that indicator free of cost provided that the Indian railways pay the transport charges. For lack of sanction of transport charges this particular indicator is not being replaced. We are being told of the efficiency. What efficiency, I would like to know! Hundreds and thousands of such examples are there but in the limited time that we have we cannot go into all those. I am only trying to highlight certain very important things. This links up with the accidents. It is no use saying sabotage, sabotage and sabotage. You are doing nothing by way of sitting with the workers and going into the question of maintenance etc.

Sir, coming to re-structuring of the Railway Board the Additional Members in the Railway Board are now called Advisers. It is just a change in the name. You call them Additional Member or Adviser, the point remains that the basic structure remains exactly the same. Even with the question of delegation of powers, far as the compulsory deposit scheme is concerned there was total confusion the cyclone affected areas of South India. In Madras it was paid to everyone from Class I officer downwards whereas in other places it was held up. Dharna is going on just now in Porur-Oluravakkot Division of Southern Railway to get this money which they are supposed to get. A strike had to be resorted to in the Signal and Telecommunication Workshop at Podanur. This is the decentralisation.

I am very glad that the Minister has come. Therefore I would like to link up this question of accidents also with the question of work norms and the question of having a happy and contented railway worker which is a must for any railway.

Sir, I would also like to say this. When you give us the labour costs of per capita, you give us the figure of Rs 6320 for 1976-77. But this figure includes Class I, Class II, Class III and Class IV. I would like to know the break-up of the cost. Everybody tries to say that the railway workers are the best paid. Prof. Dandavate knows that they are by no means the best paid. On the other hand they are miserably under-paid. I would like to know what is he going to do about this?

Lastly, Sir, the Minister has said nothing about the progress of electrification and particularly, he has not indicated as to what is going to be done about the electrification of the Madras Gudur and Madras-Tiruvelllore which has been pending for a long time. In the Southern Railway Tamil Nadu is sorely neglected as far as the question of conversion from metre to broad-gauge is concerned. Vast parts of Tamil Nadu continue to be served by metre gauge and there is no indication as to when you are going to see that the Dindigul-Tirunelveli section taken up. In the South-West of Tamil Nadu there is broad gauge whereas South-east is neglected. It has been neglected by the railways for years and years and year after year we come with this demand. We know how much time is wasted and how business and passengers suffer on account of transshipment from Egmore to Madras Central. Even the Stations are not the same as you have in Lucknow for instance. You have to go from one Station to another. The other thing that I would like to add is why is it that the Nilgiris Express is not dieselised? All the other trains in the South-West Broad Gauge Section of Southern Railway are dieselised. The business community, the working class and everybody else are travelling from Coimbatore and Nilgiris—the Queen of the Hill Station to Madras. But that is not dieselised. Why? I would like to know why that should not be dieselised. Moreover in the Koval Express, the air condi-

tioned chair coach has been withdrawn. This Express train has been widely used by the public. The people who cannot afford to go by car because of the hike in the petrol price may like to go by air conditioned Chair Car and therefore your income would go up. I would appeal to you to restore that coach.

When I have raised on the floor of this House not once but twice the question of integrated transport policy the hon. Minister has said it shall be my constant endeavour to keep an eye on the integrated transport system. His eye is on it but there is no reflection of it in his speech. I would like to know what is done to divert the long-lead traffic to the rail ways and leave the short lead traffic to roadways. Whether the Minister has taken the trouble to see that a reference is made to the Planning Commission for alteration in the terms of reference of this? That is an assurance he gave. Therefore Sir I have my serious doubts as to how constant is his endeavour because I think the endeavour is absent when the speech does not reflect it nor does the report reflect it at all.

रेल मंत्रालय से राज्य मंत्री (श्री शिव नारायण) : उपाध्यक्ष महोदय, मैं आप का धन्यवाद देता हूँ। आप न मने रेलवे बजट की बहस में इंटर्मीन करन का अवसर प्रदान किया।

इस समय रेलवे बजट पर चर्चा हो रही है। उस में मैं भी भाग ले रहा हूँ। रेल मंचालन के कुछ पहलुओं पर अपनी राय देना चाहता हूँ। मैं यह भी कोशिश करूँगा कि चर्चा के समय माननीय सदस्यों ने जो बातें कही हैं जो प्रभा उठाये हैं उन सब बातों में भी अपने विचार प्रकट करूँ। मैं सदन को यह विश्वास दिलाता हूँ कि मेरे जिम्मे जो काम है उनका संचालन रूप से चलाना का प्रयत्न करूँगा। जैसे मेरे जिम्मे कैटरिंग का काम है—मैंने आप को जनता-खाना दिया है, इस में तीन किस्म के खाने होंगे।

श्री भानु कुमार शास्त्री (उदयपुर) :
कब से मिलेगा ?

श्री शिव नारायण : 1 अप्रैल से मिलेगा।

श्री भानु कुमार शास्त्री : यह प्रादमी के साइज के हिनाब से होना चाहिये।

श्री शिव नारायण : सब से पहले तो मैं अपना हार्दिक सन्ताप व्यक्त करता हूँ कि माननीय सदस्यों ने श्रीराम भ्रम जनता ने रेलवे बजट का स्वागत किया है। जम्मू से तीन गडवाकेटम ने मुझे श्रीराम हमारे मंत्री महादय को धन्यवाद का पत्र लिखा है। श्रीराम वधाई देते हैं कि पिछले तीन दिनों में ऐसा बजट नहीं आया। इस सदन के सम्मानित सदस्यों ने भी ऐसे ही विचार प्रकट किये हैं इसके लिए मैं उन सब का अनुगृहीत हूँ। इस लिये मैं अपने को धन्य मानता हूँ कि हमारे रेल मंत्री जी का जनता की तरफ से ऐसा मर्िटिफिकेट मिला है, इस तरह से यह पिछली सरकार का बहुत ज्यादा कन्डेमनेशन है। आज सबने ही कुश्नी साहब बड़े गर्व से, बल्कि पर्सनलामेन्ट्री डेकारम के नीचे आ गये हैं।

जनता के सभी वर्गों ने रेलवे बजट का स्वागत किया है। माननीय सदस्य न भाजन व्यवस्था में सुधार का आग्रह किया है।

SHRIMATI PARVATHI KRISHNAN On a point of order. In the morning a long discussion took place and the whole House on the advice of the leader of the House decided to forget about it. Now I do not think it is proper to refer to it now. It should not go on record.

MR. DEPUTY SPEAKER He will not talk about it any more. He may continue his speech.

श्री शिव नारायण : ऐसा प्रतिबन्ध आप नहीं लगा सकती।

उपाध्यक्ष महोदय मैं विश्वास दिलाता हूँ कि भोजन व्यवस्था ठीक होगी। तीन प्रकार का खाना हम देंगे। हम ने केटरिंग का इन्तजाम भी किया है और वह रहेगा और उस के साथ-साथ जतना खाना भी दिया जाएगा। हम मनाजवादी व्यवस्था लाना चाहते हैं ... (व्यवधान) ... उस खाने में पूरी होगी। हम उस के साथ अचार देंगे और तरकारी देंगे। एक भानवाला होगा यानी एक खाने में पुनः होगा, दही भान वाला खाना भी होगा और इडली वाला भी होगा। उस तरह में तीन किस्म के खाने हम देंगे ... (व्यवधान) ...

यह तो हो गई भोजन की व्यवस्था। हरिजनों के बारे में भी यहाँ पर कहा गया है। हरिजनों को प्राप्ति हम कामोन्वित करनी है। प्रधान मंत्री जी ने हम को कहा है कि हम दोनों मिल कर इस को हल करें। उन की भी धन्यवाद देना है। बतावटो वाले हमारे ये दोस्ते करने हैं। मैं ने हरिजनों से कहा है, आई रिस्पायल डिस्टिपलिन। आई वांट डिस्टिपलिन चाहे बड़ हरिजन हो और चाहे ब्राह्मण हो।

श्री मनी राय बागड़ी (मधुग) : नहीं, हरिजन होना चाहिए।

श्री शिव नारायण : आप बामाण रहें। डेफॉर्म की कमी है इस मुल्क में। मैं भी चाहता हूँ कि हरिजन भी उनसे डिस्टिपलिन रहें जितनी कि आप रहें। हमारी रेलवे में जो कर्मचारी हैं उन में हरिजनों के लिए, जेडयूड वान्ट और जेडयूड ट्राइडन के लिए 15 पर सेंट और साढ़े 7 पर सेंट रिजर्वेशन है।

एक माननीय सदस्य : डिस्टिपलिन भी 15 पर सेंट है।

श्री शिव नारायण : 15 पर सेंट भी हो जाए, तो बहुत है।

श्री डी. जी. गवई (बलाडाना) : हरिजनों की कोई कैटेगरी मलम है।

श्री शिव नारायण : यह मैं रिजर्वेशन की बात बतला रहा हूँ।

SHRI DHIRENDRANATH BASU:
What about the Railway Board?

श्री शिव नारायण : रेलवे बोर्ड का आपने गलत हिसाब बताया है। पूर्ववक्ता श्री यादवेन्द्र दत्त ने बड़ी शिकायत की है कि उन को फर्स्ट क्लास में ठंडा खाना मिलता है। इस के लिए हम इन्तजाम कर रहे हैं। श्री श्री गौड़ एहड़, कमजोर नहीं है और हमारी बहन पावती ब्रह्मण चली गई है वे इस समय यहाँ नहीं हैं। वे हम से पूछती हैं कि यह चीज जानते हैं और वह चीज जानते हैं। मैं बताना चाहता हूँ कि हर जगह हम देख रहे हैं। एक्सीडेंट्स के लिए हमने 11 हजार भार 10 पी० एफ० के घादमियों को एंपाईट किया है और 14 हजार गैंगमैन को एंपाईट किया है और हम एक लाख रुपया डेली खर्च कर रहे हैं लोगों की जान बचाने के लिए। कोचीन में मैं ने कहा

You shoot me you kill me why are you killing innocent passengers?

मैं अपने उन माधियों में पड़ना चाहता हूँ जो ट्रेड यूनियन या दूसरी यूनियन के नाम पर या किसी भी पार्टी के नाम पर मुल्क में मेबोटेज कर रहे हैं कि इस में बड़ा जघन्य पाप और क्या हो सकता है। मैं कहता हूँ कि आप मुझे मार सकन हैं, मेरे मिनिस्ट्र को मार सकन हैं लेकिन इन्नासेंट पैसंजर्स को क्यों मारते हो। गलती हमारी है ना ठीक करो। अफसरों को बँक करो।

यह भी शिकायत हुई कि टिकटों में बड़ी गड़बड़ है। टिकट परचेज करने में और रिजर्वेशन में गड़बड़ है। मैं मानता हूँ कि ऐसा हो सकता है लेकिन हम इस को बँक कर रहे हैं। नई दिल्ली में भी इन्तजाम कर रहे हैं और बम्बई में भी इन्तजाम कर रहे हैं। मैं अभी बम्बई गया था। मैं ने वहाँ पर कहा कि मैं बम्बई इसलिए आया हूँ कि यहाँ पर

लोगों को शिकायत है कि रिजर्वेशन के लिए उनको पाब, पाब और दन, दन करने पड़ते हैं तब कही जा कर टिकट मिलता है। मैंने बहा जनरल मैनेजर को बहुत टाइटन अप किया है।

अध्यक्ष महादय, मे दातापुर भी गया था। (अध्यक्ष) यह तो मैंने बता दिया कि पिछले तीन साल की जो परम्परा रही है, उसके सम्बन्ध में हमारा बजट एक सबूत है। इसको सारी जनता ने पसंद किया है। (अध्यक्ष) फिगर में नहीं देता हूँ।

उपाध्यक्ष महादय, मैंने ज्यादा नहीं कहा है, इस पर ज्यादा तो मेरे मिनिस्टर कहेंगे। मेरे जिम्मे अमनिटिज है। मैं मेरे बजट का फेयर लेकर फस्ट क्लास की अमनिटिज दे रहा हूँ। हमने गीताजलि एक्सप्रेस बनायी। पत्नी अक्नूवर को हमने रायलसीमा एक्सप्रेस का उद्घाटन किया। इस तरह मैं हमने क्लामों में चलाये हैं। (अध्यक्ष)

पार्वती जी, दस आदमी लेकर आती है और कहती है कि यूनियन हो गया। (अध्यक्ष) हमने उनसे कहा कि वन यूनियन, वन ट्रेड होगा तो हम एक्सेप्ट करेंगे, नहीं तो नहीं करेंगे। इसको न वे कर पायेंगे, न हम कर पायेंगे, न प्राइम मिनिस्टर पर पायेंगे। अगर यूनियन एक नहीं होगी, चार-चार यूनियने चलती रहेगी तो आपकी यूनियने फेल होगी। हमारे भाई लोग इस पर हम से नागर्ज है। हम डिमिप्लीन चाहते हैं, यूनियन चाहते हैं और वन यूनियन चाहते हैं। चार-चार यूनियने बना देते हैं, कौन उन्हें चुनेगा? अभी मैं मुरादाबाद में था। हापुड से लौट कर आया हूँ। वहाँ कुछ लोग अनशन कर रहे हैं, भूख हड़ताल कर रहे हैं। शिबनलाल जी बहा गये हैं। हमने उनसे कहा कि अगर आप बहोंगे कि हमें प्राइम मिनिस्टर बनाया जाए, नहीं तो हम भूख हड़ताल करेंगे, आपकी इस बात को कौन मानेगा। यह मैंने उनसे कहा। मान लिया कि वे प्रोफेसर हैं।

श्री मनी राम बागड़ी। मथुरा में रेल के बारे में तो आपने कुछ नहीं कहा।

श्री शिव नारायण। ये मथुरा में रेल मागत है। सारी रेलें मथुरा से आती-जाती हैं। यह बात इन्हे दिन में भी दिखाई नहीं देती मथुरा तमाम रेलें जाती हैं।

उपाध्यक्ष महादय, यह रेल बजट हमने आपने मामले में दिया है। (अध्यक्ष) हम सेकिड क्लाम का फेयर लेकर आपको फस्ट क्लास की अमनिटिज दे रहे हैं। हम और भी अमनिटिज आपको देंगे। सेकिड क्लाम में बायस्क होगा, गीशा होगा और पढ़ने के लिए किताबें होंगी। हम क्लामलेस ट्रेन बना रहे हैं। (अध्यक्ष)

वर्कशॉप की जो बात हमारी मिस्टर ने कही, मैं उन्हें बिशवास दिला कर कहता हूँ कि जिस दिन उन्होंने हमसे सबाल पूछा था उसके तीसरे दिन हम मुगलमराय गये थे। वहा चेक कर के आये हैं। मुगलमराय में अब अच्छी डबलपमेट हो रही है। इसके लिए मैं अपने आफिसरों को धन्यवाद देता हूँ कि उन्होंने मेहनत से काम किया। सारे रेल कर्मचारी भी धन्यवाद के पात्र हैं कि उन्होंने 83 करोड़ रुपये की इकम की है। यह इकम मान महीने के अन्दर हुई है। जहा जहा मैं गया वहा वहा मैंने अपने अधिकारियों को कहा है कि एकट लाइफ ए कटेन और छोटी का छोटा भाई समझ कर एक टीम की तरह काम को चलाइये और डबलपमेट कीजिए। हमारा नाम दुनिया में है। हमने तन्जानिया को इजिन और करेज दिये हैं। ईंगक को रेल में मदद देने जा रहे और भी फोरन कन्ट्रीज को देने जा रहे हैं। जो हमारे आफिसर हैं, उन से मैं कहता हूँ कि यहा आपको ग्यारह सौ रुपये मिलते हैं वहा आप तेनीस सौ रुपये पायेंगे इसलिए आप बड़ी बात सोचो और बड़े काम करो।

मूझ खशी है कि हमारे डिपार्टमेंट में काफी कोआप्रेशन है। सारे अधिकारी सहयोग

[श्री शिव नारायण]

करते हैं। मैं उनको धन्यवाद देता हूँ और कर्मचारियों को भी धन्यवाद देता हूँ। यूनियन वालों से अपील करता हूँ कि आप एक यूनियन बनाओ तब हम आपकी बात सुनेंगे।

बोनस की बात भी की गयी। इसके बारे में शिकायत की, मैं उसमें नहीं जाना चाहता। इसके सम्बन्ध में भूतलिंगम कमेटी बैठी है। यू मस्ट वेट, वाच एण्ड सी। जब उसकी रिपोर्ट आयेगी तो सारा फल आपके सामने आयेगा। इन शब्दों के साथ मैं इस बजट का समर्थन करता हूँ।

SHRI K. P. UNNIKRISHNAN (Bardagura): I commend the hon. Minister on his excellent maiden performance.

श्री मनी राम बागड़ी (मथुरा) : मैं मंत्री जी से एक बात पूछता हूँ कि क्या वह एक परिवर्तन लाये हैं, जब कि हम समाजवाद की बात करते हैं, तो मंत्री जी कुछ ऐसा अन्तर लाये हैं कि कुछ ऐसे लोग जो उम्र भर सफ़ाई करते थे वह भोजन बनाने लगे और जो भोजन बनाने वाले थे वह सफ़ाई का काम करने लगे हैं। कुछ ऐसा परिवर्तन लाये हैं ?

श्री शिव नारायण : मैंने कहा है कि बागड़ी जी को दिन में नहीं दिखाई देता है।

SHRI PURNA SINHA (Tezpur): Mr. Deputy Speaker, Sir, I congratulate the Railway Minister for presenting this practical Budget. But at the same time I have got my regrets. Last year, in the last Railway Budget, in regard to backward areas, I had mentioned about the grievances of the people of the North-East. It is not one State, it is six States together. About the problems of North-East there are some pious wishes expressed in the speech of the Railway Minister in which he said that he had made appeals to the Planning Commission and the Ministry of Finance to provide him with the funds for the provision of new lines in the backward areas of the country. But then at the same

time he also stated that the North-Eastern Council has proposed construction of some new lines, short lines, for the Member States. The proposals are also the pending before the Committee set up by the Planning Commission and a decision on them will be taken shortly.

There are demands for 13 lines in the North-Eastern region. These are:

1. Silchar-Jiribam rail link
2. Jogighopa/Panchratna-Darangiri rail link
3. Balipura-Bhalukpong rail link
4. Gauhati-Burnihat rail link
5. Gauhati-Dudhnai rail link
6. Lalaghat-Lalabazar-Sairang rail link
7. Murkongselek-Passighat
8. Tipling-Itanagar rail link
9. Amguri-Tuli rail link
10. Tezpur-Bhomoraguri extension
11. Dharmanagar-Kumarghat-Agartala
12. Kumarghat-Kallashahr
13. Akhaura-Agartala- Sabroom-Beloniea/Beloniea RS.

These 13 lines in the North-Eastern region are the shortest possible lines for which there are demands in the country. As far back as in August 1977, the Minister was pleased to assure me that these projects are being taken up. But after that so many months have passed. The constraints placed before the Railway Ministry by the Planning Commission and the Finance Ministry in not providing funds for these backward regions have hurt the feelings of the people of that area. There is necessity that the Railway Ministry should extend railway lines to the capital cities of the States in North-East. If the cities cannot be reached, at least the lines may be extended as far as possible, to the hill regions for the betterment of communications and transport facilities. You cannot now lay a railway line upto Shillong which is 4,900 feet above mean sea level, but you can

presently go up to Burnihat which is the nearest point to which the railway line can be taken easily so that the remaining distance can be covered at less expenditure by road transport. In this way you cannot approach Bomdila which is the Headquarters of Kameng District. But you can reach Bhalukpong from where motor transport can lessen the lead and the cost on the consumers in that region. You may not be able to reach Itanagar, but I do not believe that Itanagar cannot be reached. Itanagar is the capital of Arunachal Pradesh which is accessible. It is almost at the plains area of the hill region of the State. It could be reached by rail, but there is no project taken up though we have demanded a railway line from Gahpur to Itanagar. In this way the backward regions of my area have been neglected by the Railway Ministry in view of the constraints imposed by the Finance Ministry and the Planning Commission on all new projects envisaged by it.

I find from the present budget that only Rs. 47 lakhs have been provided, out of Rs. 66 crores which are available for extension of new lines in the country. The progress of conversion of Gauhati Bongaigaon metre gauge line into broad gauge has been very slow. The latest anticipated cost is only Rs. 24.79 lakhs. The approximate expenditure is only Rs. 380,000. The provision for 1978-79 is Rs. 248,000. The remaining works will cost only Rs. 18.51 lakhs. How long will this project take? This is another instance of a slow public sector industry type of functioning, where things are taking a long time, and are behind schedule. The need for this project was agitated by people for a long time, i.e. for ten years. Why should it take so much time? The estimate for the Calcutta Metropolitan Railway project has gone up from Rs. 120 crores to Rs. 240 crores. As years pass by, the estimated expenditure will rise; and the cost of construction will be 4 or 5 times the original estimated cost. These projects cannot be delayed. We want these things to be

completed soon. If they are delayed, the cost will go up. The cost of the Calcutta Metropolitan Project is going to be Rs. 250 crores, because of phase-by-phase construction. Small portions of work are taken up and small amounts of money are sanctioned, from year to year. So, it takes a long time. If one project is taken in hand, it should be completed. The Calcutta project serves a population much less than a crore. But in the North East, the population is more than 2 crores. They don't need so much of money. We have asked the North Eastern Council to build a rail-cum-road bridge across the Brahmaputra between Silghat and Tezpur, in order to link up both the banks of the river in the Central portion of Assam. It will benefit not only the people of the plains of Assam, but also people in the hilly regions of Arunachal, Nagaland, Manipur and others. It will cost only Rs. 27 crores more than what the road bridge will cost. The Railways can easily provide Rs. 27 crores in order to augment the efforts made by the North Eastern Council and the Assam Government, to improve communication in the State. I hope the Railway Ministry will look into this.

The need for the extension of railways has been voiced, not only by Members on this side, but also by those from the other side. As Mr. Qureshi, the ex-Railway Minister said, we should develop the railway system in Manipur, Mizoram, Arunachal, Mizoram and Tripura. I would request the Minister to look into this matter with greater urgency, so that people need no longer remain so backward as they are. The extension of railways will help improve the economic conditions of the people. During the last Chinese aggression, the railway line was extended to Morkang-chalak. That area was very backward. It has since been developed to a great extent. If railway line is extended to other areas in the North East, people will find means of communication. And the forest produce, produced in Arunachal and other sub-

[Shri Purna Sinha]

Himalayan territories will be brought to the industrially developed areas, and people's economy will be benefited

I quite agree with the statement of the Minister of State for Railways that there should be one union in Indian Railways. The policy of the Government is that there should be one union in one industry for the purpose of having negotiations and joint consultation in all matters. But at the same time the interest of the casual labour has to be protected. There are more than 10 lakhs of casual labour all over the country and they have been working for more than 10 to 12 years. We have to protect their interests. In every zone every division we find a large number of people who are being employed as casual labour for years on end and still they are not being given the temporary or quasi permanent status. The lot of these people should be improved and they should be absorbed. There is a talk of employing more men in the railways in order to give better service to the people. This opportunity should be taken advantage of in order to convert these casual labour into quasi permanent or permanent employees as that would be a step in the right direction.

Coming to better wages for railway workmen it is very well known to the House and the Ministry that the creation of the Boothaungam Committee which has been set up by the Government for the purpose of assessing the wage price and remuneration policy has been rejected by the representatives of all trade unions of workers all over the country. Therefore instead of waiting for the consideration of report the Railway Ministry should devise their own policy for the fixation of remuneration for workers of different categories in the different regions of the country. Standard wages may be fixed for them everywhere and amenities must also be provided to them.

At the same time, I must also mention the living conditions of railway men working in the border areas of the country. In the North East, there are some stations where there is no human habitation nearby. The railway employees there do not have the facilities of electricity or drinking water. They live in sub human conditions. I have seen railway men sleeping on the verandah on the platform or the waiting shed because they have no other accommodation. I would say that they should be provided good housing facilities, habitable accommodation and good drinking water. Then wherever possible the stations should not be at such locations where there is fear of crime by dacoits or thieves of railway property. One important safeguard in this respect is the provision of electricity which should be done wherever possible.

With these words I support the railway budget. But again I hope the Railway Minister will look into the grievances which I have voiced earlier and improve the railway system in the backward areas of the country specially in the bordering North East area and try to remove the grievances of the people as early as possible.

SHRI SAUGATA ROY (Barrackpore) Mr Deputy Speaker Sir there has already been a lot of debate on the railway budget and a very interesting and amusing intervention by Shri Shro Narain the Minister of State for Railways. With that interesting interlude I do not want to repeat what has been said earlier.

I would request the House to look at the railway budget from a different angle. My experience or understanding in the past has been that the outlook or orientation in all earlier railway budgets has been either political or personally political. If I may explain it a little further, normally what happens is when a Member from a particular State becomes the Railway Minister the people from

that area expect improvement in the railway communication in that area. So, you see that during Shri L. N. Mishra's tenure as Railway Minister, the Samastipur broad gauge line was completed. When Shri Kamlapati Tripathi became Railway Minister, the Howrah-Delhi Deluxe train was made to be routed through Varanasi, and people from Varanasi got jobs in the railways. No such aspersion can be made against Shri Dandavate. In fact, he has neglected his own area in thinking of a national outlook for the railways, there is no doubt about that, but his approach to the Railway Budget has been basically political.

If I may say so, this Railway Budget was presented on the 21st February, when his own State was going to the polls on the 25th February. Shri Dandavate very well could not present a Budget showing an increase in passenger fares or freight. Therefore, he had to present a Budget which had to be neutral. And so is the Budget. It is both neutral and colourless.

That is not to say that I do not congratulate him on the good things that the railways have done in the past year. In particular I want to mention the improvement in catering that has been promised. That is definitely a boon to the lower class people who travel.

I also congratulate and welcome the idea of introducing classless trains which in a democratic polity like ours is absolutely essential. In this respect, I want to mention the Gitanjali Express on board which I had the fortune to travel. I think it is a new concept in railway catering and railway travel altogether. Also, I want to thank the Railway Minister for having a plan to make the catering employees permanent.

But now, as I was asking, what should be the outlook of a Railway Budget? Should the outlook of a Railway Budget in a country like ours be to say that the railways have no deficit this year, that we are producing

a surplus, that we have not increased fares and freights? Or, should it be to say that this year the railways will contribute so much in a qualitative way towards the improvement of the economy, towards the improvement of the structure, because it has to be understood that in a backward country like ours, railways form not an important but the most important and integral part of the development of the economy?

I am sorry that orientation is not there in this Railway Budget. The orientation is not towards development, the orientation is towards presenting a surplus. That is why, as many other Members have already mentioned, both the plan allocation and the allotment for new lines have gone down this year. The outlook of the railways should be that they should increase efficiency, that at less cost they will be able to earn more revenue, that they will tax more those sections of the people who can pay more and that the increased earning will be spent on the welfare of the railway employees, on the welfare of the poorer passengers and, most important, on the construction of new railway lines. And from that angle, this Budget, I must say, in spite of the surplus that it shows, is very disappointing.

Before I go into the causes of the disappointment, let me mention that the big surplus that has been shown cannot last because with the General Budget showing a deficit of Rs. 1050 crores, the Railway Budget cannot hope to remain surplus for very long. The immediate impact of the deficit of the General Budget will be escalation in the cost of fuel, and it should not be surprising, and we should not blame the Railway Minister also, if he has to come again with a revised Budget estimate because of cost escalation. So, the desired outlook, I say, is missing in this Railway Budget. Something is mentioned about new lines. When we take a backward area, their main demand is that some

[Shri Saugata Roy]

new rail lines should be constructed. Let us judge for ourselves as to how much rail mileage have we added to the railway system after Independence. When the Britishers left, we had 34,000 miles of railway lines. How much have we added to this?

16.00 hrs.

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE): Now it is 61,000 kms.

SHRI SAUGATA ROY: This is not even double. The reason is that orientation towards development was not there. You go to Tripura, the only demand of the people of Tripura is to have a rail line which goes through Agartala. You go to Cachar, their demand is that the hill section from Gauhati to Silchar may be built through the plains. You go to Meghalaya. They want a railway line upto the foot of the Garo Hills. You go to West Bengal you go to my constituency. West Dinajpur, which has an area of 200 miles but the railway line is in 5 kms. only. MPs have come and MPs have gone. Promises have been made but not fulfilled. Look at Howrah-Amfa Railway line. Martin and Co are operating there. They can operate as a private company. There are promises in this year's Budget for the construction of more railway lines. But 40 lakh is not the money at all, as the Minister knows, in building a railway line. With regard to the railway line in the Sundarbans, we see that survey will be taken up next year. We have the Metropolitan Transport Project in Calcutta. Out of a total outlay of Rs. 250 crores, you sanctioned 11 crores in the current year's Budget and 115 crores for the whole Sixth Plan period. How are you going to fulfil the aspirations of the people?

With regard to railway lines, opening up more areas should have been the concern of the Railway Minister. When we reach a certain level of it, then the question of consolidation comes in. But we have not reached

that stage of development in our country when we can say that we can consolidate. In a backward country like ours, the first priority should be on the development of new lines and opening up of new areas whether it is Assam, NEFA, Meghalaya, Tripura or Manipur. That outlook has been missing from the Railway Budgets for the last 30 years. And that outlook is missing in this Railway Budget also.

Of course, the Railway is the biggest public enterprise. 15 lakh people are working in the Railways. One out of every hundred Indian is on board the Indian Railways everyday. It is a very big network. So, the question is, how is it to be ruled? In spite of delegation of power the Railway Board is still ruling. The main concern of the Railway Board is to present a clean face to the Parliament and to the newspaper reading public in the big cities. That is what they do with the Railway Budget. They know that the Ministers have come and Ministers have gone. Madhu Dandavates have come and Madhu Dandavates have gone. I expected this year that Mr. Madhu Dandavate would take a bold step. When every Ministry can function without a Board, why can't the Railways?

PROF. MADHU DANDAVATE: To put the record straight, if the Budget is unsatisfactory, I wholly own that responsibility. I do not put the blame on the shoulders of the Railway Board because it is not their job. It is my responsibility and I take it.

SHRI SAUGATA ROY: You have been very fair to your officers. But you should also be fair to the public at large in the country. It is all right, you defend your establishment; it is your establishment now. But you have a bigger establishment also, a bigger constituency also and that constituency is the people of the country. I say, let a new outlook prevail in the whole railway administration....

जी वह सत्य बतानी (बनवैयु) बनवा
बड़ा अधिकारी है—यह सत्य मैं प्राया
SHRI SAUGATA ROY:
तो पहुँची बड़ा सत्य मैं ये।

That is why I say that a new outlook is necessary at the whole process of the Railway budget and a new development-orientation is necessary for the Railway budget. It is necessary for the Railway Ministry to come out of this strangle-hold of the Railway Board with the most up-to-date streamlined apparatus which will be reflecting better the hopes and aspirations of the people at large.

Again, the attitude of the Railway Ministry is reflected in two small words. In the Railway Budget, it is stated that due to "social burdens", we have to incur such and such expenditure. That is mentioned in the Railway Minister's Budget Speech. When you are doing something for your employees, why do you call it a burden? Is there not a better word in the dictionary? Can't you call it a "social responsibility"? When you call it a burden, it is reflecting your psychology. You are taking it as a burden. It is not a burden. It is a social responsibility of the railways. If I may say so, the Railways have been very far behind in fulfilling the social responsibilities towards lakhs of casual workers who are still working in the railways. Their problems are there; their problems will come up again and again. The people are born as sons of the casual labourers. They join the railways as casual labourers and they continue so till the end of their lives. There are many of them. Can't the Railway Ministry take a decision once and for all that—uptill now what has happened has happened—from 1978 onwards, we have a 10-year phased programme in which time we will end the casual labour?

PROF. MADHU DANDAVATE: In the Budget Speech, the expenditure incurred on the staff has not been described as a social burden. Only where we have been carrying on

traffic below cost and having uneconomic lines, where we have been losing, all that we have called a social burden. All over the world, that is described as a social burden. I have not described salaries and other benefits to the staff as a social burden which is of the order of Rs. 170 crores.

SHRI SAUGATA ROY: If you are running uneconomic lines, why do you call it a burden? Why don't you call it a responsibility towards the backward area? Is it not the responsibility of the Government to remove regional imbalances? I wanted to mention it as an example and the outlook that is prevailing in the railways. I stand corrected. But the point that I want to make still remains.

A decision has to be taken by the railways in regard to casual labourers. There are a large number of casual labourers. The system of casual labour should be preserved an end to once and for all. Let there be a phased programme for that. You have done a good work for the catering establishment. For all other establishments, you should see that these are made permanent establishments of the railways. For construction work, we can understand. But for every sort of job in the railways, you have got contract labour. You give it to the contractors. Why don't you have a phased programme, say, for 10 years in which you will abolish all contract labour in the railways? The Prime Minister has given a 10-year unemployment removal programme and a 4-year *nashabandi* introduction programme. Why can't you have such a programme in the railways to end the casual labour so that the people will have some hope in the future, that the system will be discontinued.

I do not want to talk about the bonus. It has been very much talked about. But I would say this much. I know, the railways do not have that much of a surplus; they are not able to pay 8.33 per cent bonus this year.

[Shri Saugata Roy]

Why can't the Railways recognise the workers' right to bonus? Even if they pay Re. 10-as bonus, the right to bonus will be recognised.

But that token of recognition of the right of railway workers to have bonus has not been recognised. I had an occasion to raise it in the House and I will raise it in future also whether you pay bonus this year or not. Let us have an assurance from the Minister that the right of the railway workers to have bonus will be recognised.

Another point is about the Ticket Examiner. When I was travelling by same train I found that the job of the Ticket Examiner was a very difficult job. They have been away from their house throughout the night and they do not have any place to sit; they are not treated as running staff and all the benefits which are given to the running staff are not given to them. I would request the Railway Minister to kindly look into this aspect.

Then there is one point about doubling the Sealdah-Bongaigaon, Bandel-Katwa line. The West Bengal Chief Minister has written to the Railway Minister about it and he has also requested for the extension of railway line from Kalvani to Kaivani township. I would request the Railway Minister to see that this doubling work is taken up at the earliest.

My last point is with regard to safety in the railways about which we had full discussion in this House also I am glad to find that after the discussion took place in the House—either the Railway Ministry has got good luck or the fortune has been more favourable to the Railway Minister—no serious accident has taken place. We do not want that any serious accident should take place. We are only insisting that all possible steps for safety should be taken to avoid these accidents. It was mentioned that RPF was employed to find out sabotage, but, till now, not a single person has been arrested for

causing this sabotage in the railways. Regarding those two accidents, you have not made a single arrest and not started a single case against any person. That is a very serious thing.

I think I had mentioned earlier also that the railway staff do require more rest because fatigue is one of the reasons which causes railway accidents. Some steps have been taken this year in this regard and I hope more steps will be taken in future also especially for the loco running staff so that safety could be ensured. One person out of every hundred is travelling by railways every day.

Whether we like it or not, railways are the most important transport today in our country; whether we have an integrated transport policy or not, whether road transport improves or not, whether inland water transport improves or not, railways will continue to be the most important transport system in the country for the next hundred years. So, I feel that we should take an overall picture of the railways and give it the shape of development orientation so that it can fill up the gap of development and the gap of regional imbalances.

With these words, I finish my speech

SHRI PALAS BARMAN (Balurghat): I want to draw the attention of the House and the Minister to the very insufficient grant that has been allocated for the opening of the new railway lines. This is very disappointing to Members like me who represent areas without any railway link with the outside world.

The West Dinajpur District in West Bengal which is on the borders of Bangladesh is one such district. Our district headquarters, Balurghat town, is also without any railway link. This district was formed after the partition of Bengal by the division of the old Dinajpur district of undivided Bengal. The old Eastern Bengal rail-

way link which connected this district with Calcutta went to East Pakistan, now Bangladesh. As a result of this, the major part of the new district has been without any railway link either with Calcutta or with the outside world. The nearest railway links in the district are at Kaliyaganj on the N. F. Railway which is about 90 km and Malda which is about 110 km away from Balurghat.

West Dinajpur district is a rice-producing district and there are about 22 rice mills. For all transport needs, these mills have to depend on road transport, trucks and lorries, which simply adds to the cost of production.

The supply of all consumer and industrial goods also come from outside through road transport, and the prices of the goods are higher than at Calcutta due to high transport charges. In the rainy season, the prices rise abnormally.

Passengers' communication from the district to the outside world is also mainly dependent on road transport and, therefore, is costlier.

Then I have to draw the attention of the Minister to the strategic importance of West Dinajpur district and Balurghat town as an area situated on the Bangladesh border. This was sufficiently proved during the time of the aggression of Pak-army at the time of the Bangladesh crisis in 1970-71 when this district and Balurghat town came under armed attack from the Pak-army stationed in East Pakistan. All military and defence supplies had to be carried to this front by the slender road link that we have with Calcutta through National Highway No 34.

The West Bengal Government has been representing to the Railway Ministry and the Central Government for connecting Balurghat with N.F. Railway from Malda side. Three surveys were also undertaken. But every time the proposal was put off

on the plea that it would be a losing line. I would submit that this line should be opened in spite of the chances of losses on the usual mode of calculation. It may further be noted that Shri Jagjivan Ram, the present Defence Minister, when he was the Railway Minister, assured the people of Balurghat about the line on 15-6-1954—when he visited the place. Such an assurance was also given by late Shri Lal Bahadur Shastri on 2-4-1965 when he was the Railway Minister.

I have no manner of doubt that development of traffic would, in course of time, more than make up the losses and yield sufficient profit because the potentialities for development are there.

It may please be noted that about four lakhs of Scheduled Castes and Scheduled Tribes and backward communities are living in Balurghat and the adjacent area of Malda district—depending upon cultivation. The land in these areas is fertile, but for lack of communication facilities, they are bound to sell their products at a loss—losing proper markets—and are, therefore, in abject poverty. Construction of a railway line will immensely help them in ameliorating their conditions.

I have also pointed out the strategic importance of this area which also requires to be connected with the rest of the Railways in the country.

I would, therefore, urge on the Railway Minister to give some thought on the matter and accept the long-standing demand of the people of West Dinajpur for a rail link upto Balurghat.

श्री राजकी लाल शुक्ल (फिरोजाबाद):
माननीय, उपाध्यक्ष जी, रेल मंत्री जी ने जो
झूठपूरे और एतिहासिक बजट पेश किया है,
उसके लिए वे बघाई के पात्र हैं।

[श्री रामजी लाल सुमन]

हकीकत यह है कि हमारे ये संस्कार बन गए हैं कि सरकार किसी भी काम को चाहे कितना ही भ्रष्टा क्यों न करे, उसमें नमक-मिर्च लगाना हमारा धर्म बन गया है। अब तक जितने भी रेल बजट इस सम्मानित सदन में पेश किये गये हैं उनमें यह रेल बजट अभूतपूर्व और ऐतिहासिक बजट है। यह हमारी भावना ही नहीं बल्कि यह हिन्दुस्तान की जनभावना भी है। जिन भ्रष्टाचारों ने इस पर टिप्पणियाँ लिखी हैं उन्होंने यह भी लिखा है कि श्री दण्डवते जी को तो वित्त मंत्री होना चाहिए था।

उपाध्यक्ष महोदय, आपको यह बताने की आवश्यकता नहीं कि चाहे लोग कोई रहे हो जिन्होंने कि एक सुनिश्चित ढंग से रेल चलाने के प्रयास में भ्रष्टाचरने डाली, लेकिन उस सब के बावजूद 65 43 करोड़ का बचत का बजट पेश करना वगैरह किराये, भाड में वृद्धि किये हुए निश्चित रूप से एक प्रशंसनीय कार्य है। मंत्री जी ने अप्रैल, 1977 से 108 नई रेल गाड़ियाँ चलाने की व्यवस्था की है। नई रेलवे लाईनें बिछाने और उखड़ी हुई रेलवे लाइनें फिर स्थापित करने के लिये 28 करोड़ ५० का प्रावधान किया गया। रिजर्वेशन में शीघ्रता की गई और हड़ताल में जिन कर्मचारियों का निकाला गया और जिनका आपात काल में निकाला गया था पुनः उनका बड़ पैमाने पर काम पर लेने का काम किया जो एक बहुत ही भ्रष्टा कदम है। चतुर्थ श्रेणी के कर्मचारियों को सेलेशन ग्रेड देने का प्रावधान किया गया है, जो कि पहले नहीं था। कर्मचारियों को पहले 25 परसेंट प्रोमोशन मिलता था अब 50 परसेंट मिलेगा। इसी तरह से भ्रष्टा काम करने वालों के लिये 15 करोड़ ५० का प्रतिरिक्त प्रावधान किया गया है। मेरा कहना है कि रेलवे में जो कर्मचारी भ्रष्टा काम करे उनको और प्रोत्साहन देने का काम सरकार को करना चाहिये।

मान्यवर, आपको जानकारी होगी कि अनुशासन के नाम पर जो डिडोरा बिपत विलों में पीटा गया, रेल विभाग ने यह सिद्ध कर दिया है कि प्रेस और सद्भाव के द्वारा ही एक वातावरण काम करने का कायम किया जा सकता है और कर्मचारियों को प्रोत्साहित करने के बाद ही इस देश के किसी मंत्रालय को सफलतापूर्वक चलाया जा सकता है। आज कोई आपातकाल नहीं है, न कोई ऊपर से डाला गया अनुशासन है, फिर भी जिस निष्ठा से लोग काम कर रहे हैं और रेलवे को मूनाफा हो रहा है वह एक अभूतपूर्व प्रयास रेल मंत्री महोदय का है।

एक बात और कहनी है कि बुक स्टाल के आवंटन और एकाधिकार को समाप्त करने के बारे में दसवीं सदन में स्वर्गीय एल० एन० मिश्र ने कहा था कि वह ठेकेदारों का एकाधिकार समाप्त करना चाहते थे और वह चाहते हैं कि इनके ठेके का आपाटेंटिज को दिया जाये। उन्होंने यह भी कहा कि हिन्दुस्तान में काफी युवक बेरोजगार हैं इसलिए वह चाहते हैं कि 18 से 30 वर्ष तक के जो बेरोजगार स्नातक हैं उनका ठेके दिया जाये जिससे बेरोजगार नवयुवकों को काम मिले। लेकिन हुआ क्या? जब समय आया और ठेके की निश्चित तारीख से डेढ़ वर्ष पहले ही एक ठेकेदार को ठेका दे दिया गया। उस समय माननीय जाज फर्नानडीस जा अपना अखबार "प्रतिपक्ष" निकालते थे उसमें लिखा कि यह जो ठेका दिया गया उसके पीछे रहस्य यह है कि एक बड़ मंत्री है उनका लड़की की शादी में उस ठेकेदार ने 5 लाख ५० दिया है। माननीय प्ले मोदी एन अखबार निकालने थे आफ नेशनल उसमें 12 अक्टूबर को उन्होंने लिखा कि 25 दू का गालमाल इस ठेकेदार के बाड में हुआ है और 1984 तक ठेका दे दिया गया। जो भी पुराने पास हुए हैं उनको अब दोहराने की आवश्यकता नहीं है। आज देश में काफी नीजवान बेरोजगार हैं इसलिए वर्तमान सरकार को पुरानी मान्यताओं को तोड़कर उचित

काम करना चाहिये जिससे पड़े लिये बेरोजगार नीजवालों को रोजगार मिल सके। इस काम में सरकार को कोई हिचक नहीं धानी चाहिये। कांटेक्टस के बारे में मेरी जिन्से भी बातचीत हुई उन सब में मैंने पाया कि जब तक ठेकेदारों का एकाधिकारवाद खत्म नहीं होगा तब तक निश्चित रूप से लोगों को काम नहीं मिलेगा।

एक बात और कहनी है और वह यह कि जब राजनीतिक व्यवस्था ही बदल गई तो क्षुद्रपुट लोग जो विगत सत्ता के हमारे यहाँ काम कर रहे हैं उनको हटा देना चाहिये। मुझे जानकारी है कि विभिन्न डिब्बानों के अध्यक्ष या चेयरमैन आज भी पुराने कांग्रेस के लोग बने हुए हैं। मैं तमाम लोगों के नाम बता सकता हूँ। आज आवश्यकता इस बात की है कि पुराने लोग जो जोड़ तोड़ की राजनीति चला रहे हैं उनको हटाना चाहिये, और अगर अनुचित न हो तो बिना उनका कार्यकाल समाप्त हुए भी उनको हटा देना चाहिये। जो कर्त्तव्य निष्ठ और ईमानदार लोग हो सकते हैं उनका चेयरमैन बनाया जाय।

जहाँ तक कमेटीया का सवाल है, हिन्दी कमेटी और अन्य कमेटीया सरकार ने बनायी है रेल मंत्रालय में। लेकिन मुझे अफसोस है कि कोठियों के निर्माण के समय जो पुराने जोड़ तोड़ करने वाले लोग थे, जिनका इस काम में कोई तात्कालिक नहीं है वह इन कमेटीयों में फिट हो गये। इस पर मंत्री जी ध्यान दें। जो नीचे के अधिकारी लोग हैं उनकी वृद्धि के गुणवर्धन का काम करे क्योंकि उनकी वृद्धि में कोई तबदीली नहीं पायी है। मन्त्रियों को देवकफ बनाना और उल्टे सीधे जवाब देना जैसे उनका धर्म हो गया है। इसलिये हिन्दी समिति में पुराने जोड़ तोड़ करने वाले लोगों को, जिनका हिन्दी साहित्य से कोई ताल्लुक नहीं है, रेलवे मंत्रालय से जिनका कोई सम्बन्ध

नहीं है, उनको अविलम्ब हिन्दी समिति से निकाल देना चाहिये।

मन्त्री जी ने बारबार इस सदन में अनुसूचित जाति और अनुसूचित जन जातियों के रिजर्वेशन की बात कही है। विभाग से जो पुस्तक निकली है उसको मैंने पढ़ा है उसमें बताया गया है कि प्रथम ग्रेड में 6 परसेंट और द्वितीय श्रेणी में 8 परसेंट है। सामान्य रिजर्वेशन की तुलना में यह अधिक है, लेकिन फिर भी उसको पूरा किया जाना चाहिये। माननीय शिव नारायण जी ने बताया कि 15 परसेंट अनुसूचित जातियों और साठे सात परसेंट अनुसूचित जनजातियों का रिजर्वेशन है। मेरा मन्त्री जी से निवेदन है कि सारे देश में सरकार की अनुसूचित और अनुसूचित जनजातियों की नीति को ले कर जो एक विशद वातावरण बना हुआ है उसको दूर करे और इन लोगों का रिजर्वेशन पूरा करना चाहिये। हमारी कचनी और करनी में एकरूपता होनी चाहिये। इस देश के मन्त्रिधान में जो प्रावधान अनुसूचित जाति और जनजातियों के लिये किया गया है, उसको पूरा करने के लिये सरकार अविलम्ब जोरदार कदम उठाये।

मुझे यह भी कहना है कि कुतब एक्सप्रेस, जो कि आगरा की एक एतिहासिक ट्रेन है, जिसमें आगरा और दिल्ली के आदमी आते जाते हैं सुनने में आया है कि मंत्री महोदय उसको बन्द कर रहे हैं। यह अच्छी बात नहीं है। उसको बन्द नहीं किया जाना चाहिये। उसके बन्द होने से निश्चित रूप से यात्रियों को परेशानी हो सकती है।

मेरा ममदीय क्षेत्र फिरोजाबाद है, उसमें मंत्री महोदय स्वयं नगरीक ले गये थे और उन्होंने उस स्टेशन को भी देखा था। लेकिन मुझे अफसोस है कि उस स्टेशन की व्यवस्था को सुधारने का कोई प्रयास अभी तक नहीं हुआ है। फिरोजाबाद और शिकोहाबाद स्टेशनों पर नये पुल के निर्माण

[श्री रामजी लाल सुमन]

करने के लिये अभी तक कोई काम नहीं किया गया है ।

मैं एक बार पुन मंत्री महोदय को बधाई देता हूँ कि उन्होंने यह प्रभूतपूर्व बजट प्रस्तुत किया है और यह सिद्ध किया है कि सुनियो-जित ढग से सरकार को गिराने का जो कुचक्र हिंसक तरीके से चला उसको फेल करते हुए श्री रेल मन्त्रालय ने मुनाफे का बजट पेश किया । इन शब्दों के साथ मैं इस रेलवे बजट का स्वागत करता हूँ ।

MR CHAIRMAN There are so many Members in the list who want to participate in the debate on railway budget I would therefore request the Members to finish their speeches within the allotted time I want to accommodate as many Members as possible

SHRI Hukmdeo Narain Yadav

श्री हुकम देव नारायण यादव (मधुबनी): सभापति महोदय मबम पहले मैं रेल मंत्री महोदय को धन्यवाद देना हूँ । इतना जरूर है कि रेल बजट का सब लोगों ने स्वागत किया है लेकिन रेल मंत्री जी को जितना धन्यवाद दिया जाय उससे ज्यादा धन्यवाद रेल में लगे हुए उन कमचारियों को देना है जिन्होंने पूरी मुस्तैदी के साथ रेल मंत्री और इस सरकार को सहयोग दिया है ।

उदाहरण दिया जाता था कि एमर्जेंसी में एक काम बहुत अच्छा हुआ कि रेल गाड़ियाँ समय से चलने लगी, लेकिन एमर्जेंसी खत्म होने के बाद भी जब रेल गाड़ियाँ ठीक समय से चलती हैं । यह एक बहुत बड़ा उदाहरण इस बात का है कि अगर कमचारियों के साथ सरकार का सम्बन्ध ठीक रहे उनकी भागी पर सही ढग से विचार किया जाये, उनको यह प्रहसास हो जाये कि यह सरकार उनकी बात सुन सकती है, उस पर विचार कर सकती है और जायज माँगें मानी जा

सकती हैं, तो फिर सरकारी कर्मचारी सरकार का पूरे दिल से सहयोग करेंगे । लेकिन इसके बावजूब भी कुछ बातें हैं ।

मैं तो मंत्री महोदय को इसके लिए भी धन्यवाद दूँगा कि बरीनी से कटिहार तक रेलवे लाइन को बड़ी लाइन बनाने की उन्होंने योजना बनायी है । दिल्ली से असम तक सीधा सम्बन्ध नहीं था, बरीनी में जाकर गाड़ी बदलनी पड़ती थी । असम का क्षेत्र ऐसा है जहाँ हमेशा भ्रमणति रहती है । वहाँ और नागालैंड जान के लिये दिल्ली से सीधी रेल लाइन जोड़ने का जो प्रयास उन्होंने किया है उसने लिय भी मैं धन्यवाद देता हूँ ।

इसके साथ ही मुझे दूख लगता है कि जब बिहार के श्री ललित नारायण मिश्र रेल मंत्री थे बिहार में उनका मैं सीधा विरोधी था क्योंकि उनके समुद्रीय निर्वाचन क्षेत्र में मैं नीचे असेम्बली का मेम्बर था वह पार्लियामेंट के मेम्बर थे उनका सीधा मेरा मुकाबला होता था लड़ाई होती थी लेकिन इतना होन के बाद भी प्राज बिहार में हर आदमी यह महसूस करता है कि श्री ललित नारायण मिश्र के मर जाने के बाद, बिहार के बारे में दिल्ली में सोचने वाला कोई नहीं है जो बिहार के लिये कुछ करे । यह ईमानदारी की बात है । उन्होंने बिहार में रेलों के विस्तार के लिये काफी काम किया था, जैसे सहरस पूर्णिया कटिहार दरभंगा का पूर्वी भाग, मधुबनी के जिले जो कि कोसी की बाढ़ से बिल्कुल तबाह और बर्बाद हो गये थे, जहाँ चलने के लिये लोगों को रास्ता नहीं रह गया था सबक बनाई नहीं जा सकती थी, वहाँ रेल लाइन का विस्तार कर के रेल की सुविधा लोगों को देकर बहुत बड़ा प्रयास किया था । दरभंगा का पटना के साथ सीधा सबध जोड़ने के लिए उन्होंने प्रयास किया था कि दरभंगा तक बड़ी लाइन का विस्तार किया जाये । लेकिन मुझे दुःख है कि

दरभंगा तक बड़ी कहाँ का क्लिस्तर नब्बोने से हम लोगों को बहुत कठिनाई हो रही है। पहले दरभंगा से पटना तक जाने के लिए छोटी लाइन की एक शाखी सीधी बनती थी। उस समय समस्तीपुर से मुजफ्फरपुर तक बड़ी लाइन नहीं बनी थी। अब यह स्थिति है कि दरभंगा से बाड़ी चलती है, और चूँकि समस्तीपुर से मुजफ्फरपुर तक बड़ी लाइन कर दी गई है, इस लिए पहले समस्तीपुर में गाड़ी बदलिये, फिर मुजफ्फरपुर में गाड़ी बदलिये, उसके बाद सोनपुर में गाड़ी बदलिये और पहलजा में पानी वाले जहाज पर चढ़िये, तब पटना पहुँचिये। इस तरह लोगों को कितना परेशान कर दिया गया है। समस्तीपुर से मुजफ्फरपुर तक बड़ी लाइन कर दी गई है, लेकिन जब तक समस्तीपुर से दरभंगा तक बड़ी लाइन नहीं बनाई जाती है, तब तक वहाँ के लोगों के लिए राजधानी के लिए सीधा मबध कटा रहेगा। मेरा आग्रह है कि मंत्री महोदय हम विषय पर गहराई से विचार करें।

मैं श्री दंडवते से कहूँगा—श्री जार्ज फर्नानडिस इस समय यहाँ नहीं हैं—कि जब हम लोग रेल यूनिशन चलाते थे, तो कहा करते थे कि हम रेलवे में व्हीलर कम्पनी का एकाधिकार समाप्त करेंगे। अब जनता सरकार बन गई है, समाजवादी मंत्री बन गये हैं, उन्होंने कनासलैस ट्रेन चलाई है, लेकिन व्हीलर कम्पनी प्लेटफार्म पर उसी प्रकार बनी हुई है और शोषण कर रही है। छोटे छोटे पुस्तक विक्रेताओं और शिक्षित बेरोजगारों आदि सब लोगों ने माय की है कि व्हीलर कम्पनी के एकाधिकार को समाप्त कर दिया जाये, और वह काम छोटे छोटे लोगों को दिया जाये।

अभी माननीय सदस्य, श्री राम जो साल सुमन ने कहा कि श्री जलित नादायण मिश्र ने कहा था कि एकाधिकार को समाप्त कर देंगे। पहले जमाने में जब सरकार की

तरफ से कभी कभी यह कहा जाता था कि हम धनिक पूँजीपति के एकाधिकार को समाप्त कर देंगे, तो उस में कुछ छस छिपा रहता था।

चलता है यहाँ हिंसा का हृष्य हृदय में, मैत्री में विश्वासघात है, छल है छिपा विनय में। उस में भी छल छिपा रहता था। वे लोग ऐसा करते थे कि पूँजीपतियों के एकाधिकार को खत्म करेंगे, तब पूँजीपति दौड़े धाते थे, और फिर पदों के पीछे सीधा और लेनदेन होता था। मामला वही समाप्त हो जाता था। एकाधिकार को खत्म करने की बात भाड़ में जाये—वह चलता रहेगा और उसे खत्म करने के नारे भी लगाये जाते रहेंगे,

व्हीलर कम्पनी के एकाधिकार को तुरन्त समाप्त करना चाहिए। जब तक ऐसा नहीं होगा, तब तक मंत्री महोदय एक समाजवादी मंत्री कहलाने के हकदार नहीं हैं। सोनपुर में एक छोटा कोयलापरेटिव चलता था। लेकिन सोनपुर के सब से बड़े धादमी को, जिसे कहते हैं छोटे बच्चा बाबू,— एक बड़े बच्चा बाबू है, दोनों का नाम बच्चा बाबू है और ये दोनों स्टीमर चलाते हैं—सोनपुर और हाजीपुर के रेलवे प्लेटफार्म पर बैठकर का ठेका दे दिया गया है, और छोटे छोटे लोगों को हटा दिया गया है। आज वे गरीब लोग रो रहे हैं कि हम लोगों को खत्म कर दिया गया है बड़े बड़े लोग पहुँचे गये हैं। दरभंगा के स्टेशन पर भी यही स्थिति है। इस लिए उन्हें हटा कर उन शिक्षित बेरोजगार लोगों को प्राथमिकता देनी चाहिए, जो कोयलापरेटिव बना कर इस काम को करना चाहते हैं। (व्यवधान) यह सही है कि यह ठेका हमारी सरकार बनने के बाद दिया गया है। लेकिन मैं अपनी सरकार, या श्री दंडवते, को क्या दोष दूँ? जनता ने एक नम्बर की कुर्सी की बत्तल दिया है, लेकिन दो नम्बर की कुर्सी अपनी जगह पर बैठी ही बरकरार है। रेलवे बोर्ड के चेयरमैन

[श्री हुकम देव नारायण यादव]

से भी कर नीचे तक श्रीमती इन्दिरा गांधी के समय की प्रवृत्ति के लोग आज भी विराजमान हैं जो सही तस्वीर को सरकार के सामने नहीं आने देते हैं, हालाँकि कुछ ईमानदार अफसर पूरी मुस्तैगी से सही तस्वीर को सरकार के सामने ला रहे हैं, और इस प्रकार सही तस्वीर सरकार को मिल रही है। मंत्री महोदय को इस बारे में भी गहराई से सोचना चाहिए।

जो पिछड़ा क्षेत्र हैं, जो सीमावर्ती इलाका दूसरे देशों से सटा हुआ है, वहाँ सब से बड़ा सबाल यातायात की सुविधा देना है। मेरे जिला मधुबनी 85 मील तक भारत-नपाल सीमा से सटा हुआ है। उस 85 मील के क्षेत्र में सड़कें भी नहीं हैं। इस लिए वहाँ रेलवे लाइन का बिस्तार होना चाहिए। वहाँ प्रभावित लाइन का प्रश्न बहुत दिनों से पड़ा हुआ है। अगर निर्मली का जयनगर से और जयनगर का सीतामढ़ी में रेलवे लाइन की मार्फत जाड़ दिया जाय, तो लोगो का आने-जान में समय कम लगेगा और व्यापार भी बढ़ेगा। वह क्षेत्र धान पैदा करने वाला है। निर्मली धान की सब से बड़ी मण्ड है। जयनगर जहाँ काफी धान का मिल है सीतामढ़ी जहाँ सब से ज्यादा चावल का राजगार हाता है निर्मली जयनगर और सीतामढ़ी इन तीनों जगहों में चावल का बड़ा राजगार है इन तीनों जगहों का अगर रेल से जाड़ दिया जाय तो एक पैदा काज वाला मन हागी। आज अगर निर्मली से चलने वाला सीतामढ़ी जाना चाहता है तो वह निर्मली में दरभंगा जायगा और दरभंगा में सीतामढ़ी। जितनी दूरी चलना पड़े निर्मली में दरभंगा जायगा उतना दूर मत्र निर्मली में सीतामढ़ी चला जायगा अगर लाइन का बिस्तार कर दिया जाय। जयनगर से चलने वाला दरभंगा और सीतामढ़ी जाता है अगर जयनगर सीतामढ़ी को जोड़ दिया जाय तो आधे समय में वह सीतामढ़ी चला जायगा। इस से 85

मील का जो सीमावर्ती क्षेत्र है उस में यातायात की सुविधा हो चायगी और सुरक्षा की दृष्टि से भी उस का काफी महत्व है। इसलिए उस सीमावर्ती क्षेत्र में रेल लाइन का बिस्तार होना चाहिए। निर्मली से सराय गढ़ वाला जो काम पड़ा हुआ है कोसी बेस्ट में उस को और उन तमाम कामों को पूरा करने की ओर सरकार को ध्यान देना चाहिए।

एक बात के लिए मैं इनको धन्यवाद दूंगा कि इन्होंने शिक्षकों, विद्यार्थियों और पत्रकारों को अगर वह ग्रुप बना कर देश के भ्रमण पर निकलेगे तो सुविधा देगे। लेकिन अगर पांच दस किमान नौचार हों और कहे कि हम देश के तमाम जो कृषि क्षेत्र है उन क्षेत्रों में घूमने के लिए जाएंगे तो उन किसानों के ग्रुप को भी यह सुविधा मिलनी चाहिए। अगर ग्राम पंचायत का मुखिया प्रमाणित कर के दे कि हमारी पंचायत से अग्रक दस किमानों की एक टोली भारत में भ्रमण पर जा रही है तो उनको भी वह कमेशन मिलना चाहिए। किसानों के लिए भी यह कमेशन उम्मेद मन्त्री जो को जोड़ना चाहिए। जो शिक्षित वर्ग है उसको आप देते हैं लेकिन गांव का जो किसान है जो पढ़ा लिखा नहीं है, वह अगर टोम बना कर कभी जाय और उसका आप कमेशन दे तो वह भारत का भ्रमण करेगा।

इसी तरह तीर्थों की यात्रा भी केवल धर्मों की दृष्टि से ही उपयुक्त नहीं है बल्कि तीर्थ यात्रा आज हिन्दुस्तान का जाड़न का सबसे बड़ा केन्द्र है। इन तीर्थों में हजारों यात्री सम्पूर्ण भारत की दक्षिण से उत्तर तक यात्रा कर के एकजगह इकट्ठा होते हैं जिससे भारत की जो एकतामयता है उसमें वृद्धि होती है और भारत का एक नक्शा उभरता है आत्मीयता बढ़ती है। इसलिए ऐसे अवसरों पर भी सरकार को चाहिए कि वह उसके लिए कसशन दे। जो प्रधान तीर्थ केन्द्र है वहाँ पर भी यात्रा करने वालों के लिए ऐसे अवसरों पर सुविधा देनी चाहिए जिससे ज्यादा से ज्यादा आदमी चल कर एक जगह में दूसरी जगह जा सके।

इन्होंने बजट भाषण में कह दिया कि हड़ताल के कारण या एमर्जेंसी में जिन लोगों के साथ ज्यादती की गई और हटाया गया उनको सब को लें लिया है। लेकिन मैं इनसे कहूंगा, मैंने इनको पल भी लिखा है और पुन कहूंगा कि इस बात के लिए ये तमाम अधि-कारियों को फिर से पल लिखें और उनसे कहें कि एक भी केस ऐसे लोगों का जिनको हड़ताल में क्षति पहुंची थी या एमर्जेंसी में जिनके साथ ज्यादती की गई, अगर किसी भी डिबीजन में ऐसा एक भी केस पाया जायगा जिसको न्याय नहीं मिला है तो उसके लिए न्याय देने वाला अधिकारी दोषी माना जायगा। तब कही जाकर वे खोज-खोज कर एक-एक घादमी को काम पर लेंगे। हड़ताल के कारण, एमर्जेंसी के कारण जो ग्राज भटक रहे हैं, जो गरीब लोग हैं जिनकी कोई पैन्की नहीं उनके जिय इनको कुछ कड़ाई में बंदम उठाना चाहिए।

एक सवाल आया कजुअल लेबर का। हम भी अपने इलाके में जानें हैं और देखते हैं कि दम दम साल में लोग पड़े हैं। कानून है कि 258 दिन या 260 दिन लगातार काम करने वाले घादमी को स्थायी बनाया जायगा। लेकिन ग्राज लोग दम बप से रेलवे में काम कर रहे हैं, कुली का खलामी का काम लेकिन उसी स्थायी नहीं किया गया। इतना ही नहीं दम वर्ष से या पांच वर्ष में जो काम करने वाले हैं अगर वे अपने बड़े अफसर का कुछ पैसा नहीं देत ता उनको काम पर नहीं लिया जाना और नये लोगों को पैसा लेकर ले लिया जाना है। समन्तीपुर डिबीजन में नैबडो मजदूरों न मझ में आकर कहा और मैंने वहां उनके अफसर को पल भी लिखा। इस सम्बन्ध में भी आपको ध्यान देना चाहिए।

एक चीज और मैं यह कहूंगा कि कम कारियों को वेतन भत्ता या बढोतरा देने का जो सवाल है वह इस नाम पर नहीं दिया जाना चाहिए कि हमको मुनाफा हुआ है। मुनाफे में से हिस्सा दीजिए, लेकिन उसका

आधार कार्यक्षमता होनी चाहिए। जो अफसर कार्य-दक्ष हैं, जो समय के अन्दर अपने काम को पूरा कर लेते हैं उनको देना चाहिए। अगर कोई रेलवे का ब्राइवर है, वह रेलवादी समय पर चलाता है, अपनी ड्यूटी समय पर पूरी करता है तो ऐसे ब्राइवर को विशेष इनाम देना चाहिए। इसी तरह जो दूसरे लोग रेल विभाग में सेवा में लगे हुए हैं जो निश्चित समय के अन्दर अपने कर्तव्य को पूरा करते हैं उनको तो आप इनाम दीजिए और जो लोग निश्चित समय के अन्दर अपने कर्तव्य को पूरा नहीं करते वैसे लोगों को तो भत्ता देने के बजाय दण्डित भी करें, तब कही जाकर समय के अन्दर काम करने की जिम्मेदारी बढ़ेगी और लोग जिम्मेदारी से काम करेंगे।

आप एक योजना बनाते हैं, एक करोड़ रुपये की योजना बना दी और कहा कि एक साल में पूरी करेंगे। अगर एक साल में योजना पूरी नहीं होती है तो अगले साल में रेवाइज्ड एस्टिमेट बना करके उसकी कास्ट डेड दो गुनी कर दी जाती है। अगर एक साल में योजना पूरी हो जाती है तो रेवाइज्ड एस्टिमेट बनाने और डेड दो गुनी कास्ट पहुंचाने की नीयत नहीं आयेगी। इस तरह से सरकार को लाभ होगा। सरकार उस योजना में लगे हुए एम्प्लॉयियों को विशेष इनाम दे सकती है। अगर आप कोई विशेष योजना आरम्भ कर रहे हैं तो आप रेल अफसरों में पूछें कि कौन उसको जिम्मेदारी के साथ निश्चित समय में पूरा करेगा और अगर कोई जूनियर अफसर भी बहता है कि हम इस योजना को निश्चित समय में पूरा करने को क्षमता रखत हैं तो उन अफसरों को आप आगे बढ़ाये।

यूनियन के मजाल को आप हमेशा टालते रहे हैं। रुपये टाल मटोल नहीं होनी चाहिए। आप तिथि निर्धारित करके मुक्त मतदान के आधार पर चुनाव करा कर यूनियनों को मान्यता दे दीजिए। इस प्रकार के चुनाव में जो भी जीत कर आयेगा उन्हीं को मान्यता

[श्री हुकम देव नारायण यादव]

प्राप्त होनी चाहिए। इस सम्बन्ध में क्यों टाल मटोल की जा रही है—यह बात मेरी सभ्यता में नहीं आती है।

सभापति महोदय, री-माडेलिंग के नाम पर बहुत बड़ा गोल-माल हुआ है। दरभंगा स्टेशन प्रपोजेक्ट के जमाने का बना हुआ है। वह हमारा इतनी मजबूत थी कि उसकी एक इंच भी नहीं टूटती थी। रेल विभाग ने री-माडेलिंग के नाम पर उसको तोड़वा दिया और नये सिरे से नये तरीके से नया भवन बनाया है। नये भवन के बनते-बनते वही तो छन टूट गई कहीं दीवार फट गई, वही किनारे झड़ गए जबकि पुरानी इमारत उसमें कई गुना मजबूत थी। कुछ चापलूस लोगों ने उसमें खूब पैसा कमाया है क्योंकि पुरानी इमारत का तोड़ने से भी लाभ था और नयी इमारत बनाने में भी लाभ था। इस प्रकार रेलवे में री-माडेलिंग के नाम पर लाखों रुपये का गोलमाल हुआ है। मैं चाहता हूँ कि एक उच्चस्तरीय कमिटी बना करके इसकी जांच की जानी चाहिए। तभी इस सम्बन्ध में कुछ कार्यवाही हो सकती है।

प्रथम श्रेणी और एक्स्प्रैस कडीशनड की हमेशा आपन बात की है। एक्स्प्रैस कडीशनड प्रबलम्ब समाप्त हो जान चाहिए। प्रथम श्रेणी के लिए आप कह रहे हैं कि उनका चलायेंगे लेकिन एक्स्प्रैस कडीशनड को टूटीय स्लीपर में से काट दिया जाय और साधारण टूटीय स्लीपर के रूप में उनका चलाया जाये। एक्स्प्रैस कडीशनड को तो जितनी जल्दी हो सके समाप्त कर देना चाहिए।

हमारे यहाँ जयनगर और दरभंगा में जा रेल लाइन है वह एक्सीप्राई के गोदाम व नजदीक तक चली गई है। केवल सी डेड सी गज रेल लाइन को और बड़ा कर एक्सीप्राई के गोदाम के भीतर तक रेल लाइन कर दी जाये तो उससे बड़ा मुनाफा होगा। इस सम्बन्ध में रेल विभाग के अधिकारी कह सकते हैं कि रेल लाइन बढ़ाने में इतनी कास्ट प्रायेजी

लेकिन हम जानते हैं कि रेल विभाग की वही सरकार है, बिना विभाग की वही सरकार है और कृषि विभाग की भी वही सरकार है। सरकार तो एक ही है, उसके विभाग अलग अलग हैं। इसलिए मैं रेल मन्त्री से अपेक्षा करूँगा कि जयनगर, दरभंगा या जहाँ-जहाँ इस प्रकार एक्सीप्राई के गोदाम हैं क्योंकि रेलवे स्टेशन के बगल में है वहाँ पर रेल लाइन का विस्तार करके उसको गोदाम के भीतर तक पहुँचा दिया जाय ताकि गल्ला गोदाम के भीतर जाकर उतरे। इससे सरकार को दोहरा लाभ होगा। एक तो स्टेशन पर गल्ला उतारने और चढ़ाने में जो गल्ला बरबाद होता है वह बर्बाद होने से बचेगा और दूसरे स्टेशन पर गल्ला उतारने से जो चोरी होती है उस चोरी से भी बचाव हो सकेगा। इसमें अगर रेल विभाग का बाड़ा सा नुकसान भी हो तब भी इस काम का करना चाहिए क्योंकि अगर खाद्य और कृषि विभाग को लाभ पड़ता है तो वह सरकार का ही लाभ है। चूंकि जयनगर और दरभंगा में मैंने इस बात का दख्ख है इसीलिए मैंने इसका जिक्र यहाँ किया है। इस तरह की और भी कई जगहों हो सकती हैं। इसलिए मेरा सुझाव है कि इस काम का करना चाहिए।

इसके अलावा द्वितीय श्रेणी की यात्रियों की सुविधाओं पर ज्यादा से ज्यादा ध्यान दिया जाना चाहिए। प्रथम श्रेणी में तो मांटे तीन हाथ का धादमी साढ़े चार हाथ लम्बी, ढाई फिट चौड़ी और घाघा गज माटी गद्दी पर सोता है लेकिन उसी के बगल में मेकन्ड क्लास से जो सफर करते हैं वह नमक के बारे की तरह से डिब्बे में कचे रहते हैं। जैसे बोरी पर बोरी होती है उसी तरह से इनसान पर इनसान रहते हैं और अगर किसी धादमी को पाखाना पेशाब लग जाये तो कपड़े में हो सकता है क्योंकि तमाम लोगों को पार करके वह पेशाब घर तक पहुँच नहीं सकता है। इसलिये द्वितीय श्रेणी के यात्रियों की सेवा की तरफ ज्यादा ध्यान दिया जाय। उनके बिभामालय में ज्यादा सुधार होना चाहिये, सफाई होनी

चाहिये। उनके लिये अधिक शौचालय बनने चाहिये, स्लैमग्रह बनने चाहिये—इन सारी बातों को ध्यान करें।

मैं आपको धन्यवाद देता हूँ कि इतनी छूट देने के बाद भी आपने मुनाफ़े का रेल-बजट पेश किया है। आप की दृष्टि साफ़ है—इसके लिये आपको धन्यवाद है। समाजवाद की दिशा की तरफ़ बढ़ने का आप प्रयास कर रहे हैं—इस के लिये आपको धन्यवाद है। आप ईमानदारी के साथ अपने कर्मचारियों को काबू में रखे हुए हैं—इसके लिये आप को धन्यवाद है। लेकिन इसके साथ-साथ कुछ इस बात का है कि हमारे बिहार के जो पिछड़े इलाके हैं—दरभंगा और मधुबनी हैं, उनमें आप क्यों नाराज हो गये हैं, जो हमारी रेल-लाइन के काम को आपने रोक दिया है। उस गरीब इलाके की तरफ़ देखिये और हमारी रेल-लाइन के काम को शुरू कराइये। इस सवाल को हमारे अन्य कई मदत्यों ने भी उठाया है, उनकी भावना की इज्जत कीजिये और उसका विस्तार करा दीजिये तो आप के यश में चार चांद लग जायगा, नहीं तो उस इलाके के लोग कहेंगे कि मधु जी सम्पूर्ण भारत के लिये मधु स्वरूप हैं, लेकिन हमारे बिहार के लिये विष-मुल्य बन गये हैं। मधु सम्पूर्ण भारत के लिये मधुमय होना चाहिये।

इन्हीं शब्दों के साथ मैं इस बजट का समर्थन करता हूँ।

SHRI G. M. BANATWALLA (Pon-nani): Mr. Chairman, Sir, we are discussing the Railway Budget. Indeed the Budget has several laudable features like no increase in the railway fares and freights, more of passenger amenities and several concessions to the staff and others.

But, Sir, after the hon'ble Minister has had the advantage of one full year in his office one expected that he would give a new deal to the budget itself. The Indian Railways are the second largest railway system in the

world and are the nation's largest public undertaking. As such, we all expected that a new deal will now be given to the Railway Budget itself—that there will be a fresh thinking and new approach to the railway budget.

Unfortunately, however, the Budget looks in this particular respect. There are, I may say, three major defects in the thinking of the budget and in the approach that has been taken to the railway budget.

Sir, in the very first instance, the Railway Budget has to be viewed in context of the stark realities of the prevalent economic situation. It cannot be taken in isolation. It must have a relevance to the present economic situation in the country. But one is sad to find that due relevance to the prevalent economic situation is not indicated in the railway budget. For example, the present economy shows all the trends of sluggishness, recession in demand and inflationary potentialities. I am sorry to say that the railway budget ought to have taken all these factors into consideration. We have a surplus budget. Congratulations to the hon'ble Minister. But more important than a surplus budget is the consideration of these stark realities of the prevalent economic situation as I am pointing out. The railway budget ought to be a tool or an instrument for stimulating the economic growth of our country. On the contrary the bus has been missed. No doubt, I must congratulate the hon'ble Minister on not having increased the railway fares and freights but the need was—in view of the demand recession and in view of the inflationary potentialities in our economy—for a downward revision of the fares and freights. At least I must strongly plead for what I may describe as selective reliefs to the travelling public.

For example, relief ought to have been given by reducing the fares of say, the local passengers. That is the treatment one had expected from the hon. Minister. But it is rather missing and unfortunately missing in the

[Shri G. M. Banatwalla]

present budget. Of course, we are told that there is a Committee and that Committee will go into this question. But the hungry people today cannot be asked to wait for food to come a year after. Therefore, some concession at least on this particular line of selective reliefs ought to have come in the budget, especially in view of the present sluggish character of our economy.

Secondly, another major defect of our budget is its lack, I should say, in long term perspective in developing the railways. I was really at pains to find out any long term perspective in developing the railways, in this budget. I will illustrate my point with reference to this particular factor now, that is, the absence of this long term perspective in developing the railways is very clearly evident when we look at the rolling stock position during the last 11 years. According to available data, the size of the rolling stock has been stagnant. For example, in the year 1965-66, we had 11,743 locomotives. In 1976-77, the number stood at 11,010. There is actually a decline in the number of locomotives during the last 11 years. Then similar is the position as far as the number of wagons is concerned. In 1965-66, the number stood at 37 lakhs wagons. In 1976-77, the number was again 397 lakhs. So, we find a complete stagnation and if we have a long term perspective for the development of Indian Railways, then this stagnation must end. But unfortunately, the Railway Budget does not show that it has come to grips with this particular problem. Let us look at the figures in the present budget and we find that Rs 237.15 crores have been provided for the rolling stock. But when we look at the break-up of this figure, we find that Rs. 220.35 crores have been provided for stocks already ordered and a paltry sum of Rs. 16.82 crores is earmarked for new acquisitions. Then, if we look at the break-up of this figure, with respect to new acquisitions, we find that they include Rs. 3.95 crores worth of

wagons, Rs. 9.05 crores worth of carriages and Rs. 3.38 crores worth of locomotives. We therefore find that the railway budget totally lacks in any a long term perspective which is absolutely necessary for further development of our railways.

A third grave defect of our Railway Budget which I am presenting before the Railway Minister, not in any spirit of confrontation, but for a sympathetic consideration of those particular points, is that the budget fails to consider the present policy of industrial development. At least it has been adequately considered. The Railway Budget cannot afford to ignore it; otherwise there will be serious bottlenecks. For example if Rajasthan is expected to have increased production of cement and foodgrains, this particular fact has to be reflected in the provision for new lines of conversion of metre gauge into broad gauge. These have been neglected and therefore I say that the budget instead of receiving a new deal from the dynamic Minister is on the same path, namely, it is a routine budget. One is therefore not much inspired. I should say, as far as long term perspective is concerned. Of course certain concessions here and there and amenities have been granted. But I should say that the major problems have not been adequately tackled by the Railway Budget. True to the spirit of being a routine budget and the failure to tackle major problems the staff questions and labour have also received a raw deal. There is a total silence with respect to the bonus issue. It has already been pointed out that some concessions here and there have been granted but the major issue remains at stake. We have been told of the Boothalingam Committee and other things. But the Minister himself had championed the cause of bonus for the railway employees and now he wants time to reconsider; this shows the somersault that he has taken on this particular issue and the employees have been left high and dry by this unfortunate political somersault which is really a betrayal of the employees. I am however sure that

by the time he rises to reply he will make up his mind and declare his mind as far as bonus issue is concerned rather than say that it will now be considered in the light of the recommendations of the Boothalingam Committee.

I had several other suggestions to make but time has run out and I must simply say that as far as Kerala is concerned, when one travels one is taken aback by the lack of various amenities. Look at the miserable size of the platforms and see what amenities are available at the stations. I have on several occasions drawn the attention of both the hon. Minister and the respective railway authorities but the same stereo type replies come: things are under consideration. I only hope that these matters will receive proper, sympathetic and due consideration at the hands of the Railway Minister.

SHRI P. RAJAGOPAL NAIDU (Chittoor): Though I am in the Opposition, I have to say with emphasis about the efficiency of the hon. Minister in understanding the problems faced by the railways and I appreciate the interest with which he has tried to solve the problems. Last year I suggested to him about sharing the social cost with the government. Sister Parvathi Krishnan and I knew that he was fighting for sharing the social burden previously also when he was in the Opposition.

I am very glad for it and she came boldly with that suggestion and she prompted us to fight for it and see that a share is taken. If a share is taken for the Railways, they may request the hon. Minister to spend it for developmental activities. Here it is said that the Railways have to pay some dividends to the Government. I do not know why the Railways have to pay—dividend at the rate of five and a half per cent to the General Revenues.

PROF. MADHU DANDAVATE: It is six per cent.

SHRI P. RAJAGOPAL NAIDU: If it is six per cent, I stand corrected. We must lessen it and see that the Railways get more money by lessening it. Therefore, the Minister must find out a way to see that the Government agrees to lessening the dividend and by that he can get more money for developmental activities.

The other thing is, today the foreign exchange reserves are more and therefore, the Minister has to see whether the foreign exchange reserves can be utilised for developing the railway lines. These are the three points I wanted to say with regard to finances.

Then the Minister himself said one good thing. He has said in para 20: "Railways are an integral part of the infrastructure for the economic growth of the country and therefore, they cannot remain static in a growing economy." I agree with this totally. But I want the Minister to translate this into action. Here I would like to quote an example. We wanted to link line to be converted into broad gauge from metre gauge i.e., from Katpadi to Tirupathi, which is less than fifty miles. The Government has said that because of traffic and other factors it is not possible for them to convert it. Now I want to say that they have ignored—I do not know whether it has come to the notice of the hon. Minister—some other points. Unless the infrastructure is built up i.e., the communications are built up, it is not possible to develop industries. That line is very important because an industrial complex is coming at Ranigunta and about Rs 10 crores are going to be spent to build up that industrial complex.

The other thing is, in Chittoor, one of the largest markets of jaggery, from where jaggery is being exported, because there is no broad gauge line, if the merchants or the producers want to send the jaggery, they have to carry it from Chittoor to

[Shri P. Rajagopal Naidu]

Ranigunta by lorry, they have to unload it there and load it again on the railway carriages. That means, they are incurring huge losses. Not only that, there is another importance for that line. Those people who want to go to Gudur or Vijayawada or Calcutta, have to go to Katpadi from Madras, from there to Gudur and then to Calcutta. If this line is converted into broad gauge, then they can go via Tirupathi, Ranigunta and reach Calcutta and the distance will be very much reduced. Therefore, this link line which is very important much must be taken up. It connects the Southern Railway with South-Central Railway. It connects two railway divisions. In that way, the Minister has to take up all the lines which are useful as link lines and the whole survey must be made, not only from Katpadi to Tirupathi, but throughout India. If there is any link line which connects two divisions and which is also very important with regard to industrial development and transport, it is quite necessary that the Government should convert that line into broad gauge.

The other thing is with regard to developing railway lines in backward areas. I do not know whether backward areas have been defined by the Railways. If not, they must be defined. After defining, backward areas must be taken up. It is quite heartening that in the North-Eastern part of India it has been chosen to take up some short railway lines. Like that, in Rayalaseema also some short lines have to be taken up. I can tell you one thing. If the line is connected from Bangalore to Chittoor via Mulabagal and Palmaner, then people can straightway go to North. Similarly if the line is connected from Bangalore to Jalarpet and then to Madras, then they can go to Calcutta via Gudur. So, short-distance lines which can shorten the distance may be taken up.

I am very glad that fast moving trains are being introduced. It is a

very good thing. But when fast moving trains are introduced, the lines also have to be strengthened. If they are not strengthened, there is a possibility of coping with accidents. Now, one-fourth of the track is to be renewed and that must be done quickly and for that money is necessary. That is why I have suggested to ask the Finance Minister and get some foreign exchange so that it may be completed soon.

With regard to amenities, I am glad that the Minister has said that he is going to increase the allocation from Rs. 4 crores to Rs. 5 crores. But it is not enough. There are so many difficulties for those people who travel in passenger trains. For short distance trains there are no amenities at all and the bogies are not good. The old bogies are being run on these lines. Therefore, so much money is required for providing amenities in these passenger trains. There are rail users' consultative committees. They are giving so many suggestions and implementing them.

With regard to safety, the Minister has taken much interest and also has done something. But he must find out other means also to provide safety because the people are very much afraid to travel in railways. Anyhow I am glad that the accidents are becoming less after taking safety measures.

Now, the Minister is delegating some powers after restructuring the Railway Board and he is contemplating on devolution of powers also. Instead of delegating powers, devolution also is quite necessary. It is better to devolve power to the lowest level so that decentralisation of power is there and at the lower level quick decisions can be taken and local problems can be solved.

We are having production units which are producing locomotives and other things. I am very glad that we are exporting these things to other countries and we are taking contracts

in other countries and our expertise is being lauded in other countries also and we have to strengthen this and see that we take more contracts and earn more foreign exchange so that it may be utilised for developmental activities.

Now concessions are being given and I request the hon. Minister to see that concessions are given for the transport of foodgrains and also for books. There are two kinds of food. One is food for stomach and the other is food for brain. And, therefore, books are quite necessary for the society. And if concessions are not given for the transport of books through Railways, it is quite difficult to popularize books. Tourism also we have to develop. It must be integrated into Railways. If tourists want to go to places, concessions should be given to them.

With regard to integration of road and railway transport, a committee should be constituted; or the Minister should take interest and see that optimum utilization is made of passenger and freight traffic.

PROF. DILIP CHAKRAVARTY (Calcutta South): I would like to congratulate the Railway Minister, Prof. Madhu Dandavate and also his deputy, Shri Sheo Narain for presenting a surplus budget in succession. There has been, I find, a substantial improvement in many respects, on Prof. Dandavate's own interim budget presented last year.

But I have one doubt. After looking at the budget proposals presented by Mr. Patel, particularly those relating to indirect taxes—which we will have occasion to discuss—I doubt whether the surplus shown in the Railway budget will be eaten up by the proposed indirect taxes on a number of items.

I also congratulate the Railway Minister for the concessions given to the users of the Railways and the improvements in the railwaymen's service conditions, without any rise in

fares and freights. He needs also a further congratulation for re-instating railwaymen affected by the 1974 strike. This, we consider, is a record performance; and we are proud of it.

Apart from this good work, I would like to emphasize a few points. The Shah of Iran has come out boldly with a plea for connecting Iran with Europe and Asia by railways. Not only Europe—I would say—but Africa can also be linked up by Railways with India, and then through Burma to China and far-eastern countries. When the Railways were introduced in India, Karl Marx made a statement. He had predicted that however helpful the Indian Railways would be for the British imperialists, it would ultimately hasten the end of the British Empire. I would suggest that expeditious steps be taken by the Indian Railways for having some new projects, in order to engirdle the three continents with railway lines. It will hasten the process of freeing the people of these countries from feudal and capitalist exploitation. Already, Indian Railways have a big part in building railways in Iran, Syria and other countries of Asia and Africa. It may be expedited with conscious objective and efforts.

Indian Railways are one of the biggest—if not the biggest—consumers of steel in India. We have the know-how for making steel. Still, we are exporting huge quantities of iron ore to other countries. It seems to me a very odd planning of Indian economy. Can Railways not make their own steel? I have a suggestion: will the Railway Minister and the Industry Minister sit together and end this uneconomic process of exporting iron ore—instead of steel or at least pig iron? India has not yet got much of oil; but it has enough of coal and iron ore. Why not utilise them in a better way? I am going a little beyond the Railway budget. I will stop here, at this particular point.

The Railway Minister had assured, in the last budget, that he would

[Prof Dilip Chakravarty]

undertake a re-structuring of the Railway Board. There may be difficulties in abolishing the same; and I realize them. Of course, this re-structuring has taken place and it is a step in the right direction; but unfortunately, it does not go far enough. The railwaymen have been demanding that at least 50 per cent of the membership of the Railway Board should go to the representatives of the railwaymen themselves. This demand is at least 50 years old, if not more. Something should be done in this direction also.

Coming to the extension of railways, I feel the eastern part of India, particularly Assam, West Bengal, Tripura, Bihar and Orissa have not received a fair deal. Tripura lacks railway line. Burma should also be connected with Assam. I feel that much more needs to be done with regard to this particular need of the country.

Here I would like to refer to some problems confronting my own State. There is the Sealdah Bongaon line, to which reference has been made by my hon friend Shri Saugat Roy. I endorse his views. The doubling of the Bongaon line is most urgent. The Railway Minister thinks it will not be profitable. I do not agree with him. Whatever that may be it has got strategic importance, connecting India with Bangladesh. Moreover, hundreds of thousands of refugees from Bangladesh live on both sides of this railway line. Shortening the time by doubling the line will diminish the rush very considerably of people who flock to Calcutta. The cost is also negligible.

Then I come to the circular railway in Calcutta. I mentioned this point in my budget speech last year also. I do not know about the future of the MTP. Now time is being consumed and money is flowing in dribbles from the Railway Ministry for the completion of the project. I mentioned last year, and I repeat it, that the traffic problem in Calcutta is perhaps worse than anywhere in the whole world.

The tube railway is the correct solution, no doubt, but its snail's pace does not raise any hope that we shall see it operating in our life time. But the circular railway is a much simpler proposition. On the Ganges side also there are railway lines from Dum Dum to Sealdah, Ballygunj to Kalighat. Only a little linking up at the two ends in north and south, the circle will be complete. The railway officials who do not want this, have shown very much inflated amounts as cost of the scheme. With two stations at the two ends, north and south, two stations in the east and west in the middle, and with about 10 flag stations at distances of about one kilometre each, the circular railway can be run at a very low cost, which will be a very small fraction of what the experts say, but will give relief to millions of people of Calcutta and the suburbs, who flock to Calcutta daily from the north and south and also from the east and west.

About the light railways, I would like to be a little bit unconventional. Everybody in the country has been declaring that every metre-gauge line to be converted into broad gauge. That is necessary and I do not deny it, for increasing the speed. It will also be more economical. But this is another aspect, which has to be considered by the Railway Minister. Considering the lack of development in certain regions in our country I do not understand why the narrow gauge is being discouraged and is allowed to go out of existence. It is true that the narrow gauge can have a maximum speed of 30 kms while the broad gauge can have a maximum speed of 60 kms per hour. But, then the cost of running a mile of broad-gauge line is 30 times that of a narrow gauge. To reach 600,000 villages in India by broad-gauge may take 200 years, but narrow gauge railways can reach 50 per cent of the villages in ten years at 1/30th of the cost. At any rate, it will be five times more speedy than bullock carts, the usual mode of transport in villages. Motor buses or trucks

are out of the question, as there is no petrol; even if we had petrol, it would spoil, the air. The air would be polluted. So, I would suggest that a Sub-Committee should go into this matter. I know this may serve the needs of the village people. As I said at the very outset, it is very unconventional, not the order of the day, but still I suggest it for consideration of the Minister.

It is most encouraging that the number of railway accidents have been coming down, but it is not understandable why the running staff are made to work 10 hours at a stretch. The fight the world over has been for eight hours a day, including the bloody 1st May at Chicago. In the USA and other countries. Presently in many industries already 40 hours a week or five days has been in vogue. If it not high time to have eight hours in India in 1978? May we not expect it from our progressive Railway Minister? I hope it will be possible for him to do something.

About corruption and bribery, there is no denying the fact that they are rampant in the railways, and the Professor Railway Minister will find it rather hard to clean the Augean stables. It is very welcome that he is entrusting it to the fair sex to check corruption in the reservation department. We only hope that the Eves of today will check the temptation of tasting the forbidden fruit better than the original Eve. We wish the Railway Minister all luck in his experiments with modern Eves.

I hope the new assurances given in this Budget will be followed up as quickly and vigorously as he has done about the promises and assurances given in his last Budget in June, 1977.

Where are thousands and thousands of acres of land on both sides of the railway track. This land may be given to the tillers, particularly the scheduled castes and scheduled tribes and the landless. Their number is increasing. I read an expert report only 3903 LS—12.

the other day that castor seed can be grown in these lands, and that they can be utilised for producing rocket fuel. I am not an expert. This has to be examined. I suggest this for the consideration of the Railway Minister.

About the Railway Protection Force I need not say much because already sufficient emphasis has been laid on it by others, but I would like to say a word about the Railway Safety Fund. Each State, I understand, has got this fund. Presently there are 10,000 railway crossings all over the country, and this fund is meant for constructing under and over-bridges. How many of us have given thought to this problem and realised how many man-hours are lost due to the stoppages of cars, trucks, lorries etc., at these railway crossings? So, some thought may be given in this direction as well.

I would like to refer to the transferred region in West Bengal, namely Purulia. I understand that only 25 or 30 k.m. of conversion into broad gauge could connect this town with Ranchi on the one hand and Jamshedpur on the other. That can open up new possibilities. And this is a region which is full of backward classes in West Bengal.

In the previous Railway Budget promises were made about concessions to teachers, students etc., but every time I find that college and university teachers are excluded from these facilities. As a teacher, I would like the Railway Minister to take this into consideration and do the needful in the matter.

श्री अहसान जाकरी (महमदाबाद) :
माननीय मन्त्री जी ने जो रेल बजट यहाँ पर रखा है उसकी जो अच्छाइयाँ हैं उसकी बात तो सभी ने यहाँ पर की है। बहुत ही तेज़ ट्रेन, जनता ट्रेन, जनता खाना, डबल डेकर, सेकेंड क्लास की बोरीज़ ही चलाई जायेगी—यह सारी बातें जो कही गई हैं वह अच्छी हैं। (अपवाह)
लेकिन इस बजट में एक सबसे बड़ी खानी यह

[भी बहसान आफरी]

रही है कि भी दबड़ते जो कि समाजवादी विचार के हैं, भाज भी अपने को समाजवादी कहते हैं और समाजवाद की तरफ देश को ले जाने की बात करते हैं उस हालत में रेल याता-यात जो कि देश का सबसे सस्ता यातायात है, इस रेल को बागे बढ़ाने और तरक्की की तरफ ले जाने में बुनियादी यातायात का साधन होता चाहिए, हर तरफ मुक्त में रेलों का जाल सा फैलाने का प्रोग्राम होना चाहिए वह चीज इस बजट में कहीं नजर नहीं आती है। यह बात बकर नजर आती है कि बन्द कंसेशन जो दिए गए हैं उनको लेकर चारों तरफ तारीफ की जा रही है। अगर आप कभी मुम्बई में गए हों तो आपने देखा होगा कि अगर कोई दूसरे दर्जे की गजल को मुतरम्रम बहुत अच्छे ढंग से गाता है तो उसको बहुत दाद मिलती है। लेकिन जो पीछे बैठे हुए फनकार होते हैं वे जानते हैं कि गजल जो पड़ी गई है, उम में गला अच्छा था, लेकिन ऊन उम में वही मौजूद नहीं है।

इसमें एक सबसे बड़ी बात यह कही गई है कि एक्सीडेंट्स कम हुए हैं। इसकी जा तस्वीर आपकी रिपोर्ट में खींची गई है उसमें कहा गया है कि 1975-76, 1976-77 के मुकाबले 1977-78 में एक्सीडेंट्स कम हुए हैं। इस बात को कुछ इस तरीके से बतलाया गया है, जो हकीकत में कहीं दूर है। आपकी रिपोर्ट में बतलाया गया है—पैसेन्जर ट्रेन्स के डीरेनमेंट के जो एक्सीडेंट्स हुए, उनकी तादाद 1976-77 में 166 थी, जबकि 1977-78 में जनवरी तक उनकी तादाद 191 तक पहुंच गई। इसी तरह से पैसेन्जर ट्रेन्स के एक्सीडेंट्स 1976-77 में 264 हुए, जब कि 1977-78 के जनवरी तक 281 हुए। मैं आपका यह भी बतलाना चाहता हूँ कि ट्रेन एक्सीडेंट्स में जो जाने गई, उनकी तादाद 1975-76 में 213 थी, 1976-77 में 167 थी, लेकिन 1977-78 के जनवरी तक उनकी तादाद 251 तक

पहुंच गई। इस से साफ़ बाहिर होता है कि एक्सीडेंट्स की तादाद बढ़ी है, कम नहीं हुई है। इस सिलसिले में मैं ऐसा महसूस करता हूँ कि हमारे रेल मजदूरों के साथ जो न्याय किया जाना चाहिये, वह नहीं किया जा रहा है—यही इसकी सबसे बड़ी बुनियाद है।

आप जानते हैं—रेलवे में कर्मचारियों की दो बड़ी तनजीमें हैं—एन०एफ०आइ०आर० और ए०आइ०आर०एफ०, जिन के जार्ज फर्नानडीज साहब बेभरमैन भी रह चुके हैं। उसी रेलवे यूनियन ने स्ट्राइक-बैलेट लेने के बाद स्ट्राइक का नोटिस दिया है। बोस की तरफ भी आपका ध्यान खींचा है। जिस रेलवे यूनियन की आप खुद रहनुमाई करते थे, उसी ने आपसे कहा है कि अगर उनकी डिमाण्ड्स को नहीं माना गया तो मई-जून में उनको हड़ताल की तरफ जाना पड़ेगा। इसकी तरफ आपका ध्यान जाना चाहिए, इसमें देर क्यों हो रही है? रेलवे कर्मचारियों के अन्दर एक बेचैनी वा वातावरण फैला हुआ है, जिसकी वजह से आज एक्सीडेंट्स हो रहे हैं।

आप एक्सीडेंट्स की बात करते हैं—तो मैं आप से पूछना चाहता हूँ कि आप ने अपने भाषण में कहीं भी उनके हाउसिंग के मामले का कोई जिक्र नहीं किया है। आज रेलवे कर्मचारियों की तादाद 14 69 लाख है, अगर इनमें कैंजुअल लेबर को भी ले तो उनकी तादाद 2 61 लाख है। इतनी बड़ी तादाद इस मूलक में रेलवे में काम करती है, लेकिन उनकी हाउसिंग की प्राबलम को साल्व करने के लिये आप ने अभी तक कुछ नहीं किया है। अभी तक रेलवे ने 5,51,650 मकान बनाये हैं। जहाँ रेलवे में 14.69 लाख कर्मचारी काम करते हैं और अगर कैंजुअल लेबर की तादाद जो 2 61 लाख है, उसको भी जोड़ दिया जाय, तो 5,51,650 मकानात से किस तरह से काम चल सकता है?

आप अहमदाबाद चले जाइये, जामनगर चले जाइये या यहीं दिल्ली के रेलवे स्टेशन पर चले जाइये—आप देखेंगे कि रेलवे कर्मचारी जन दिन भर मेहनत करने के बाद अपने मकान में पहुंचता है, तो उसकी क्या हालत है, जैसे थोड़े के लिये घुड़साल हो। इतना ही नहीं रेलवे क्रॉसिंग पर जो आप ते गुमटियां बना रखी हैं—न उनमें लाइट है, न पानी है और न कोई दूसरी सुविलयित है। अहमदाबाद शहर में रेलवे की जमीन के अन्दर क्वार्टर बने हुए हैं, वहां कभी बिजली नहीं है, कभी पानी नहीं है और इतने छोटे-छोटे मकान बना दिये गये हैं—जिनमें रहना मुहाल है। जब आपके कर्मचारी ऐसी हालत में रहते हैं और आप यह कहें कि एफिनियन्सी नहीं बढ़ती है. . .

श्री हुकम चन्द कछवाय (उज्जैन) : बहो तो आपकी सरकार ने बनाये थे।

श्री अहसान जाफरी : अब तो आपका मौका मिला है, आप ही कुछ कर के दिखाइये।

श्री हुकम चन्द कछवाय : सभापति सहाय, इनके पुराने रेल मंत्री बैठे हुए हैं, इन्होंने वे क्वार्टर बनवाये थे।

श्री अहसान जाफरी : मैं मंत्री जी से कहूंगा कि आप इनको अपने साथ ले लीजिये, ये आपकी ज्यादा मदद करेंगे।

मैं माननीय मंत्री जी से जानना चाहूंगा कि उन्होंने रेलवे वर्कर्स के लिए होस्पिटल्स के बारे में क्या किया है। मैं आप को यह बताना चाहता हूँ कि जहां 14, 15 लाख मजदूर और कर्मचारी काम करते हों, वहां पर आपके कितने होस्पिटल्स हैं। कुल 99 होस्पिटल्स हैं। इस रेलवे का इतना बड़ा जाल सारे देश में फैला हुआ है और जो दुनिया की दूसरे नम्बर की रेलवे है, उसके अन्दर कुल 99 होस्पिटल्स उसके मजदूरों और कर्मचारियों के लिए हैं और हेल्थ सुनिट्स कितने हैं? कुल 564 है और उनमें बेइस

कुल 10510 हैं। इतनी सी सुविधाएं आप अपने कर्मचारियों को देते हैं और वहां पर काम करने के कितने घंटे हैं? कितना ज्यादा उनको काम करना पड़ता है। हम रेलवे एक्सीडेंट्स की जवाबदारी के लिए इधर उधर देखते रहते हैं लेकिन जो मजदूरों के लिए बुनियादी चीजें हैं और जो सुविधाएं उनको मिलनी चाहिए, वे उनको नहीं मिलती हैं और इस कारण उनके अन्दर बेचैनी रहती है। इन सब बातों की वजह से ही एन०एफ० आई०आर० और ए०आई०आर०एफ० ने जो पहले हड़ताल का नोटिस बापस ले लिया था, फिर से हड़ताल का नोटिस दिया है। आप ने उनको बोनस देने का वायदा किया था और आप ने अपनी तकरीर में कहा था जब श्री एल० एन० मिश्र रेलवे मंत्री थे. . .

प्रो० मधु बंडवले : कोई गलतफहमी इस सदन में नहीं रहनी चाहिए, इसलिए मैं एक बात साफ़ कर देना चाहता हूँ। मैं समझता हूँ कि तीस मर्तबा एक्सीडेंट्स पर इस सदन में जब चर्चा हुई, तो दोनों ओर के सभी माननीय सदस्यों की एक राय यह थी कि रेलवे मजदूरों में चाहे कितना भी असंतोष किसी भी सवाल पर रहे लेकिन वे अपने पैर पर पत्थर डालने की बात कभी नहीं करेंगे। इसलिए वे एक्सीडेंट्स अपने आप नहीं करेंगे। 1974 का इतना बड़ा स्ट्राइक हुआ, इतनी बड़ी हड़ताल उस समय हुई लेकिन मजदूरों ने कोई एक्सीडेंट्स नहीं किये। इतना डिसकॉन्टेन्ट होने पर भी उन्होंने ऐसा नहीं किया। इसलिए एक्सीडेंट्स के लिए मजदूरों पर इल्जाम मत लगाइये।

श्री अहसान जाफरी : आप मेरी बात का मतलब हम अन्दाज में मत रखिये। मैं मजदूरों को मुल्जिम नहीं ठहरा रहा हूँ लेकिन जितने भी एक्सीडेंट्स हुए हैं, उनमें सिर्फ़ दो एक्सीडेंट्स में आप ने कहा है कि सेबोटिज के कारण हुए है और बाकी में सेबोटिज नहीं है। जितने एक्सीडेंट्स होते हैं जानबूझ कर उनको कोई नहीं करता है लेकिन मजदूरों में बेचैनी तो

[श्री ग्रहसान जाफरी]

है ही। मैं यह नहीं कहता कि आप उनको तन्खाह बहुत बढ़ा दें लेकिन एफीशियेन्सी बढ़ाने के लिए उन्हें बुनियादी सुविधाएँ तो मिलनी चाहिए। आप तन्खाह नहीं बढ़ाते हैं तो मत बढ़ाइए लेकिन उनको रहने के लिए मकान दीजिये। मैं यह कहना चाहता हूँ कि आपकी रेलवे के पास हजारों एकड़ जमीन मौजूद है लेकिन आज भी रेलवे के कर्मचारी झोपड़ों में रहते हैं। उस जमीन को आप कोआपरेटिव सोसाइटीज का दें। जो जमीन रेलवे के पास बेकार पड़ी हुई है क्या वह जमीन आप उनको नहीं दे सकते हैं? आप उनको जमीन दीजिए और उनसे कहें कि हम तो मकान नहीं बना सकते हैं लेकिन आप मकान बना लें। आखिर मकान देने की जवाबदारी इस मुल्क की है, सरकार की है और हम सब की इकट्ठा जवाबदारी है। हमें हर आयामी को रहने के लिए मकान देना चाहिए। आपका मन्त्रालय अपने तौर पर उनको मकान देने के लिए जिम्मेवार है और आपको इसके लिए कांशिश करनी चाहिए।

जब श्री एल० एन० मिश्र रेलवे मंत्री थे, तो आप ने स्वयं अपने भाषण में कहा था कि रेलवे मजदूर इन्डस्ट्रियल वर्कर हैं। आप ने खुद कहा था कि वह एक इन्डस्ट्रियल वर्कर हैं। मैं आपको आप ने जा भाषण उस समय दिया था, उसका एक सेट्स पठ कर सुनना चाहता हूँ। आप ने कहा था —

"So many hon Members referred to the question of bonus I will say only one thing about bonus If our concept of bonus is very clear in our mind, if we accept bonus as a deferred wage and not some sort of payment which is *ex gratia*, so long as there is a gap between the present wage and the living wage, that has to be partially filled up I hope, the Minister will take note of the unanimous view of all trade unions of the country and will not discriminate against the industrial workers of the railways."

यह आप ने उस समय कहा था और अब आप उस सवाल पर खामोश रहे हैं। जब ऐसी बात होनी है तो शक होने लगता है और रेलवे कर्मचारियों का आपका शक की नजर में देखने का पूरा हक मिलना है। आप इस मामले में क्यों खामोश रहे हैं। एक साल का समय आपका मिला है लेकिन आप ने अपने बयान के अन्दर एक शब्द भी बोनस के सिलसिले में नहीं कहा है। यह आप कहने के लिए तैयार नहीं हैं कि रेलवे मजदूर भी इन्डस्ट्रियल वर्कर हैं। इसलिए आप ने उसका उल्लेख नहीं करना चाहा। उस वक्त आप कहते थे कि वह इन्डस्ट्रियल वर्कर हैं लेकिन आज वह बात नहीं कहना चाहते हैं। इससे मजदूरों में बेवैनी बढ़ेगी। इसलिए बोनस के सवाल का आपका हल करना चाहिए।

केजुअल नेवर्गर्स का जहा तक मवाल है, केटरिंग डिपार्टमेंट में लेने में ही समस्या हल नहीं हागा। 2 61 लाख केजुअल नेवर्गर्स आज इस मन्त्रालय के अन्दर मौजूद हैं। आज रेलवे सब में जातदार और सबसे बड़ा सम्पान है और उसके अन्दर इनके केजुअल नेवर्गर्स काम करत हैं और वे दिक्कत भुगत रहे हैं। वे आशा करत हैं रेलवे में भी आबजाव करेगी।

मन्त्री जी के विचार हमेशा समाश्लिष्ट रहे हैं, इसलिए मैं उम्माद करना हूँ कि आप जवाब दें कि उन मजदूरों को रेलवे के अन्दर आबजाव करने का कांशिश करेंगे।

रेलवे अमेनिटीज के बारे में बहुत सी बातें बह कर मन्त्री जी चल गये। मैं इस बारे में कहना चाहता हूँ कि बार साल पहले भी इन पर चार्ज कराइ रुपये खर्च होते थे आज भी उतने ही रुपये खर्च होते हैं। इन अमेनिटीज के बारे में जा कुछ नया कहा जाना चाहिए था वह हमें नहीं कहा गया है।

जनत खाना देने के सिलसिले में भी मैं कहना चाहता हूँ कि लोग डिस्टेंस जाने

वाले लोगों को कितना खाना चाहिए, जरा आप इस पर गौर करें। इस मुल्क के भन्दर जो शार्ट डिस्टेंस की ट्रेनों में सफर करने वाले लोग हैं उनके साथ रेलवे के पूरे केटरिंग डिपार्टमेंट का किस तरह का व्यवहार होता है, वह सभी जानते हैं। मुल्क के सभी स्टेशनों पर आपके केटरिंग डिपार्टमेंट नहीं हैं। इस मुल्क में 7085 रेलवे स्टेशंस हैं। इनमें से कितने रेलवे स्टेशनों पर आपकी रेलवे केटरिंग सर्विस है और कितनी लॉन्ग-डिस्टेंस और शार्ट डिस्टेंस ट्रेनों में आप केटरिंग सर्विस देते हैं। इस सिलसिले में जो कमेटी बैठी हुई थी, उसने रेलवे प्रमेनिटीज के सिलसिले में कहा है—

Hygienic condition in the catering units of the Railways is not upto the mark.

जब आप जनता खाना देने की बात करते हैं तो उसकी हाइजिनिक कंडीशंस की तरफ भी आपको देkhना होगा। ये हाइजिनिक कंडीशंस बराबर बरकरार नहीं रखी जाती हैं। इसकी तरफ भी आपको ध्यान देना होगा। आपकी मेजर पोर्शन्स आफ केटरिंग सर्विस कंट्रिक्टर्स की मारफत चलायी जाती है इसमें रेलवे को नुकसान पहुँचता है। इसकी तरफ भी आपको ध्यान देना होगा कि आप केटरिंग के मामले में भी बहुत पीछे रहे हैं।

Out of 710 persons on managerial and supervisory posts in catering units only 184 are imcarted training.

आपकी इस केटरिंग सर्विस में 710 लोग मेनेजीरियल केपेसिटी में काम करते हैं उनमें से कितने लोगों को आपने तालीम दी है। यह जो चीज है यह कोई अच्छी तस्वीर पेश नहीं करती है

रेलवे स्टेशनों पर क्वीनकीनेम के सिलसिले में भी कहना चाहता हूँ। अहमदाबाद स्टेशन और दूसरे स्टेशनों की बात मैं जानता हूँ जहाँ पर कि गन्वरी रहती है। आपके

बहुत से रेलवे स्टेशन ऐसे हैं जहाँ पर आपके स्टेशन मास्टर बायरूम को ताला लगा कर रखते हैं— It is kept locked. अब पता नहीं यह किस के लिए ताला लगा कर रखा जाता है। मुसाफिर जो वहाँ आते हैं वे यह सोचते हैं कि साहब के लिए बन्द करके रखा होगा और वह कुछ कहते नहीं। इसकी तरफ भी हम ध्यान नहीं देते। इसी तरह से गर्मी के भन्दर पंखे बंद रहते हैं। कूलर्स बंद मिलेंगे। लाइट जो होगी वह भी गायब होगी। ये सारी जो प्रमेनिटीज हैं इन पर भी हमें ध्यान देना होगा।

एक बात मैं रेलवे एक्सीडेंट के सिलसिले में कहना चाहूँगा। कहा गया कि इनको कम करने के लिए हमने 11 हजार आर०पी० एफ० के नौजवानों को यह काम सौंप दिया है। लेकिन शांतिलाल कमेटी जो बैठी थी और उसने रेलवे प्रोटेक्शन फोर्स के बारे में जो रिक्मण्डेशंस की थीं उनको आज तक पूरा नहीं किया गया न उन पर कोई फीसला लिया गया। पिछले एक साल से तो रेलवे संजालय ने उसके ऊपर कोई विचार तक नहीं किया। ऐसा मालूम होता है कि आर०पी०एफ० के लोगों को एडीशनल इण्टीज तो दे दी गयी हैं लेकिन उनको ज्यादा सहूलियतें जो देनी चाहिए थीं वे नहीं दी गयी हैं। उन्हें दूसरे रेलवे कर्मचारियों के बराबर जो हक मिलने चाहिए थे वे उन्हें नहीं दिये जा रहे हैं। उनके तीन ग्रेड थे, वे दो कर दिये गये हैं। इससे उनकी प्रमोशन के सिलसिले में गड़बड़ पैदा हो गयी है। आज उन लोगों में बेचैनी पैदा हो गयी है। जो लोग ईसानी जिन्दगियों के साथ खेन तमाशा करते हैं, उनको संभालने का काम आपने इन आर०पी०एफ० के नौजवानों को सौंपा है और इसके लिए आपने उनको एडीशनल इण्टीज सौंप दी हैं। लेकिन हमारे रेलवे कर्मचारियों के बराबर उन्हें सहूलियतें नहीं दी जा रही हैं जो कि उन्हें मिलनी चाहिए। उन्हें नाइट शिफ्ट मिलना

[श्री अहमान जाफरी]

चाहिए, उनके इयूटी आबर्स नियत होने चाहिए, उनको ओवर टाइम मिलना चाहिए। हमने उनको इतना अहम काम सौंपा है और उन पर एक जवाबदारी का भार डाला है। उनको सारी सहूलियतें मिलनी चाहिए जिससे उनके दिल में यह उत्साह पैदा हो कि हम से जवाबदारी पूरा करने का जो काम लिया जा रहा है, हमें उसको पूरा करना है।

रेलवे एग्जिक्यूटिव के सिलसिले में मैं कहना चाहता हूँ कि प्लेटफार्म टिकट्स से जो आबक होती है या ए० एच० व्हीलर एंड कम्पनी से जो आबक होती है या एडवर्टाइजमेंट्स से जो आबक होती है वह सब पैसा आप को पैसेजर एग्जिक्यूटिव के ऊपर खर्च करना चाहिये।

ए० एच० व्हीलर का जो इदारा है उस के बारे में दूसरे माननीय सदस्यों ने भी कहा है और उस की तरफ आपका ध्यान दिलाया है। उस में जो कर्मचारी काम करते हैं या जो बेकार हो गए हैं या दूसरे नौजवान जो बेकार फिर रहे हैं या वे लोग जो रेलवे में काम करने थे और आज बेकार हो गए हैं या किसी वजह से जा काम न किया करते थे उस का नहीं कर सकते हैं उन का यह काम सौंपा जाना चाहिये। उन्होंने आप से इस के बारे में निवेदन भी किया है आपसे प्रार्थना भी की है और उन्होंने तो यहाँ तक कहा है कि व्हीलर आपका डायरेक्टिवाट कमीशन देता है तो हम आप को पांच परसेंट देने के लिए तैयार हैं। अगर आप ने उन का यह काम दिया तो रेलवे की आबक बढ़ेगी और यह पैसा पैसेजर एग्जिक्यूटिव पर खर्च किया जा सकता है। मैं चाहता हूँ कि इन लोगों की जो प्रार्थना है उस पर आप को जल्दी निर्णय लेना चाहिये।

देश में बेकारी दूर करने का मसला हमारे सामने है। इस के हल में रेलवे कदा तक सहायक हो सकता है इस के भी उपाय आपको करने चाहिये। अगर हम

रेलवे की बात आज करते हैं तो कुली की बात भी हमारे सामने आ जाती है। वह रेलवे का एक अंग बन चुका है। उसकी तरफ बहुत बुरी निगाह से देखा जाता है और उस के विरुद्ध एक वातावरण बनाने की कोशिश की जाती है। कुली रेलवे स्टेशन प्लेटफार्म, टिकट बाबू, टिकट क्लर्क, गेट कीपर, तथा दूसरे तमाम लोगों के साथ इस तरह से जुड़ गया है कि मानो वह रेलवे का ही एक भाग हो। हर छोटे बड़े स्टेशन पर वह होता है। लाइसेंस देने के मामले में उसके साथ बड़ी ज्यादातियाँ होती हैं। ये ज्यादातियाँ न हो हम तरफ आप का ध्यान जाना चाहिए। इन कुलियों को किसी प्रकार की सुविधा भी नहीं दी जाती है। रेलवे के साथ काम करने के बावजूद भी उस को रेलवे की तरफ से कोई सहूलियत नहीं मिलती है। वह रेलवे अस्पतालों से दवा तक नहीं ले सकता है। उसके बच्चे या वह खुद अगर गांव जाता है तो उन को रेलवे पास नहीं मिलता है। उन के रहने के लिये कोई सुविधा नहीं है। जानवर की तरह उस का ट्रीट किया जाता है। आप तो सोशलिस्ट ख्यालात के आदमी हैं। हजारों लाखों की संख्या में ये रेलवे स्टेशनों पर काम करते हैं। उन के साथ आपका न्याय करना चाहिये। उन के बारे में भी आप साच यह मेरी आप से विनती है।

हम लोगों का चिल्लाते चिल्लाते बहुत धर्मा हो गया है और हम कहते आ रहे हैं कि अहमदाबाद में दिल्ली को जो रेलवे लाइन आती है उस का मीटर गेज से बदल कर ब्राडगेज कर दिया जाना चाहिये। यह मसला अब तक हल नहीं हुआ है। जब तक ऐसा नहीं होना है तब तक अहमदाबाद में स्पेशल डिब्बे बड़ीदा जा सकते हैं और वहाँ से उन का फास्ट ट्रेन में जोड़ कर दिल्ली लाया जा सकता है। यह तो आप को जल्दी से जल्दी कर ही देना

बाहिए । यदि आप इस को नहीं कर सकते हैं तो बाया आनन्द टाकीर होते हुए आप एक नई फास्ट ट्रेन रतलाम होते हुए दिल्ली के लिए वे सकते हैं । अहमदाबाद बहुत बड़ा इंडस्ट्रियल सिटी है । राष्ट्रपिता वही से आये थे । नव निर्माण आन्दोलन का श्रेय इस को ही जाता है । इस शहर को बड़ी लाइन से जोड़ेंगे ऐसी मैं आशा करता हूँ । अहमदाबाद से बाया आनन्द और टाकीर एक फास्ट ट्रेन आप दें यह वहाँ की जनता की मांग है और यह मांग बहुत दिनों से चली आ रही है । मैं आशा करता हूँ कि आप इस और अविलम्ब ध्यान देंगे ।

श्री तेज प्रताप सिंह हमीरपुर: माननीय रेल मंत्री जी ने जा रेलवे बजट पेश किया है उस के लिए मैं उन का बधाई देता हूँ । गरीब आदमी के लिए देश के एक काने से दूसरे काने में जाने का उम के लिए रेलवे ही एक मात्र माधन है । इस वास्ते इस विभाग की अहमियत बहुत ज्यादा बढ़ जाती है । मैं समझना हूँ एक वर्ष में उन के नेतृत्व में काफी विकास का काम हुआ है, काफी सुधार हुए हैं और उस के लिए मंत्री महोदय बधाई का पात्र हैं ।

जो रिपोर्ट 1976-77 की पेश की गई है उस को देखने से भी बड़ी प्रमत्तता हाती है । इस वर्ष में भी बड़े तरहकी काम हाए हैं ।

वह कुछ भी हा, कंस भी हा, वह वर्ष रेल के इतिहास में बड़ा सुन्दर वर्ष माना जाएगा । एक तो उस वर्ष 87.24 करोड़ रु० की बचत हुई थी जब कि आप देखें 1950-51 से लगातार 1965-66 तक निरंतर हानि होती रही । अभी हमारे मित्र उधर से बाल रहे थे और इधर से इंटरवेंशन और इंटरपेन्स हा रहे थे उस से वह कुछ कुछ हो गये । इतने लम्बे

समय तक 25 साल का समय उन्हीं के नेतृत्व में रहा है और वही प्रबन्ध करते आये हैं और उन के प्रबन्ध में यह सब बातें देखने को मिलती है । जो आकड़े रिपोर्ट में दिखाये गये हैं वह इस बात को प्रदर्शित करते हैं कि उन्होंने कितनी रेल की दुर्गति की है, किस प्रकार से दृष्ट्य बस्था की है यह आकड़े बताते हैं । लेकिन 1976-77 से अच्छी तरहकी हुई । जैसा कि उसका जो लाभ हुआ वह स्वयं बताता है । 1950-51 से 1976-77 तक की समीक्षा जो हमें मिली है उस से मालूम होता है कि हर वर्ष जहमाये यहा 6.4 परसेंट की वृद्धि होती है यात्रियों की संख्या में और यात्रा किलोमीटर जो है उस में भी 5.63 की वृद्धि होती है हर वर्ष और इस से यह सिद्ध होता है कि 1950 से आज तक करीब करीब डार्डगुना अधिक यात्री सफर करते हैं और करीब करीब दोगुना उनकी यात्रा की लम्बाई भी बढ़ गई है । इतनी वृद्धि हो जाने पर इस दृष्टि से इस के मुकाबले में देखें 1975-76 की तुलना में अगर देखें तो 1976-77 में 11 परसेंट का यात्री राजस्व बढ़ा है और 12 परसेंट यात्रियों की संख्या में वृद्धि हुई है । जो आकड़े दिसम्बर 1977-78 तक के उपलब्ध किये गये हैं वह बताते हैं 11.2 परसेंट यात्री राजस्व हमारा बढ़ा है और यात्रा संख्या में 5.39 बढ़ा है । इस तरह से अप्रैल 1977 से दिसम्बर 1977 तक का वृद्धि हुई है वह सहायनीय है । उस से मालूम हाता है रेल विभाग और नर्मचारिया न रेल मंत्री जी के नेतृत्व में परिश्रम और दक्षता से कार्य किया है । 1977-78 में जो सहायनीय कार्य हुआ है इसके लिये पुन मंत्री जी का और उन के द्वारा समस्त नर्मचारिया को बधाई देता हूँ । 1977-78 में मैं ऐसा मानता हूँ कि नये कीर्तिमान स्थापित किये हैं और वह यह कि आप देखें 21 करोड़ रु० तक जो अनुमानित आय

[श्री तेज प्रताप सिंह]

थो यातायात में, यात्रो करवाया और भाड़ा मिठा कर सारे समस्त यातायात से हम को 21 करोड़ का लाभ हुआ है और एक मुख्य बात यह है, इस बात का नजरअंदाज नहीं करना चाहिये कि जो बजट में हमारे मंत्री जी ने व्यवस्था की थी जो अनुमान किया था वह लगाया था कि 1648 करोड़ रुपये का खर्चा होगा। परन्तु आप देखेंगे कि जो पुनरीक्षित व्यय का आकड़ा दिया गया है उस में 1611 करोड़ रु० का ही खर्चा होगा। ता इतनी बड़ी सख्या, नये लाग हमारे यहाँ लिये गये जिन के साथ घापातकाल में ज्यादाती हुई थी उन्हें पुन सेवा में लिया गया, सख्या में वृद्धि हुई लेकिन खर्च में 37 करोड़ रु० की कटौती हुई। इस से ज्यादा संग्रहनीय कार्य और कोई नहीं हो सकता है। इसके लिये मैं उन्हें पुन धन्यवाद दता ह।

जैसा उन्होंने कहा है कि सरकारी कर्मचारियों की कार्यकुशलता से और या प्राणिक खर्चें होती है, उनका कम कर के ही बचन को गई है, यह बड़ी अच्छी बात है, ऐसा मैं मानता हू। मुझे आशा है कि जा नया बजट हमारे सामने पेश किया गया है, उसमें जो अनुमान लगाये गये हैं, उसमें उत्तरोत्तर वृद्धि होगी और मुविधाओं में भी बढोत्तरी होगी।

जिस रुब से प्रगति चल रही है, उसको देखते हुए मैं यह जरूर कहना चाहूंगा कि हमारे यात्रियों के बल पर ही रेल विभाग का यह सारा वैभव है। यात्रियों की सुविधा के लिये हमारे माननीय मंत्री जी ने पर्याप्त ध्यान दिया है।

यह बात सही है कि पिछले 30 साल में जो गड़बड़ी चली आ रही है, या जो डिब्बे बनते हैं, या जो डर्रा बना हुआ है, उसका ओवरनाइट परिवर्तित नहीं किया जा सकता है, यह असंभव है। फिर भी मैं इस सम्बन्ध में कुछ बातें मंत्री महोदय के समक्ष रखना

चाहूंगा। वह स्वयं जानते हैं, लेकिन मैं चाहूंगा कि वह इनकी तरफ जरूर ध्यान दें।

आप जानते हैं कि 97 प्रतिशत जनता सैकिड क्लास में यात्रा करती है। उसकी हालत क्या है, यह हम सब जानते हैं जो कि सैकिड क्लास से यात्रा करते हैं। आप देखेंगे कि सन् 1950 में यात्रियों की सख्या 12,840 लाख थी जो कि 1976-77 में बढ़कर 33,000 लाख हो गई, करीब-करीब तिगुनी सख्या हो गई। यह आकड़े तो पुस्तक में दिये हुए हैं। मैं बहुत सोचता रहा कि यह सख्या ता जो टिकिट इश्यू हुए होंगे, उससे कम्प्यूटर में निकालकर दिये गये होंगे, लेकिन हम व्यक्तिगत अनुभव से जानते हैं कि सख्या तिगुना नहीं, चौगुनी बढी होगी। जिस प्रकार बोरी में भुम भरा जाता है, उसी प्रकार रेलों में यात्री भरत हैं। उनकी मजबूरी होती है, काम हाता है जाना जरूरी है, राका नहीं जा सकता है। कोई ऐसी व्यवस्था नहीं है कि जिनकी सीट्स हैं उनमें ही टिकिट इश्यू होंगे, भागें नहीं दिये जायेंगे। ऐसा करेंगे ता जनता में राय हागा कि हमें ता जाना है, किना भी तरह में चल जायेंगे बैठने की बात नहीं है, वमें ही चल जायेंगे।

रेल का इतना बड़ा मवालय है, रेलवे बोर्ड है, मुझे ध्यान आता है कि हमारे मंत्री जी इसे फुट बाई कड़ा करने थे। अब दक्षता और याग्यता के साथ उसका निर्माण हो रहा है, लेकिन घगर यात्रिया के डिब्बे नहीं बढ़ायेगे ता कैसे चान होगी। मैं रिपोर्ट में दखा है, जिसमें कहा गया है कि डिब्बे मजबूत बनाये गये हैं। यह अच्छी बात है। ऐसे डिब्बे बनाये गये हैं और इस दृष्टि में कि उसमें चार गुना आदमी भर जायें ता भी नहीं टूटेंगे। इसके लिये हम उनकी प्रशंसा करेंगे, इसमें थोड़ी बाहवाही ता मिनगी, यह ठीक है लेकिन डिब्बों की सख्या का भी तो बढ़ाया जायें।

जा कारखाने खोले गये हैं, उसमें मैंने देखा है कि डिब्बों की बढोत्तरी बहुत कम हुई

है। सन् 1950 में बिजली के डिब्बे 460 थे जो कि 1978-77 में 2332 हुए। सन् 1950 में सवारी गाड़ी के सैकिड क्लास के 13,109 डिब्बे थे और अब 26,184 हैं। यह आंकड़े ठीक हैं, इसमें दुगुनी वृद्धि हुई है। लेकिन यात्रियों की संख्या चार गुनी बढ़ी है। दुगुने डिब्बे बनाकर ही संतोष कर लिया गया है जब कि यात्री चार गुना बढ़े हैं। यह ठीक है कि मजबूत बनाये गये हैं। लेकिन इस पर भी एक मूसीबत है कि डिब्बों को आपने निर्यात किया है। जब आप खुद तंग है, डिब्बों की कमी है, आप मरीज हैं, तो फिर इनको क्यों निर्यात किया गया? 166 डिब्बे मार्च 1976 तक निर्यात किये गये जो कि फिलिपाइन, जाम्बिया, तंजानिया और ताइवान भेजे गये। ताइवान को 113 डिब्बे भेजे गये। माल का क्याल तो छोड़िये, आदमियों की हालत यह है। इस पर ध्यान देने की जरूरत है कि यह डिब्बे क्यों जा रहे हैं। कहते हैं कि इस से 13.70 करोड़ रुपये की आमदनी हुई है, कीमती फ़ारेन एक्सचेंज मिला है। हम फ़ारेन एक्सचेंज का क्या करेंगे? जिस जनता-जनार्दन ने हमें यहां भेजा है, उस की सुख-सुविधा की तरफ हमारा ध्यान नहीं है। यदि हमारी वृत्ति फ़ारेन एक्सचेंज कमाने की है, तो उस की सराहना नहीं हो सकती है। यह शलत काम हुआ है। मुझे आशा है कि मंत्री महाशय इस तरफ ध्यान देंगे। हो सकता है कि कुछ मित्र देशों को, जो हमारे परम मित्र हैं, डिब्बे भेजने पड़ें। उदाहरण के लिए अफ़ग़ानिस्तान को डिब्बों की जरूरत होगी, तो भेजने पड़ेंगे। इसी प्रकार दूसरे मित्र देशों को भी भेजने पड़ेंगे।

पहले हमारे यहां सवारी-गाड़ी के डिब्बे बनाने की कैपेसिटी 350 प्रति-वर्ष थी, जो 1973-74 में कर 750 डिब्बे प्रति-वर्ष हो गई है। लेकिन यह अपर्याप्त है। जिस तरह से हमारे देश में यात्रियों की संख्या बढ़ती जा रही रही है, डिब्बों के निर्माण का कार्य भी उसी अनुपात से बढ़ना चाहिए।

वे डिब्बे कैसे हैं? रिपोर्ट में कहा गया है कि 20 यात्रियों के पीछे एक शौचालय दे दिया गया है। लेकिन, ये आप का कैकिड क्लास की हलुद बनाता जाइता है। एक बार मैं पेशाब करने को सिर्फ उबले, तो क्लोज़ालस एक पट्टेबने तक पसीने-पसीने हो गया। किसी के सिर पर और किसी के कंधे पर लात रखते हुए बड़ी मूसीबत में पट्टा। लेकिन वहां पट्टेबने के बाद दरवाजा नहीं खुल पाता था, क्योंकि आस-पास आदमी ठंसे हुए थे। रात का वक्त था। किसी तरह अन्दर घुसा, तो देखा कि रोगानी नहीं है। एक शलती और की। पानी की टोंटी खोली तो पानी नहीं निकला।

इस प्रकार शौचालय बनाने से क्या फ़ायदा है? यह तो सैकिड क्लास की स्थिति है। जहां तक फ़र्स्ट क्लास का सम्बन्ध है, कानपुर जाते हुए एक बाहर के यात्री, फ़ारेनर ने कहा :

"You are charging four times the second class fare but what are the amenities you are giving? I am not getting even drinking water."

फ़र्स्ट क्लास में पीने का पानी मुलभ नहीं है। सैकिड क्लास के यात्रियों को पानी कहाँ से मिलेगा? मैं समझता हूँ कि सबको महोदय तो इस ओर ध्यान देना चाहिए।

डिब्बों के बारे में कहा गया है कि दार्मजिला डिब्बे बनाये जायेंगे। वे भी बनाये जायें, लेकिन आवश्यकता इस बात की है कि ज्यादा डिब्बे बनाये जायें। इस के प्रतिरिक्त खिड़कियां भी ज्यादा और बेहतर होनी चाहिए। यह गर्म देश है। डिब्बा लोहे का बनता है। आदमी तब जाता है।

MR. CHAIRMAN: The hon. Member may continue tomorrow.

Now, the Minister of Parliamentary Affairs to present the 13th Report of the Business Advisory Committee.

17.50 hrs.

**BUSINESS ADVISORY COMMITTEE
THIRTEENTH REPORT**

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND LABOUR**
(Shri Ravindra Varma): I beg to pre-
sent the Thirteenth Report of the Busi-
ness Advisory Committee.

MR. CHAIRMAN: Now the House
stands adjourned till 11 am tomorrow.

18.00 hrs

The Lok Sabha then adjourned till
Eleven of the Clock on Thursday,
March 9, 1978/Phalguna 18, 1899
(Saka)