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Tuesday, April 10, 1973

Chaitra 20, 1895 (Saka)

## **Lok Sabha Debates**

**(Seventh Session)**



**LOK SABHA SECRETARIAT**

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## C O N T E N T S

**(Fifth Series, Volume XXVI, 7th Session 1973)**

*No. 36 Tuesday, April 10, 1973/Chaitra 20, 1895 (Saka)*

	COLUMNS
Oral Answers to Questions:	
*Starred Questions Nos. 681, 684, 686 to 688, 691, 694 and 695 . . . . .	1—36
Written Answers to Questions:	
Starred Questions Nos. 682, 683, 685, 689, 690, 692, 693 and 696 to 700 . . . . .	36—48
Unstarred Questions Nos. 6650 to 6688 and 6690 to 6849 . . . . .	48—218
Short Notice Question No. 6 . . . . .	218—19
Calling Attention to Matter of Urgent Public Importance Reported serious shortage of coal resulting in cancellation of trains on Northern Railway . . . . .	219—46
<i>Re.</i> crisis in powerloom Industry in Gujarat . . . . .	246—47
Papers Laid on the Table . . . . .	247—50
Estimates Committee Thirty-sixth Report and Minutes . . . . .	250
<i>Re.</i> Plane crash near Patna . . . . .	250—51
<i>Re.</i> Strike by Employees of Reserve Bank of India . . . . .	251
<i>Re.</i> Mode of Addressing the Speaker . . . . .	252—56
Demands for Grants, 1973—74	
Ministry of Irrigation and Power <i>Contd.</i> . . . . .	256—384
Shri Liladhar Kotoki . . . . .	256—60
Shri K. M. Madhukar . . . . .	260—72
Shri Govind Das Richharia . . . . .	272—77
Shri E. R. Krishnan . . . . .	277—89
Shri D. N. Tiwary . . . . .	289—92
Shri R. V. Bade . . . . .	293—99
Shri Prabodh Chandra . . . . .	299—304
Dr. Kailas . . . . .	304—09

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\*The Sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

	COLUMNS
Shri H. M. Patel . . . . .	309—13
Shri R. S. Pandey . . . . .	313—21
Shri Nathu Ram Mirdha . . . . .	321—28
Shri Vikram Mahajan . . . . .	329—33
Shri Ranabahadur Singh . . . . .	333—39
Shri Bishwanath Roy . . . . .	339—45
Shri R. V. Swaminathan . . . . .	345—49
Shri P. Venkatasubbaiah . . . . .	349—55
Shri Birender Singh Rao . . . . .	356—60
Shri Shivnath Singh . . . . .	360—67
Shri K. Chikkalingaiah . . . . .	367—71
Shri Madhuryya Haldar . . . . .	372—74
Dr. H. P. Sharma . . . . .	374—79
Shri Nathu Ram Ahirwar . . . . .	379—84
Shri Balgovind Verma . . . . .	384.

## LOK SABHA DEBATES

### LOK SABHA

Tuesday, April 10, 1973/Chaitra 20,  
1896 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

Memorandum from DESU Engineering  
Association

\*681. SHRI RAM BHAGAT  
PASWAN:

SHRI VARKEY GEORGE:

Will the Minister of IRRIGATION  
AND POWER be pleased to state:

(a) whether DESU Engineering  
Association has submitted a memo-  
randum regarding the irregular re-  
cruitment of engineers during 1972;  
and

(b) if so, the salient features there-  
of and the action taken by Govern-  
ment thereon?

THE DEPUTY MINISTER IN THE  
MINISTRY OF IRRIGATION AND  
POWER (SHRI BALGOVIND  
VERMA): (a) and (b). A statement  
is laid on the Table of the House.

Statement

(a) and (b). The D.E.S.U. Engi-  
neers Association submitted a memo-  
randum alleging that:

(i) about 30 engineers were re-  
cruited as Assistant Engineers  
by the D.E.S.U. manage-  
ment in April, 1972 without  
the authority of the Delhi  
Electric Supply Committee

which is the appointing  
authority for Assistant Engi-  
neers in consultation with  
the Union Public Service  
Commission;

- (ii) the scale of pay of Rs. 325—  
900 in which they were ap-  
pointed does not exist;
- (iii) the posts were not advertised  
and no qualifications for re-  
cruitment were laid down;  
and
- (iv) pointing out that the D.E.S.C.  
had passed a resolution on  
6-6-1972 in which the Com-  
mittee had resolved that the  
appointments made in the  
pay scale of Rs. 325—900 of  
Assistant Engineers be can-  
celled forthwith.

2. The General Manager, D.E.S.U.,  
from whom a report was called for,  
has reported that the D.E.S.U. ap-  
proached the Union Public Service  
Commission on 26-5-1970 for filling  
up 28 vacant posts in the grade of  
Assistant Engineer. Of the candi-  
dates recommended by the U.P.S.C.,  
only 20 joined. Meanwhile, some  
more vacancies occurred and the  
U.P.S.C. were requested on 4-4-1972  
to recommend candidates for 24 posts.  
The U.P.S.C. asked the D.E.S.U.  
on 14-4-1972 to send the requisition  
in the revised form; this was done  
by D.E.S.U. on 3-7-1972. The posts  
were advertised by the U.P.S.C. on  
28-10-1972 and interviews are likely  
to be held shortly.

3. In the meantime, in the interest  
of work, the General Manager,  
D.E.S.U., filled up 28 posts of Assis-  
tant Engineer in the grade of Rs. 325—  
900 (against vacancies in the scale of

Rs. 350—900) on *ad hoc* basis pending regular appointment through the Union Public Service Commission.

4. As the matter is entirely within the purview of the Delhi Electric Supply Committee, which is a limb of the Delhi Municipal Corporation, we are asking that body to enquire into the matter and take necessary action.

**SHRI RAM BHAGAT PASWAN:** I would like to know from the hon. Minister whether it is not a fact that the DESU management have appointed Assistant Engineers without the concurrence of the UPSC and to circumvent the UPSC they had reduced the pay scale of these engineers from Rs. 350 to Rs. 325, and whether it is also not a fact that these engineers have been appointed when no such post in this scale has been created. If it is a fact, may I know whether any inquiry has been instituted into this lapse?

**THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO):** The appointment has been made by the General Manager purely on an *ad hoc* basis. They cannot circumvent the UPSC. They have approached the UPSC and the application is pending before them. The UPSC have already advertised the posts and the interviews are likely to be held shortly. If the candidates selected do not happen to be the present ones, naturally they will have to quit and the new ones will join.

With regard to the other point raised by the hon. Member, it is in the domain of the Delhi Electric Supply Committee, and I have written to them to make such enquiries as they think fit in this particular case.

**SHRI RAM BHAGAT PASWAN:** May I know whether it is a fact that quite a good number of Assistant Engineers are still unconfirmed and are appointed on an *ad hoc* basis, and if so, may I know the time by which

these engineers will be regularised to avoid discontentment.

Lastly, may I know the reason why the Shivashankar Committee Report on this has not been implemented so far?

**DR. K. L. RAO:** With regard to the appointments being temporary, it is in the domain of the Delhi Electric Supply Committee, as I said, to create the posts. To the extent that they made permanent. Therefore, it is entirely in their discretion, depending sanction the posts, the posts will be upon the volume of generation capacity they are going to have and so on.

Regarding Sivasankar Committee's Report, the report has been submitted recently and I sent the report to the Delhi Electric Supply Undertaking to take such action as they deem fit because again the implementation is entirely for the Delhi Electric Supply Corporation and we do not want to interfere unless any injustice is done and that is specifically brought to our notice.

**MR. SPEAKER:** Shri Varkey George—not here.

**SHRI A. P. SHARMA:** What is going to happen to those engineers who have been recruited on an *ad hoc* basis? Are they going to be confirmed and or their cases going to be considered by the Commission? I would like to know what is going to happen to these people.

**DR. K. L. RAO:** Always such appointments are made like this pending UPSC selection. They also appear before the UPSC and if they are selected, they come in; otherwise, they will have to go out of the job.

**PROF. NARAIN CHAND PARASHAR:** As has been admitted by the hon. Minister, all appointments were made on an *ad hoc* basis. May I know as to what is the time required

for the regular incumbent to come in?

MR. SPEAKER: That is already given in detail in the statement.

DR. K. L. RAO: They have called the candidates for interview and they are expected any time, now, unfortunately, the UPSC has taken such a long time. As I said, they have taken nearly a year for the first batch to be selected and they may take sometime for the second batch. Therefore, as soon as the persons are selected, then they will join. There is no other time limit for the people taken on *ad hoc* basis.

MR. SPEAKER: Shri Rajdeo Singh—absent.

Shri Onkar Lal Berwa—absent.

Explosion of Coal Dust Bunker of Barauni Thermal Power Station

\*684 SHRI SUKHDEO PRASAD VERMA:

SHRI C. K. CHANDRAPPAN:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the coal dust bunker of the Barauni Thermal Power Station exploded on March 12, 1973; and

(b) if so, the reasons therefor and the number of casualties as a result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA). (a) and (b). A statement is laid on the Table of the House.

#### Statement

(a) and (b). One of the 50 MW sets at Barauni had to be shut down on 18th March, 1973 due to a leakage in one of the superheater tubes.

After about an hour and half a fire was detected in the air-preheater and the connecting ducts. This rapidly intensified, and resulted in explosion. The outbreak of fire was found to be due to the burning of the soot-deposits on the air-preheater tubes. Due to intensity of fire, portions of the hopper melted and the falling of the molten mass on the ground caused injuries to the people standing nearby.

47 persons were given first aid in the Thermal Station Hospital. 12 persons were referred to Hospital at Mokameh. Out of these, three were discharged immediately and seven the next day. The two remaining persons who were apparently standing on a higher platform, jumped to the ground and received fractures and are under treatment in the Hospital.

श्री सुखदेव प्रसाद वर्मा : अध्यक्ष महोदय, जो विवरण सभा पट्टा पर रखा गया है उस में यह बताया गया है कि सुपरहीटर ट्यूब में लीकेज के कारण यह एपिसोड हुआ है, मेरी माननीय मंत्री जी से जानना चाहता हूँ कि क्या यह जो विस्फोट हुआ कौपले के चूर्ण में वह असावधानी के कारण हुआ है या जो डस्ट बहा जमा था उस की देखभाल करने वाला कोई था या नहीं था यह इस विवरण से स्पष्ट नहीं होता है, इसलिए निश्चित पता नहीं चलता है कि इस विस्फोट में असावधानी वर्ती गई है या कैसे यह विस्फोट हुआ है ? यदि असावधानी वर्ती गई है तो उस के लिए किस किस की जिम्मेदारी है और उन के ऊपर क्या कार्यवाही की गई है ?

THE MINISTER OF IRRIGATION AND POWER (DR K. L. RAO): A committee was appointed by the Bihar Government to go into this and pending the committee's findings, I do not want to say much on the subject. But, in this particular case, what

happened was that one of the super-heater tubes was leaking and, therefore, the boiler was shut down. Subsequently, after an hour and a half, the explosion took place in the air preheater, not in the super-heater tube but in the air preheater where the air is heated before it gets into the boiler. That heater got exploded and the exact reason for that is being investigated. If I say anything now, it will prejudice the inquiry. So, I will rather refrain from saying anything now.

**ओर सुनसदेक ब्रह्मदत्त बर्मा :** जांच करने के लिए ओर कमेटी बनाई गई हैं वह आप ने बनाई है या बिहार सरकार ने बनाई है, उस कमेटी में कौन कौन सोग है और वह कमेटी कब तक अपनी रिपोर्ट सरकार के पास देगी ? उस के लिए कोई समय निश्चित किया भया है या नहीं ?

**DR. K. L. RAO:** This committee has been appointed by the Bihar State Government and its members are a retired Chief Engineer of DVC and the present Additional Chief Engineer of DVC and a fuel expert. A committee of these three has been appointed. The Committee's report is expected in one or two months.

**SHRI KRISHNA CHANDRA HALDER:** I would like to know from the Minister as to what was the total financial loss. What is the total loss incurred due to this accident of March 12, 1973?

**DR. K. L. RAO:** Total loss is about Rs. 20 lakhs. The repair work is estimated to take about three months.

**SHRI KRISHNA CHANDRA HALDER:** Whether any compensation was given to the injured persons? Can you tell this information?

**DR. K. L. RAO:** Injured persons have not been paid compensation so

far. But they will be paid according to the Workmen's Compensation Act.

**मध्य प्रदेश विधान सभा के रिक्त स्थानों के लिए निर्वाचन**

\* 686. डा० लक्ष्मीनारायण पांडे : क्या विधि, स्थान और काम्ही कार्य नंती पहुँचाने की हुपा करेंगे कि

(क) क्या मध्य प्रदेश के यह तथा जरावांव जिला विलासपुर निर्वाचन क्षेत्रों से विधान सभा के रिक्त स्थानों के लिए इस कार्य निर्वाचन होने वे ;

(ख) क्या उक्त दोनों निर्वाचन क्षेत्रों में निर्वाचन की तारीखें भी घोषित कर दी गई थीं ; और

(ग) यदि हां, तो घोषित तारीखों को निर्वाचन न कराये जाने के क्या कारण हैं ?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) Elections were scheduled to be held in early 1973 for filling the vacant seats from the 250-Mhow and 96-Jarhagaon Assembly constituencies in the Madhya Pradesh Legislative Assembly.

(b) Yes, Sir. A programme was sent to the Chief Electoral Officer, Madhya Pradesh, for holding these two by-elections.

(c) The Chief Electoral Officer subsequently reported to the Election Commission that acute scarcity conditions caused by severe drought prevailed in a major portion of the State, that these constituencies were badly affected by scarcity, and that the entire administrative machinery of Government was deployed on relief measures and so it was neither possible nor desirable to hold the by-elections on the scheduled dates.

There was also large scale movement of population from the constituencies by reason of famine and drought conditions. This would not be conducive to the fairness of the elections if held. The Election Commission was satisfied with these reasons and accordingly decided to hold over the bye-elections until after the problems arising from scarcity conditions have been dealt with and have abated.

डा० संस्कृताराधन पांडेय : अध्यक्ष जी, सम्बद्धतः मंत्री महोदय को पूरे तथ्यों की जानकारी नहीं है, अन्यथा वे इस प्रकार का भ्रमपूर्ण उत्तर नहीं देते। मैं जानना चाहता हूँ कि महु निर्वाचन क्षेत्र का चुनाव कितनी बार रोका गया? क्या यह सही है कि महु असेम्बली कांस्टीचूएन्सी है और इन्दौर लोक सभा कांस्टीचूएन्सी का एक भाग है। जब इन्दौर लोक सभा कांस्टी-चूएन्सी का चुनाव हुआ तो महु का चुनाव रोकने के क्या कारण थे?

SHRI D. R. CHAVAN: I have mentioned the reasons and these have been given here. The programme was fixed for the election and the notification was issued on 25th January, 1973. Election was to be held on 25th February, 1973. On account of the conditions there, the Chief Electoral Officer said that the State was affected by drought; these constituencies were also affected by drought and as such, it would not be desirable or advisable under present conditions to hold these elections. Similarly, the Chief Secretary of the Madhya Pradesh Government also informed the Election Commission that the entire administrative staff will be deployed on relief work and it will not be possible to hold election under these circumstances. Under these circumstances they had to hold over the election.

डा० संस्कृताराधन पांडेय : अध्यक्ष महोदय, मैं सब से पहले अपने पहले प्रश्न का स्पष्टीकरण चाहूँगा। मैंने स्पष्ट कहा है कि महु निर्वाचन क्षेत्र का चुनाव रोका गया, जब कि इन्दौर की लोक सभा निर्वाचन क्षेत्र का चुनाव हुआ, महु असेम्बली कांस्टीचूएन्सी है तथा इन्दौर की लोक सभा कांस्टीचूएन्सी का एक भाग है, महु का चुनाव भी इन्दौर के साथ साथ हो सकता था, उस को रोकने के क्या कारण थे?

श्री फूलचंद बर्मा : इन्दौर में लोक सभा का चुनाव कराया गया, विधान सभा का क्यों रोका गया ..... (ध्वनिमात्र) ...

SHRI D. R. CHAVAN: The programme is fixed and approved by the Election Commission. The Election Commission actually had approved of the programme for holding the elections both in the Assembly and the Parliamentary (Scheduled caste) constituency but as a result of the conditions prevailing there it had to be withheld.

डा० संस्कृताराधन पांडेय : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं आया मेरे प्रश्न का उत्तर दिलवाइये।

मेरा दूसरा प्रश्न है कि क्या यह सही है कि इन्दौर जिला अकालप्रस्त जिला नहीं है, मध्य प्रदेश सरकार ने उसे अकाल ग्रस्त घोषित नहीं किया है, वहाँ किसी प्रकार का, काल नहीं है? राज्य सरकार ने जो जानकारी आप को दी है, वह गलत है। महु मध्य प्रदेश के मुख्य मंत्री की कांस्टीचूएन्सी है, इस लिये उसको रोका गया है। अध्यक्ष महोदय, मेरे दोनों प्रश्न का स्पष्ट उत्तर दिलवाइये।

**SHRI D. R. CHAVAN:** I am giving the information that has been supplied by the Chief Election Commissioner and the Chief Secretary, Madhya Pradesh Government. Whether drought is declared in Indore district or not that information is not with me.

**डा० सक्षीलारायण पांडेय :** वहां उन का पेटीशन चल रहा था इस लिये चुनाव रोका गया है। उन के लिये कोई गवाही नहीं दे रहा है—दूसरे वहां सूखे की स्थिति नहीं है .....

**MR. SPEAKER:** The Minister has said that he is giving the information as is supplied by the Chief Election Commissioner.

**डा० सक्षीलारायण पांडेय :** मेरे साफ़ साफ़ पूछा है—इन्दौर जिला सूखा प्रस्त या अकाल प्रस्त जिला घोषित नहीं किया गया है, वहां के लोग दूसरे जिलों मे नहीं गये हैं; वहां सारी मशीनरी ठीक ठीक काम कर रही है—उसके बाबजूद भी आप को गलत जानकारी दी गई है .....

**SHRI D. R. CHAVAN:** I have already stated I go on the basis of the information given by the Chief Election Commissioner and the Chief Secretary, Madhya Pradesh Government. They said there is large-scale movement of population and these areas are affected by drought. Beyond that I do not have any information.

**डा० सक्षीलारायण पांडेय :** अगर आप को गलत जानकारी दी गई है तो आप उन के खिलाफ़ कार्यवाही कर सकते हैं। आप सदन को जो जानकारी दे रहे हैं, वह गलत है, भ्रमपूर्ण है।

**SHRI S. A. SHAMIM:** The hon. Minister has to give a direct answer to the specific question which has been asked, that is, if elections can be held in Indore Parliamentary constituency why not the elections could be held in Mahu Assembly constituency? How is it in the first case no notice was taken of the drought whereas in the second case notice taken?

**SHRI D. R. CHAVAN:** The point is the Election Commission is an authority set up under the Constitution of India. It is for the Election Commission which is an independent body to be satisfied about the appropriate time to hold or not to hold this election. The notification was to be issued on 25th January and the election was to be held on 25th Feb., 1973. The Mahu constituency vacancy was caused on account of the resignation of Shri P. C. Sethi in 1972 and the scheduled caste constituency was caused on account of the death of Smt. Minimata on 12-8-1972. For the Mhow constituency, the date is 22-3-72 and for the Jarhagaon assembly constituency 10-6-72.

**श्री शारदानन्द राय :** क्या मंत्री जी बतायेंगे जब मध्य प्रदेश सरकार ने इन्दौर जिले को अकाल क्षेत्र घोषित नहीं किया और अकाल क्षेत्र होने के नाते महू में चुनाव नहीं कराया तो फिर क्या बजह थी कि इन्दौर में पर्लियामेन्टरी चुनाव कराये गए?

**जगदल महोदय :** बार बार वही सवाल आ रहा है। जो सवाल एक दफा पूछा गया दूसरी दफा दूसरे ने पूछा। इससे क्या निकलेगा? वही जवाब देंगे। (व्यवहार)

**SHRI D. R. CHAVAN:** The first part of the question is why elections were not held. I answered it by saying that the Election Commission is the constituted authority

under the Constitution and is an independent body and it is for the Election Commission to decide when to hold election or when not to hold it.

About the second part, about the non-declaration of drought in the Indore area, I have given the answer on the basis of the information given by the Chief Electoral Officer and the Chief Secretary. I myself have not got information; I have to get it from them.

MR. SPEAKER: That is enough. He has passed on the information received by him. (Interruptions)

**श्री फूलबाब बर्मा :** मैं यद्दी महोदय से जानना चाहता हूँ क्या किसी सम्बद्ध सदस्य ने जब यह चुनाव स्थगित हुआ था उसके सम्बन्ध में आपको एक टेलीप्राम दिया था ? साथ साथ मैं यह भी जानना चाहता हूँ क्या महू चुनाव पिछले तीन बार स्थगित नहीं हुआ—एक बार स्थायालय में चुनाव याचिका के कारण, दूसरी बार कांग्रेस के आपसी भगड़े के कारण और तीसरी बार जो गलत इन्फार्मेशन दी गई है कि इन्दौर में सूखा पड़ा उस बहाने के कारण—तो मैं जनना चाहता हूँ मध्य प्रदेश के जो चुनाव अधिकारी हैं श्री चौधरी, क्या वह पूरी तरह से चीफ सेकेटरी की जेब में नहीं हैं ?

**प्रधानमंत्री महोदय :** यह सवाल नहीं है कि कौन किसकी जेब में है। (व्यवस्थापन)

I am sorry. I have allowed so many questions. There is nothing coming out except that the Minister has given the reply already.

SHRI H. M. PATEL: The Minister says that the Election Commission is

an autonomous body and therefore Government is not in a position to ascertain from the Commission why they allowed this postponement. That is an answer which, it seems to me, cannot be accepted. There are two points involved in this question, one, that the Indore parliamentary election was held....

AN HON. MEMBER: He is repeating.

SHRI H. M. PATEL: How else do I clarify it? Mr. Maurya asked for the date on which the seat in this constituency fell vacant. The Lok Sabha constituency state fell vacant about the same time as the Mhow constituency seat. Mhow constituency is part of the parliamentary constituency

SHRI D. R. CHAVAN: I said that for the Scheduled Castes parliamentary constituency, one seat fell vacant on account of death of Minimata on 12-8-1972. About the seat that fell vacant in the Mhow constituency, that was on 22-3-1972.

SHRI H. M. PATEL: That is earlier. The Mhow constituency seat fell vacant earlier to the vacancy in the Lok Sabha constituency. So, the reasons given are entirely unjustified, untenable. I think the Minister owes it to the House to say, "I will seek a clarification from the Madhya Pradesh Government on the facts which have just now been brought to my notice." That is the least that he can do. He cannot just say, "No"

SHRI D. N. TIWARY: The whole election matter is in the hands of the Election Commission. I want to know whether the Government has got any hand in those elections or whether the Election Commission alone conducts the elections. If the Election Commission conducts the elections, how is the Minister responsible?

MR. SPEAKER: The Minister has explained the same position to him.

**SHRI DINEN BHATTACHARYYA:** May I know whether the Election Commission depends for the date or the time when a bye-election should take place only on the report sent by the State Government, or, whether there is a mechanism at the Centre, in the Ministry, to ascertain whether there is any possibility or whether there is any failure in holding an election anywhere? What is the criterion?

**SHRI D. R. CHAVAN:** The procedure is that the Election Commission acts on the basis of the information supplied by the State Government. In consultation with the State Government, the Election Commission decides.

**MR. SPEAKER:** I am sorry this question has taken so much time. We will try to save it on others now.

**Re-organisation of Zonal Consultative Committee of Members of Parliament**

\*687. **PROF. NARAIN CHAND PARASHAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a demand has been made during the course of discussion on the Railway Budget for the re-organisation of Zonal Consultative Committees of Members of Parliament for better consultation and discussion of the problems of the various regions;

(b) if so, whether it is proposed to reorganise these Committees on the old pattern i.e., 16 Regional Committees; and

(c) whether any immediate re-organisation of the Zonal Consultative Committee of Members of Parliament for Northern Railway is being considered, on Divisional basis, especially in view of the fact that the present Committee consists of more than 200 Members of Parliament, and no worthwhile discussion is possible in such a large body?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes, Sir.

(b) and (c). No, Sir. Government having experimented with Regional Committees during 1970 are of the view that they were not as effective as the present Zonal Committees of M.Ps. This being the position Government are not considering the re-organisation of the Northern Railway Zonal Committee of M.Ps. on Divisional basis. For dealing satisfactorily with Railway Users problems, at present we have also the Zonal Railway Users' Consultative Committees at the Railway Headquarters' level and Divisional Railway Users' Consultative Committees at the Divisional level, in which M.Ps., M.L.As., and other interests are represented.

**PROF. NARAIN CHAND PARASHAR:** In answer to part (c) of the question, the hon. Deputy Minister said that the old committees were not effective. May I know that as Parliament appoints a Committee of 45 Members, as the maximum strength, from both the Houses, here, the railways appoint a committee which has more than 100 members on it? Is it a committee or a mini Parliament, and how is it that any worthwhile discussion is possible when 108 members are seated around and you cannot find any time for one member to speak? I would like to know what is the reason for this, that the old method was regarded as ineffective. How do you regard this committee with more than 100 members to be more effective when they sit for a short interval of two to three hours and hold a discussion?

**SHRI MOHD. SHAFI QURESHI:** It does not depend on the strength or the number of committees, but upon the effective functioning of a committee. For instance, we have this procedure, namely, at the divisional level, there is a divisional

railway users' consultative committee. There is a zonal railway users' consultative committee at the zonal level. Then there are nine parliamentary committees for all the zones, of which two meetings are held in a year. Then there is a major consultative committee of which three meetings are held in a year. If we constitute those committees as has been desired by the hon. Member, I think the Minister and the Members will have to sit throughout the year on these committees.

MR. SPEAKER: That is what he wants.

PROF. NARAIN CHAND PARASHAR: Sir, he has not replied to the main question. What is the utility of such a committee when even a committee of both Houses of Parliament, a Joint Committee, has a maximum strength of 45? What is the justification for a committee to have 108 members or more than that? Secondly, does he expect the members to participate? Does he expect the members not to speak? What sort of development does he expect?

MR. SPEAKER: I think that it is quite unusual for such questions to come up. You put a question on the basis of what was discussed in the current budget debate. Now, you are putting supplementaries on the same basis. This is a very unusual procedure that has been followed in this connection. I am sorry I may have to go into that. Otherwise, tomorrow, you may again come up with a question on the basis of the one asked by Shri Patel or any other member.

PROF. NARAIN CHAND PARASHAR: Sir, this question flows from the answer given. I want to know as to how a Committee of 108 Members can be more effective than the Zonal Committee pattern which the Ministry was following earlier. In answer to another question he referred to the Users' Committee, this Committee

and that Committee. All the M.P.s are not there. In such a Committee with 108 Members, how much time one Member gets in order to present the problems of his region in such a Committee in which 108 Members are present? Would there be sufficient time for the Member to discuss about the development of the area concerned?

SHRI MOHD. SHAFI QURESHI: In the Consultative Committee only policy matters are discussed. An agenda is formed and the papers are circulated to all the Members of these Committees. The hon. Member says that a large number of Members are represented on this Committee wherein matters connected with the Member's constituency are taken up.

I say it is very useful to us.

श्रीमती श्रीला कौल : अभी मंत्री महोदय ने कहा कि यूजर्ट कमेटीज मुख्तिलिक लेविल पर बनी हुई है, लेकिन मैं जानता चाहती हूँ कि क्या उन्हें यह लालूब है कि वे जो कमेटियाँ हैं उनकी कार्यवाही देखें, मिसाल के लिये यूजर्ट कमेटी, तो यहाँ होता है कि हर ओज रेफर की जाती है रेलवे बोर्ड को, और कोई उस पर एक्शन उस लेविल पर नहीं लिया जाता है। तो यह बड़ी दिक्कत की बात है।

श्री नृह मह शर्मी कुरेशी : जनरल मरेजसं को अक्षियारात दिये गये हैं कि वह जोनल कमेटीज के फैसलों पर अम : नहीं। अगर कोई ऐसा फैसला वहाँ कर लिया जाय जिसमें रेलवे बोर्ड या रेलवे मिनिस्ट्री की इचाजत की जल्दत होती तो वही जामला रेलवे मिनिस्ट्री को आता है। लेकिन जनरल कोई और शिकायत माननीय सदस्यों को है तो उसको देखा जा सकता है।

SHRI R. S. PANDAY: The very idea of forming the Consultative Committee like the Zonal Committee is just to have suggestions from the Members

of Parliament and other members representing the Chambers etc Public grievances etc, made are brought before this Committee. We would like to be informed in the House on how to implement those suggestions which were made by the Members. You might remember that we were told that in all the Users' Committee, Consultative Committee and other Committees an agenda is drawn up and discussion takes place. But, nothing happens afterwards. Everything is referred to the Railway Board. I happen to be a Member I know that nothing else happens. This is my main grievance. And so, may I know whether the hon. Minister has any detailed information in regard to the matter. If so, let us know as to how far he has been able to implement those suggestions or grievances which were advanced by the Members of these Committees.

**SHRI MOHD SHAFI QURESHI**  
 Sir, the suggestions made by the hon. Members are carried out within the availability of funds with the Railways. We are spending about Rs. 4 crores on amenities to the passengers. This amount is actually spent by the Zonal Committees. So, it is not that all the suggestions made by the Members are brushed aside. Only those suggestions which involve a heavy expenditure and which are beyond the Railways are not implemented.

**भ्रष्टाचार के आरोप में पूर्वोत्तर रेलवे के कर्मचारियों को बण्ड**

\* 688. **श्री भूसवन्द डागा :** क्या रेल भर्ती पहुंच बताने की कृपा करेंगे कि

(क) 30 जून, 1972 को समाप्त होने वाली तिमाही में पूर्वोत्तर रेलवे के विभिन्न विभागों में विभिन्न पदों पर काम कर रहे कितने कर्मचारियों को भ्रष्टाचार के आरोप में बण्ड दिया गया, और

(ख) उन व्यक्तियों के नाम क्या हैं तबा उनको किस प्रकार के आरोपों के लिये दण्ड दिया गया और किस प्रकार का दण्ड दिया गया ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI)** (a) Seventy, Sir in addition seven employees were administered warning.

(b) A statement is laid on the Table of the House [Placed in Library See No LT-4779/73]

**श्री भूसवन्द डागा :** भ्रष्टाचार देश के लिये अभिशाप है, और आपने आइटम नम्बर 10 में श्री रामलोकन सिंह के बारे में लिखा है

Realisation of illegal money from passenger

इसी तरह से आइटम नम्बर 41 पर लिखा है कि

Acceptance of illegal gratification

इनके लिये आपने सजा दी है वारनिंग और इन्क्रीमेट रोक दिया है। तो देश के अन्दर जो इल्लीगल प्रेटिफिकेशन ले ले उसका इडियन पीनल कोड में चालान नहीं करना चाहिए और इन्क्रीमेट रोक देना चाहिये। क्या यह सजा काफी है ? जिन्होने रिक्वेट का पैसा लिया है उनको कम सजा दे, क्या रेलवे में भ्रष्टाचार को मिटाने का यही तरीका है जो उदाहरण मैंने दिये हैं ? जिन्होने इल्लीगल प्रेटिफिकेशन ले लिये उनका इन्क्रीमेट रोक दिया एक साल के लिये बस यही सजा है, या उनको प्रोसीब्यूट करना चाहिये ?

**श्री मुहम्मद शाकी खुरैशी :** स्पीकर साहब, इसमें दो रायें नहीं हो सकती कि जो रिक्वेट लेता है उसको पूरी सजा मिलनी

आहिये । लेकिन जहां तक रेलवे कर्मचारी हैं जिनके बिकाफ कर्मचारी लाये गये हैं उनको सजा देने का भ्रष्टतार वहां के डिविजनल या जोनल सेविल के अफसर हैं उनको अधिकार होता है । अबर कोई इस किस्म का केस हो जहा ज्यादा सजा देनी चाहिये उस पर भी गौर किया जायेगा । आपने जो दो केसेज देकर किये हैं, मैं जाच कराऊगा कि इनको क्यों कम सजा दी गई है ।

**श्री भूलचन्द डाला :** आज कल सभी रेलवे कर्मचारी बिना टिकट यात्रियों को अपने साथ ले जाते हैं उनको कम सजा मिलती carrying passengers in Sleeper coaches without tickets

यानी बानिंग दे देते हैं । आइटम नम्बर 75 में कोई सजा नहीं, यह तो बड़े बात है । या तो रेलवे बोर्ड में भी भ्रष्टाचार है । और भ्रष्टाचार को मिटाने का यही एक तरीका है कि ऐजेंस्लरी पनिशेमेट होना चाहिये । यह जो रेलवे कर्मचारी है जिनसे देश आशा करता है कि आपने कर्तव्य का पालन करेंगे, उन भ्रष्टाचारियों को कोई सजा नहीं । केवल बानिंग और इक्सीमेट रोकता, इसके सिवा और कोई सजा नहीं है ? इससे ज्यादा हमारा कट्टी गिर नहीं सकता है ।

**श्री महानाथ शास्त्री कुरंशी :** माननीय सदस्य ने यह कहा है कि ऐजेंस्लरी पनिशेमेट देना चाहिये, मैं उससे सहमत हूँ । लेकिन यह जो सजायें हैं यह भी कानून की तहत दी गई है । अब या तो कानून बदलना पड़ेगा

बेटरेट पनिशेमेट के लिये । लेकिन मौजूदा ऐक्ट में पनिशेमेट है इनकीमेट स्टैम करना और पासेज कम कर दिये जायें या कुछ भियाद के लिये ये स्टैम कर दी जाये । लेकिन अगर इस पर सारे सदस्य एक राय हो मिलते हैं तो कानून में अमेडमेट लाया जा सकता है ।

**श्री नानूराज अहिरलाल :** अध्यक्ष महोदय, मती जी ने उत्तर दिया कि अगर कोई पैसेजर बिना टिकट यात्रा करता है तो उस पर जुर्माना होता है, और जेल में ले जाया जाता है । लेकिन अगर रेलवे का स्टाफ किसी को बिना टिकट ले जाय तो क्योंकि तो सजा देते हैं, यह कहा तक उचित है ?

**अध्यक्ष महोदय :** अच्छी राय दी है आपने । प्रश्न का जवाब क्या देये मती जी ।

**SHRI RANABAHADUR SINGH**  
During the course of the budget debate it has come to the notice of the House that the Railway Ministry is contemplating to change the laws whereby if any non-official person damages some railway property, he would be penalised with imprisonment and it is also possible that this might also be stretched to life imprisonment. May I know how this present law wherein, according to the minister, for offences mentioned in this list, penalties laid down are only stoppage of increment, warning, etc., balances with the proposed law whereby a non-official person damaging the railway property may be sentenced to life imprisonment?

**SHRI MOHD. SHAFI QURESHI:** It depends upon the seriousness of the offence. So far as destruction of railway property is concerned, it is our feeling that the present law is not sufficient to punish the culprits. That is why we are trying to make it more deterrent so that destruction of railway property will have a punishment of not only imprisonment for life but also death if necessary. But these are the offences committed by the railway employees and there is a procedure laid down to deal with such cases. It is the appropriate authority which decides what the punishment should be. In cases where it is felt that the punishment has not been commensurate with the offences committed, if the matter is brought to the notice of the railway administration action is taken on that. I will go through the entire list and see if lesser punishment was given when more deterrent punishment can be given.

**SHRI DINESH CHANDRA GOSWAMI:** The hon. Minister has just now said that punishment has been given in accordance with the rules. May I know whether under the railway rules "warning" is one of the prescribed penalties. In the case of item No. 72, where there is 'wrong placement of timing of engine to show favour to the coal contractor" the employee has only been warned, which is not one of the prescribed punishment. In that view of the matter, will he take action against the officer who was authorised to give this punishment?

**SHRI MOHD. SHAFI QURESHI:** If the officers concerned have not dealt with these cases according to the rules, I will certainly look into them.

**SHRI N. K. P. SALVE:** A very diligent study of the statement made by the Minister is not necessary to find out that the guilty people have been treated in an extremely casual and lighthearted manner. Item No. 10 relates to Shri Ram Lochan Singh. The charge is realisation of illegal money

from passengers and the punishment is withholding of increment for two years. Item No. 25 is extraction of money from passengers without EFT and the punishment is withholding increment by two years. In another case, for carrying of material unauthorisedly the punishment is withholding of increment by six months. It is merciful that they have not been awarded Padma Shri (Thisra). Will the Minister agree to appoint a Vigilance Department, which is treating this matter in such a casual manner, or will he assure the House that he will look into all these cases and also the working of the Vigilance Department?

**SHRI MOHD. SHAFI QURESHI:** I suppose these two cases were referred to earlier by Shri Daga when I said that I will certainly look into them and if it found that the punishment awarded is less, more punishment will be given to the guilty.

**SHRI N. K. P. SALVE:** The Vigilance Department is not functioning vigilantly as its nomenclature suggests. Will he take action against the Vigilance Department?

**SHRI MOHD. SHAFI QURESHI:** Whoever is found guilty according to law will be seriously dealt with.

निवोला गांव से निकट रेलवे फाटक पर रेल के उपरि पुल का निर्माण

\* 691. श्री गंगा भरण द्वैतित : क्या रेल बंद्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने बरहानपुर तहसील के निवोला गांव के निकट के रेलवे फाटक पर रेल के उपरि पुल बनाने का प्रस्ताव भेजा है ; और

(ख) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MORD. SHAFI QURESHI): (a) No Sir.

(b) Does not arise.

श्री चंगा चरण दीक्षित : रेलवे फाटक जिस सड़क पर स्थित है उस सड़क पर अवागमन बहुत भारी और ट्रैफिक ज्यादा होने के कारण मार्ग घबड़ रहा करता है। मैं जानना चाहता हूँ कि क्या शासन यहाँ एक पुल बनाने का प्रयत्न करेगा ?

श्री नृहन्द शर्की कुरेंशी : अधिकर विज्ञ बनाने का जो भागला है इसमें स्टेट गवर्नरेट्स को लागत की जिम्मेदारी लेनी पड़ती है। रेलवे का सेपोर्ट फ़ाइड इसके लिये है। लेकिन स्टेट गवर्नरेट्स को लिख रोड़न बौरह बनाने का भी जिम्मा लेना पड़ता है। अगर स्टेट गवर्नरेट्स यह जिम्मा ले से और लिक रोड़न बनावे तो रेलवे को पुल बनाने में कोई दिक्षाज नहीं होगा।

श्री चार० बी० चड़े : क्या यह सही नहीं है कि स्टेट ने आपको कहा है कि हम प्रयत्न लिखा देने को तैयार हैं लेकिन आपका कोई वचाब उसको नहीं मिल है ?

श्री नृहन्द शर्की कुरेंशी : स्टेट गवर्नरेट्स की तरफ से कोई प्रोग्रेस नहीं प्राप्त है।

सरकारी और वैर-सरकारी लेव में लिहारे के तेल के उत्पादन की प्रतिशतता

\* 694. श्री चूलचंद बर्मी : क्या केंद्रप्रियाम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) सरकारी लेव और वैर-सरकारी लेव में अलग-अलग कितने प्रतिशत मिट्टी के तेल का उत्पादन होता है, और

(ब) पिछले तीन वर्षों के दौरान मिट्टी के तेल की भाग का वर्ष-वार व्योरा क्या है और सरकारी व वैर-सरकारी लेवों द्वारा इस भाग को किस प्रकार बूरा किया गया ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) (a) and (b) A statement giving the desired information is laid on the Table of the House.

#### Statement

The production of kerosene oil in public and private sectors during 1970, 1971 and 1972 is shown below

('000 tonnes)

Production	Public Sector	Percentage share	Private Sector	Percentage share	Total
1970 . . . . .	1861	69.9	1051	36.1	2912
1971 . . . . .	1909	63.7	1086	36.3	2995
1972 . . . . .	1861	66.2	952	33.8	2813

2. During the last three years demand for kerosene oil was met fully by supplementing the indigenous availability of the product with imports. All imports of petroleum products are

channelised through the public sector Indian Oil Corporation.

3. The actual sales of kerosene oil by the oil companies in the public and the private sectors during the years 1970, 1971 and 1972 are shown below:

('000 tonnes)

	Sales	Sales by public sector companies	Percentage share	Sales by Private Sector cos.	Percentage share	Total
1970 . . . . .	1977	60.6	1284	39.4	3262	
1971 . . . . .	2321	67.1	1137	32.9	3457	
1972 . . . . .	2413	68.9	1091	31.1	3504	

श्री फूलचन्द बर्मा : देश में विजली की, जलाऊ गैस की तथा कोयले की कमी है। इसके कारण मिट्टी के तेल की माग बढ़ रही है। तेल का उचित मूल्य पर वितरण हो सके क्या इसको करने के लिए आप वितरण की सारी व्यवस्था अपने हाथ में ले रहे हैं?

श्री देवकान्त बर्द्धा : सदस्य महोदय ने अपने प्रश्न का जवाब आप ही दे दिया है। उन्होंने विजली और खास करके कोयले की कमी का जिक्र किया है। इस कारण से कैरोसीन आयल की मांग काफी बढ़ गई है। लेकिन उत्पादन बढ़ाना इतना आसान नहीं है। इसलिए हम लोग बाहर से मंगाने का प्रयास कर रहे हैं। 6 लाख टन अभी रशिया से मंगाया गया है और वह आ रहा है और उसके आने से आवाद की काफी पूर्ति हो जायेगी। आप ने जो हाथ में लेने की बात कही है उसके बारे में मैं बताना चाहता हूँ

कि कैरोसीन एसेशियल कमोडिटीज नएक्टमें आता है और स्टेट गवर्नमेंट्स ने किसी किसी जगह इसके ऊपर कट्रोल भी लगाया है। लेकिन अभी तक ऐसी कमी नहीं हुई है कि हमें सब नियन्त्रण करने की ज़रूरत पड़े।

श्री फूलचन्द बर्मा : पिछले दिनो मध्य प्रदेश, गुजरात, दिल्ली आदि में मिट्टी का तेल ब्लैक में 1 रुपया 50 पैसे के भाव से बिका है। आपकी जानकारी में यह बात आई है या भही मुझे पता नहीं लेकिन मेरी जानकारी में तो यह आई है। आम जनता को मिट्टी का तेल आसानी से नहीं मिलता है। आपने स्टेटमेंट में बताया है कि 1972 में 36.2 परसेंट सरकारी और 33.8 परसेंट गैर सरकारी क्षेत्र में तेल का उत्पादन हुआ है। उसी प्रकार आप ने बिक्री के बारे में बताया है कि 68.9 परसेंट पब्लिक सेक्टर कम्पनीज और 31.1 परसेंट प्राइवेट सेक्टर कम्पनीज ने

इसकी विकी की है। इसके बाबजूद भी लोगों को सुपर्यंता से मिट्टी का तेल नहीं मिलता है, उनकी आवश्यकताओं के अनुसार नहीं मिलता है। मैं जानना चाहता हूँ कि क्या आप इसके लिए कोई प्रभावी कदम उठाने जा रहे हैं ताकि लोगों को आसानी से मिट्टी का तेल अपनी आवश्यकताओं के अनुसार मिल सके? तत्काल इसके बारे में आप कौन से कदम उठाने जा रहे हैं?

**श्री देवराम बस्ता :** किसी चीज़ की कमी होती है तो उसका एक ही उत्तर है कि उस कमी की पूर्ति की जाये। इसीलिए बाहर से मंगाना जायज़ समझा गया।

हमें जानकारी तो है कि बहुत सी जगह कमी हुई है और स्टेट गवर्नर्मेंट्स को हम लोगों ने इंस्ट्रक्शंज़ दे दी है कि वे इसको ठीक से सम्भाले। जहां जहां उनसे इतिला मिलती है हम तेल और डीजल भेजने की चेष्टा कर रहे हैं और भेज भी रहे हैं।

**SHRI P. VENKATASUBBAIAH:** From the statement laid on the Table by the hon. Minister with regard to production figures, we find that in 1970 the production was 1861,000 tonnes and it went up to 1909,000 tonnes in 1971, but has come down to 1861,000 tonnes in 1972. The production in 1972 has come down compared to the production figure of 1971. May I know what are the reasons for this reduction in production of kerosene in this country and what action the hon. Minister is going to take to step up production consistent with the availability of mineral oil in our country?

**SHRI D. K. BOROOAH:** The hon. Member would have noticed that the fluctuation in production had been marginal. It was 1861,000 tonnes in 1970, 1909,000 tonnes in 1971, and

1861,000 tonnes in 1972. The difference has been marginal. In production you cannot always produce entirely, hundred per cent. There will be certain fluctuations.

I quite agree that there is a shortage of kerosene in this country and, therefore, we are making good this amount by importation of kerosene oil. If our new refineries come up, Haldia comes up and expansion of Cochin takes place—it has already taken place; it is going to be commissioned—I am sure, if not fully at least substantially, our demands will be fulfilled.

**SHRI P. VENKATASUBBAIAH:** My question has not been answered. In 1970 the production was 1861,000 tonnes. Again in 1972 it has come down to 1861,000 tonnes after having gone upto 1909,000 tonnes in 1971. I wanted to know the reasons for the reduction in production. There may be marginal fluctuations, but the fluctuations should be on the side of increase and not on the side of decrease.

**SHRI D. K. BOROOAH:** When there is fluctuations, sometimes there is increase and sometimes there is decrease.

**SHRI C. T. DHANDAPANI:** According to the statement given by the hon. Minister, the total production under private sector from 1970 to 1972 was 3,080,000 tonnes, but the sales by private companies during the period were 3,512,000 tonnes. In paragraph 2 of the statement, the Minister has stated that all imports of petroleum products are channelised through the public sector Indian oil Corporation only. The total production was 3,080,000 tonnes but the sales by the private sector companies were 3,512,000 tonnes. How do you explain this increase of about 500,000 tonnes in the sales by private sector companies?

**SHRI D. K. BOROOAH:** In the sale of petroleum products, there is a thing called product exchange. When IOC sells any oil in that sector, they take

it from ESSO. In Bihar when ESSO and Caltex sell any products there, they take from Barauni only. So, there is the system of product exchange. In product exchange, there is, sometimes, fluctuation.

**SHRI C. T. DHANDAPANI:** My specific question was this. In your statement, you have stated that the total sales by private sector companies from 1970 to 1972 were 3,512,000 tonnes, but the total production in that period was only 3,080,000 tonnes. How do you explain this increase of about 500,000 tonnes?

**SHRI D. K. BOROOAH:** It is sold by different companies. Sometimes they function in the same area; sometimes they function in other areas. For example, IOC sells oil in certain areas where there is no public sector refinery. In Upper Assam they take it from Digboi. The private companies also, when they distribute oil, do not always get from their own refinery but get from our refinery also

That is why, sometimes, there is a difference.

**Fertiliser Manufacturing Units in Private and Public Sectors with production capacities**

\*605. **SHRI D. B. CHANDRA GOWDA:**

**SHRI DHARAMRAO AFZAL-PUKAR:**

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

(a) the number of Fertilizer manufacturing units in the country in private and public sectors along with their production capacities and actual production, separately; and

(b) whether the fertilizer plants are located at places from where it is not convenient to transport fertilizers to far off places economically and expeditiously?

**THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K BOROOAH):** (a) A statement is laid on the Table of the House.

(b) No Sir.

**STATEMENT**

*Statement showing the fertilizer units in operation, their installed capacities and Production for the year 1972-73*

('000 tonnes)

	Nitrogen		Phosphates	
	Installed capacity	Actual production (April-72 February 1973)	Installed capacity	Actual Production (April-72 February 1973)
			1	
	1	2	3	4
<b>A—Public Sector</b>				
Madras	164	92.8	85	47.4
Rourkela	120	46.2	..	..
Sindri	90	50.9	..	..
FACT	82	26.8	27	9.2
Alwaye Trombay	81	57.5	36	33.9
Nangal	80	50.6	..	..
Gorakhpur	80	63.6	..	..
Nayveli	70	20.3	..	..
Namrup	45	28.9	..	..
Single Super-phosphate	..	..	36	12.7
By-product units	12	9.9	..	..
<b>TOTAL(A)</b>	824	447.5	184	103.2

	1	2	3	4
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**B Private Sector**

Gujarat, Baroda	.	.	216	181.8	50	27.8
Kanpur	.	.	200	147.3	.	.
Kota			110	115.8		..
Vizag	.	.	80	54.2	73	55.9
Indore	.	.	16	11.0	10	7.6
Varanasi	.	.	10	4.9		
Single Super-phosphate	.	.		.	172	99.7
Triple Super-phosphate	.				11	2.2
By-products	.	.	8	4.5		
<b>TOTAL—(B)</b>	.	.	<b>640</b>	<b>519.5</b>	<b>316</b>	<b>193.2</b>
<b>GRAND TOTAL—(A) + (B)</b>			<b>1464</b>	<b>967.0</b>	<b>500</b>	<b>296.4</b>

**NOTE**—There are 28 single super-phosphate production units, out of which 4 are in the public sector and 24 in the private sector.

**SHRI D B CHANDRA GOWDA**  
The statement makes it very clear that the State of Mysore does not have any fertiliser-producing unit. May I know from the hon. Minister what arrangements have been made to meet the fertiliser requirements of Mysore?

**SHRI D K BOROOAH** Does the hon. Member mean production of fertiliser? Mangalore Fertilisers has already been started. A fertiliser factory is being built in Mangalore.

**SHRI D B CHANDRA GOWDA**  
What is the present arrangement? That I want to know.

**SHRI D K BOROOAH** They have to get fertilisers from the FCI or Pool or from the private organizations.

**SHRI D B CHANDRA GOWDA**  
There was specific reason in my asking this question. It has been said that so far as distribution of fertilisers is concerned, south has been treated as south and north has been treated as north. If that is the fact what are the reasons? If not would the Ministry consider and see that fertiliser produced in north India reaches the south?

**SHRI D K BOROOAH** I am not able to follow what the hon. Member wants. Will he kindly repeat his question?

**SHRI D B CHANDRA GOWDA** It has been said that the Government has decided that fertiliser produced in South India is confined to the south.

and that produced in the north is confined to the north. If that is the fact, what are the reasons? If not, would he consider pushing the fertiliser from the north to the south?

**SHRI D. K. BOROOAH:** The distribution of fertilisers depends upon the transport facilities and also the availability in the neighbourhood. Therefore, fertiliser is sold generally in the neighbourhood of the area in which it is produced.

**SHRI DINESH JOARDER:** The northern part of West Bengal, north Bengal, North Bihar and the western part of Assam is very rich in agricultural production. They grow paddy, tobacco, wheat, and sugar cane and many other agricultural products which are cultivated in the north-eastern parts of our country. But there is no fertiliser plant and there is no supply of fertiliser at all to the agriculturists there and because of this non-supply of fertilisers, the agriculturists suffer a lot. May I know from the Minister whether a fertiliser factory will be installed in this area and in the mean time, what arrangements will be made for the supply of fertilisers to the cultivators of this area?

**SHRI D. K. BOROOAH:** So far as the first question is concerned, regarding fertiliser factories, there is a fertiliser factory in Assam at Namrup and that supplies fertilisers to Assam, Western Assam and also for north-Bengal. The Sindhri fertiliser factory supplies fertilisers to parts of Bihar. There is another fertiliser factory at Gorakhpur, nextdoor to Bihar which supplies fertilisers to North Bihar.

But, I quite agree with the hon. Member that there is shortage of fertilisers in this area....

**SHRI JYOTIRMOY BOSU:** It is there all over the country.

**SHRI D. K. BOROOAH:** ... because there are no fertiliser factories there. That is why, the Barauni fertiliser plant is being set up and it is almost complete now and we are going to build one in Haldia and I hope another one is being contemplated in Bihar with the result, I hope, these fertiliser factories will be able to provide the entire region with whatever fertilisers they require.

**MR. SPEAKER:** Now, Short-Notice Question ..

**SHRI DINEN BHATTACHARYYA:** Sir, it is not Short-Notice. Notice was given ten days back. How can it be treated as Short Notice, Sir? He has left in the meanwhile; he has some other programme.

**MR. SPEAKER:** The Member is absent. Next item. Calling Attention. Shri Jagannathrao Joshi.

#### WRITTEN ANSWERS TO QUASTIONS

**Committee to go into Recruitment, Training, Pay Scales and Service Condition of Signal and Tele-Communication Staff**

\*682. **SHRI RAJDEO SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a Committee was set up to go into the question of recruitment, training, pay scales and service condition of Signal and Telecommunication Staff;

(b) whether final report of the Committee has been received; and

(c) if so, the gist of the recommendations and the action taken thereon?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes, Sir.

(b) Yes, Sir.

(c) A gist of recommendations of the Committee is placed on the Table of the Sabha. The recommendations have been examined by the Railway Board and views of the organised labour have been called for. The Federations have been asked to send their replies by 20th April, 1973 and instructions will be issued thereafter.

Physics as optional subjects. They may be given training for two years.

**GIST OF RECOMMENDATIONS MADE BY THE COMMITTEE APPOINTED FOR REVIEW OF THE RULES REGARDING RECRUITMENT, TRAINING, SYLLABUS, ETC. FOR INSPECTORS AND ARTISAN STAFF OF THE SIGNAL & TELECOMMUNICATIONS DEPARTMENT OF THE INDIAN RAILWAYS.**

1. Direct recruitment of Asstt. Signal Inspectors should be confined to diploma holders in Electrical and/or Mechanical Engineering. The period of training should be three years which will include 11-1/2 months course in Indian Railways Institute of Signal Engg and Telecommunication, Secunderabad.

2. The quota for promotion from Electrical Signal Maintainers and Mechanical Signal Maintainers should be fixed as 60 per cent and 40 per cent of the number of posts of Asstt. Signal Inspectors to be filled in by promotion.

3. Recruitment of Graduate Engineers in the grade of Rs. 335-425 should be stopped but the proportion of posts of Asstt. Signal Inspectors to be filled in by direct recruitment should be raised from 40 per cent to 50 per cent.

4. Draftsmen in service may be selected for promotion as Asstt. Signal Inspectors limited to 10 per cent of the total vacancies in a year.

5. Recruitment of Asstt. Telecommunication Inspectors should, in the present context, be only from Science Graduates with Mathematics and

Physics as optional subjects. They may be given training for two years.

6. Direct recruitment to higher grade posts of skilled Artisans in scale Rs. 130-212 for maintenance of complex Telecommunication Equipment should continue. Quota for promotion to Asstt. Telecommunication Inspectors may be raised from 33-1/3 to 50 per cent.

7. The existing system of recruitment to 25 per cent of vacancies by Graduate Engineers in the grade of Rs. 335-425 may continue in the Telecommunication Branch.

8. Direct recruitment for Mechanical Signal Maintainers grade Rs. 110-180 upto 50 per cent of posts may be made as under:—

(i) From skilled Fitters on casual labour or from workshops, provided they have completed a minimum period of two years.

(ii) From Act Apprentices trained in Railway Signal Workshops who will be given a training of 12 months as Mechanical Signal Maintainers.

(iii) From I.T.I. trained fitters who will be given a training of 12 months as Mechanical Signal Maintainers.

9. Nature of skills required for the two categories of Signal Maintainers i.e. Electrical side and Mechanical side, is different and hence combining these two categories will not be feasible.

10. For the posts of Electrical Signal Maintainers in scale Rs. 110-180, 50 per cent of the vacancies will be by direct recruitment and 50 per cent by promotion.

11. 33-1/3 per cent of the vacancies of Electrical Signal Maintainers in grade Rs. 130-212 will be filled by promotion and 66-2/3 per cent by

direct recruitment with Matriculation with Science or equivalent qualification.

12. 50 per cent of posts of Telecommunication Maintainers in scale Rs. 110—180 should be filled by promotion and 50 per cent by direct recruitment. The direct recruitment may be made as under:

- (i) From skilled Telecommunication Fitters, from casual labour or from Signal Workshops provided they have completed a minimum period of two years.
- (ii) Electrical or Telecommunication Fitters from I.T.I. or other recognised institutions.

13. 50 per cent of Telecommunication Maintainers in scale Rs. 130—212 should be recruited directly. Direct recruitment to a small extent of about 25 per cent of the vacancies of Telecommunication Maintainers scale Rs. 175—240 may be made.

14. Wireless Maintainers—scale Rs. 110—180.

Direct recruitment to 50 per cent posts may be made as under:

- (i) From skilled Wireless Fitters, from casual labourers or from workshops provided they have completed a minimum period of two years.
- (ii) From Act Apprentices trained in Railway Signal Workshops.
- (iii) From I.T.I. trained Fitters.

15. Direct recruitment of Wireless Maintainers in scale Rs. 130—212 may be made upto 50 per cent whereas for scale Rs. 175—240 upto 25 per cent of the vacancies.

16. Teleprinter Maintainers should form part of category of Telecommunication Maintainers.

17. Vacancies reserved to be filled by promotion should not be carried forward beyond 2 years and deficiencies if any should be filled in by resorting to direct recruitment.

विदेशी कालतू पुजों से डीजल इंजनों की मरम्मत करना

\* 683. श्री घोंकार लाल बेरवा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सैकड़ों रेलवे डीजल इंजन विदेशी पुजों के अधाव में मरम्मत के लिए बेकार पड़े हैं,

(ख) देश में उन इंजनों में कितने प्रतिशत विदेशी पुजों का उपयोग किया जाता है; और

(ग) उन देशों के नाम क्या हैं जहां से ये फालतू पुजे आयात किये जाते हैं ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शाफ़ी कुरैशी) : (क) 1425 डीजल रेल इंजनों में से केवल 16 (पश्चिम जर्मनी से छोटी लाइन के जेड डी एम-2 टाइप के 7, ब्रिटेन से आयातित वाई डी एम-1 ट.इप के 7, अमेरिका से आयातित डब्ल्यू डी एस 1 टाइप का 1 और पश्चिम जर्मनी से आयातित डब्ल्यू डी एम 3 टाइप का 1 डीजल रेल इंजन) आयातित पुजों के अधाव से भारतीय रेलों पर रुके पड़े हैं।

(ख) देश में डीजल रेल इंजनों का निर्माण बाराणसी के डीजल रेल जन कारखाने और चित्तरजन के चित्तरजन रेल इंजन कारखाने में किया जा रहा है। बाराणसी के डीजल रेल इंजन कारखाने में डीजल रेल इंजनों के निर्माण में उपयोग किया गया आयातित पुजों का प्रतिशत (मूल्य के हिसाब से) 1972-73 के दौरान बड़ी लाइन के रेल इंजनों के लिए 13.2 प्रतिशत और गोटर

लाइन के रेल इंजनों के लिए 11.8 प्रतिशत था। डीजल इंटर्टों के लिए चित्तरंजन रेल इंजन कारबाने में निमित रेल इंजनों के सम्बन्ध में यह प्रतिशत 34 था।

(ग) आयातित पुर्जे मुख्यतः अमेरिका, कनाडा, ब्रिटेन और पश्चिम जर्मनी से भंगाये जाते हैं।

**New Trains placed under Diesel Traction**

\*685 SHRI M. RAM GOPAL REDDY:

SHRI YAMUNA PRASAD MANDAL:

Will the Minister of RAILWAYS be pleased to state how many trains which were introduced during December, 1972 to February, 1973 have been placed under diesel traction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Sir, only one pair of trains viz. 131 Dn/132 Up New Delhi-Mangalore/Ernakulam Jayanti Janata Express has been introduced with diesel traction during December, 1972 to February, 1973.

**Exceeding of Licensed Capacity by Pfizer India Ltd. for the manufacture of Tetracycline and certain other drugs**

\*689. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether M/s. Pfizer Limited, a foreign dominated firm, has exceeded the licensed capacity for the manufacture of Tetracycline, Oxy-tetracycline, Chloropamide;

(b) if so, what action is taken or proposed to be taken for contravention of the conditions of licenses granted to this firm; and

(c) what was the initial and what is the present foreign equity in this firm?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir.

(b) The question of taking action in the matter of production in excess of licensed capacity is under consideration, taking into account the essentiality of the drugs and the country's requirements of the same.

(c) Initial foreign share capital in 1950—Rs. 5.00 lakhs.

Present foreign share capital including capital raised by issue of bonus shares on capitalisation of Company's reserves in 1972—Rs. 420.03 lakhs.

**Supply of Paraffin Wax to Nagpal Ambadi Plant at Manali, (Madras)**

\*690. SHRI V. MAYAVAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether his Ministry are aware of the difficulties being experienced by the Nagpal Ambadi Petro-Chemical Refining Ltd. Manali, (Madras) in the matter of obtaining their feedstock supplies both from indigenous and imported sources and, if so, what action the Ministry has taken to assist the plant in overcoming these difficulties; and

(b) whether the Ministry propose to supply to Nagpal Ambadi Plant indigenously available Paraffin Waxes which are required to be blended with imported Micro-Crystalline Wax in the manufacture of Petrolatum?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). M/s. Nagpal Ambadi have been licensed to manufacture Transformer Oil and

other petroleum specialities, such as Light White Oil, Heavy White Oil and Petroleum Jelly. As regards the supply of feedstocks for these products, Transformer Oil Base Stock and raw material for Light White Oil are indigenously available from the Madras Refinery. Paraffin Wax is also indigenously available from the Assam Oil Company.

2. The other raw materials viz. Microcrystalline Waxes and base oil for manufacturing heavy white oil are imported from abroad. The Company proposed to import Microcrystalline Waxes from their own sources, which in the opinion of the Government was a semi-finished product, whose import at higher foreign exchange prices was not justified. The party w's advised to use Microcrystalline Waxes ordinarily imported on a competitive tender basis and used by other manufacturers resulting in saving in foreign exchange. After some initial resistance, the party accepted this advice and supply is being arranged accordingly.

3. As regards base oil for manufacturing heavy white oil, the company had been insisting on obtaining this from the United States. The Indian Oil Corporation has offered them an alternative oil imported from Rumania which on evaluation at the Indian Institute of Petroleum has been found suitable. The use of Rumanian Oil would also result in saving in foreign exchange. IOC have in stock sufficient quantity of Rumanian Oil to meet the requirements of this Base Oil for the next six to eight months.

4. The distribution of Paraffin Wax is controlled under the Paraffin Wax (Supply, Distribution and Price Fixation) Order 1972; it can be sold only in pursuance of Allotment Orders issued to industries by the "Competent Authorities" nominated in this behalf by the State Governments. M/s. Nagpal Ambadi have accordingly been advised to obtain their requirements from the State Government.

**National Holiday Allowance to Ministerial Staff booked to work on National Holidays**

\*692. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Ministerial Staff in Railways are booked to work on National Holidays;

(b) whether the non-ministerial staff booked to work on National Holidays are paid National Holidays allowances; and

(c) if so, whether Government propose to order payment of National Holidays Allowance to all Ministerial staff?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Only in exigencies of service some ministerial staff may be required to be booked to work on National Holidays.

(b) Such of the non-ministerial staff as are not allowed any of the public holidays, are paid monetary compensation for working on National holidays.

(c) No, Sir. Compensation for working on three National Holidays is admissible to those who are not allowed any of the public holidays. Normally Ministerial staff are allowed to avail themselves of the public holidays and are, therefore, not entitled to monetary compensation.

**Non-implementation of Agreement by the Management of Cochin Oil Refinery**

\*693. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 1190 on the 21st November, 1972 regarding non-implementation of agreement by the management of Cochin Oil Refinery and state:

(a) whether Government have since received the Conciliation officer's Report; and

(b) if so, the main features thereof and the steps taken in the matter?

**THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH):** (a) No, Sir.

(b) Does not arise.

**Stage of Construction and Estimated cost of Mangalore Fertilizer Factory**

\*696. **SHRI BHOGENDRA JHA:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Mangalore Fertilizer Factory in Mysore State would go into production by 1974;

(b) at what stage the construction of this plant stands now; and

(c) what is the estimated cost of this project?

**THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH):** (a) and (b). Yes, Sir. The project is expected to commence trial production by end of 1974. Construction work on the project is in progress and piling work is nearing completion. Foundation work for the buildings has also started. Plant and machinery are expected to be received from July/August 1973 onwards.

(c) The project was approved at an estimated cost of Rs. 57.50. crores

#### **Amendment of Patents Act**

\*697. **SHRI K. LAKKAPPA:**  
**SHRI P. GANGADEB:**

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

(a) whether Government are going to modify the Patents Act to curb its monopoly tendency; and

(b) if so, when it is expected to be done?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) The new Patent's Act, 1970 which aims, *inter alia*, to curb unrestricted growth of patent-based monopolies was brought into force only from the 20th April, 1972. There is at present no proposal to amend this Act.

(b) Does not arise.

**Complaints against Directors of M/s. Shalimar Tar Products Limited, Calcutta**

\*698. **SHRI INDRAJIT GUPTA:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any complaints of serious financial mismanagement and irregularities by the Directors, past and present, of M/s. Shalimar Tar Products Limited, 6 Lyons Range, Calcutta, have been received by Government;

(b) whether they relate to the period when the concern was under the Managing Agency of M/s. Turner Morrison, later transferred to Hungerford Investments Ltd.; and

(c) whether any investigation has been ordered into the affairs of the company?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE):** (a) Complaints had been received against the earlier management of M/s. Shalimar Tar Products (1935) Limited.

(b) They related to the period during which Turner Morrison & Co. Ltd. were the managing agents of M/s. Shalimar Tar Products (1935) Ltd. as also to the period during which the company was being managed by a Board of Directors.

(c) No investigation has been ordered under the Companies Act, but specific instances of offences under the Indian Penal Code noticed during the inspection of the books of account have been referred to the C.B.I. for investigation.

**Construction and Electrification of Broad Gauge line from Ahmedabad to Gandhinagar**

\*699. SHRI ARVIND M. PATEL:

SHRI D. P. JADEJA:

Will the Minister of RAILWAYS be pleased to state:

(a) the latest position regarding construction of Ahmedabad-Gandhinagar Broad Gauge line;

(b) whether Government propose to electrify this line alongwith the electrification of Virar-Sabarmati track; and

(c) whether Gujarat Government have made a request in this respect and if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Construction of 27.85 kms. long BG link between Sabarmati and Gandhinagar has been sanctioned on 12-1-1973, at an estimated cost of Rs. 2.85 crores and the work is in progress. Land acquisition proceedings have been taken in hand by the Gujarat Government who will transfer the same free of cost to the Railway. The State Government have already made available 52 hectares of land to the Railway out of a total of 169.03 hectares. Earthwork on the acquired portion of land is in progress. Tenders for balance earthwork and bridges are under finalisation. The target date for the completion of the line is December, 1974.

(b) No, Sir.

(c) Yes, Sir. The question of Electrification of Sabarmati-Gandhinagar Section has been examined and not found visible at present.

**U.S. Businessmen delegation's visit to India for sale of Railway hardware**

\*700. SHRI R. R. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether a delegation of U.S. Businessmen recently visited India;

(b) whether they have shown interest in selling Railway hardware to India; and

(c) whether their proposals have been examined by the Government and if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. Sir A U S. Specialised Railway Equipment Trade Mission is currently visiting India.

(b) The Mission headed by an official of U.S. Department of Commerce alongwith eleven representatives of various companies has come to India to explore the market for the sale of N.S Equipments as well as to look for licensing opportunities in India. During discussion with the officials of the Railway Board, members of the Mission have shown interest in understanding our procurement procedures and the specifications and types of equipment generally imported by the Indian Railways.

(c) No specific proposals have been made by the Trade Mission as yet. Therefore the question of reaction of the Government at this stage does not arise

**Fixation of seniority of Assistants who have already officiated as Section Officers in Railway Board**

6650. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether 15 Assistants of the Railway Board were empanelled for

promotion as Section Officers in June, 1972 and subsequently promoted as Section Officers in August, 1972;

(b) whether selection of these 15 Assistants was made on the basis of the 'Continuous Length of Service' in the grade of Assistants in terms of the Rule 9(1) of the R.B.S.S. Rules, 1969, as amended vide Notification G.S.R. No. 615 dated the 24th April, 1971;

(c) whether the promotions so made had also resulted in immediate reversion of some of the Section Officers including that of some Scheduled Caste candidates, who had longer approved service compared with the approved service of those promoted; and

(d) whether these 15 Assistants promoted as Section Officers in August, 1972 have been made senior to the persons, who had been promoted as Section Officers in 1966 and 1969 on regular basis and if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) and (c) In terms of rules in force, the selection of these Assistants was made on the basis of 'longest period of continuous service' in the grade of Assistants. Consequent on the promotion of these Assistants as Section Officers, some Section Officers, including 3 Section Officers belonging to Scheduled Caste, who were working as such purely on *ad hoc* basis, were reverted. They have since been repromoted in temporary arrangements.

(d) The seniority of these officers has not yet been determined.

#### **Wagons of Coal reaching Delhi**

6851. SHRI AMBESH: Will the Minister of RAILWAYS be pleased to state the number of wagons of coal reaching Delhi, month-wise, since January, 1972?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The total number of wagons loaded with different types of coal and coke (except for power houses) reaching Delhi since January, 1972 is given below:

(Figures in 4-wheelers)

Month	No. of wagons
January 1972	3945
February 1972	2917½
March 1972	3944
April 1972	2818
May 1972	2664
June 1972	2770
July 1972	2509½
August 1972	3867½
September 1972	3037½
October 1972	3982
November 1972	2891½
December 1972	2950
January 1973	3184½
February 1973	3014
March 1973	4125½

#### **Body to watch expenses on Election**

6652. KUMARI KAMLA KUMARI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to establish a permanent body to keep watch on expenses on elections and to prevent excess expenditure by candidates; and

(b) if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ CHAUDHURY): (a) No, Sir.

(b) Does not arise.

**Mode of recruitment for company Law Board Service**

**6653. SHRI JHARKHANDE RAI:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Company Law Board Service is an organised Class I Service and its officials are appointed to high Secretariat posts;

(b) if so, the reason why recruitment to this service is made through U.P.S.C. by *ad-hoc* advertisements and by selections through interview only; and

(c) the reasons why no direct recruitment to this service is made through an open competitive examination on an All-India basis as in case of other 12 Central Secretariat Services?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) Central Company Law Service (formerly known as Company Law Board Service) is an organised Class I Service and its officials are appointed to high Secretariat posts.

(b) Under the Central Company Law Service Rules, appointment to this Service are made both by direct recruitment through the U.P.S.C. and through departmental promotions according to the quotas prescribed by these Rules. While making direct recruitment, the U.P.S.C. follows the practice of inviting applications through advertisement in newspapers and selecting persons after interviewing the eligible candidates.

(c) The number of vacancies falling in the direct recruitment quota are too small to warrant recruitment through an open competitive examination.

**केदारबाग (भदन पार्क और झुनामल पार्क)**  
विद्युतीकरण कार्य

**6654. श्री ईश्वर चौधरी :** क्या सिंचाई और विद्युत मंडी यह बताने की कृपा करेंगे कि केदारबाग (भदन पार्क और झुनामल पार्क) दिल्ली-55 में क्या विद्युतीकरण कार्य पूरा हो चुका है और कालोनी के निवासियों को व्यक्तिगत कनेक्शन मिलने शुरू हो गये हैं ?

**सिंचाई और विद्युत मंडलालय में उपलब्धी (श्री बालगोविंद बर्मा):** केदारबाग (भदन पार्क झुनामल पार्क) दिल्ली-55 का सामान्य विद्युतीकरण मार्च, 1973 में पूर्ण हुआ था। कालोनी के प्रत्याशी उपभोक्ता अब वाणिज्यिक औपचारिकताएं पूर्ण होने पर विजली कनेक्शन प्राप्त कर सकते हैं।

**मध्य प्रदेश में अम्बल विद्युत परियोजना**

**6655. श्री गंगा चरण दीक्षित :** क्या सिंचाई और विद्युत मंडी यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश की चंबल विद्युत परियोजना अपनी पूरी क्षमता पर कार्य कर रही है;

(ख) यदि नहीं, तो इसके बाया कारण हैं; और

(ग) इनमें पूरी क्षमता से कार्य कराने के लिए सरकार का विचार क्या कार्यवाही करने का है ?

**सिंचाई और विद्युत मंडलालय में उपलब्धी (श्री बालगोविंद बर्मा) :** (क) से (ग). 31 जनवरी, 1973 तक अत्यधिक लोड मांग और सिंचाई के लिए जल की प्रतिक आवश्यकताओं के कारण अम्बल जल-विद्युत केन्द्रों का आधिकलिप्त क्षमता से अधिक स्तर पर प्रबालग किया जाया था। तत्पश्चात्, गोदी

सामर जलाशय में जल-स्तर कम होने के कारण विद्युत-उत्पादन प्रतिविवर 3.5 मिलियन यूनिट से बढ़कर 2.5 मिलियन यूनिट प्रतिविवर हो गया। मानसून के शारम्भ होने पर पूर्ण उत्पादन को पुनः शारम्भ करने की संभावना है।

**Opinion of Soviet regarding Transportation of Oil from Assam**

6656. SHRI BISWANATH JHUNJHUNWALA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether recently some Soviet experts have given the opinion that if the difficulties pertaining to the transportation of oil from Assam could be solved, India can augment its production of oil by one million tonnes;

(b) whether the Soviet experts have also given any indication as to how this problem in the existing circumstances could be solved; and

(c) whether the Government of India have already initiated any action in this direction and if so, the outlines thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) to (c). Reports about the views of some Soviet Experts in this regard have come to the notice of the Government. It may, however, be mentioned that the Government is already aware that, but for the difficulties pertaining to the transportation of oil, the crude oil production from the Assam fields could be augmented by one million tonnes per annum. Following the decision taken to establish additional refining capacity in Assam at Bongaigaon to process one million tonnes of crude oil per annum, it has been decided to augment the pipeline facilities already existing. This would

involve expansion of the OIL's pipeline capacity as well as the setting up of an additional crude oil conditioning plant at Moran. Action on this scheme, which is being taken up in two stages, has already been initiated and it would be completed by the time the Bongaigaon refinery is commissioned.

**Views of Soviet Experts regarding Oil needs of India**

6657. SHRI BISWANATH JHUNJHUNWALA:

SHRI M. S. SANJEEVI RAO:

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

(a) whether Government's attention has been drawn to the news item appearing in the 'Hindustan Times' dated the 14th March, 1973 about the views of the Soviet Experts that India can meet its oil needs if 20 oil rich basins in the country are prospected; and

(b) whether the Soviet experts have since identified the 20 basins referred to above and if so, the names thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) Yes, Sir.

(b) A Soviet team of experts who, alongwith the ONGC's experts, had earlier carried out a techno-economic feasibility study on oil production in the Public Sector in India in the next 10 years, had referred to 26 sedimentary basins, namely, Cambay, Kutch, Saurashtra, Assam-Arakan, Western Rajasthan, Jodhpur-Nagaur, Punjab, Ganges, Cauvery, Palar, Godavari-Krishna, Pranhita-Godavari, Andaman-Nicobar, Karewa, Kerala-Laccadive, Bengal, Son-Damodar, Mahanadi, South Rewa-Mahanadi, Narmada, Vindhyan, Kaladgi, Bhima, Bastar, Chhattisgarh and Cuddapah.

अधिक लम्बी सवारी रेल गाड़ियां चलाने  
सम्बन्धी 15 वर्षों बेतता

6658. श्री अम्बेश : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के विचाराधीन कोई ऐसी पंद्रह वर्षीय योजना है जिसके द्वारा अधिक लम्बी सवारी रेल गाड़ियां चलाई जायेगी; और

(ख) यदि हां, तो जोनबार उन लाइनों के नाम क्या हैं जहां लम्बी सवारी रेलगाड़ियां चलाने का प्रस्ताव है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफ़ी कुरैशी) : (क) और (ख). 15 वर्ष क अवधि के लिए कोई विशेष योजना नहीं बनायी गयी है। फिर भी, यह नीति पहले से है कि यथासम्भव व्यस्त ट्रक मार्गों पर लम्बी गाड़ियां चलायी जायें।

#### Profitability in Hindustan Antibiotics Limited

6659. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the profitability of the Hindustan Antibiotics Limited is on the decline; and

(b) if so, the reasons therefor and the measures proposed to remedy the position?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The net profits of Hindustan Antibiotics Ltd. which stood at Rs. 44.12 lakhs in 1969-70 declined to Rs. 12.47 lakhs in 1970-71. The profitability of the undertaking, however, marginally improved in 1971-72 when it made a net profit of Rs. 12.97 lakhs. The total turn-over also increased from Rs. 683 lakhs yearly in 1970-71 to Rs. 881 lakhs in 1971-72.

The reduction in the profitability of the undertaking is mainly due to (i) fall in the level of production particularly of streptomycin; (ii) sharp increase in the cost of raw materials and other inputs since the prices of antibiotics were fixed; and (iii) the narrow product mix of the undertaking which limits its commercial manouverability.

(c) The various constraints which were found to inhibit production and hence the profitability of the undertakings have been identified. The undertaking is making efforts to secure higher efficiencies of extraction by use of high yielding strains of penicillin and streptomycin. The undertaking is also proposing an expansion and diversification programme which, when implemented, is expected to improve its profitability.

#### Appointment of Managing Director in Hindustan Antibiotics Limited

6659. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Hindustan Antibiotics Limited has been without a regular Managing Director for a long time; and

(b) if so, what steps are proposed to be taken to fill the post at the earliest in the interest of the efficient working of this Undertaking?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The post of Managing Director of Hindustan Antibiotics Limited is vacant since 1st October 1972. The Works Manager of the Company is presently performing the duties of the Managing Director in addition to his own. The question of filling up the post of the Managing Director on a regular basis is under active consideration.

**Eligibility of Agricultural Engineering Graduates in Taking up other Examination**

**6661. SHRI DHANSHAH PRA-DHAN:** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4850 on the 19th December, 1972 regarding Engineering Services Examination conducted by the Union Public Service Commission and state:

(a) whether instructions have been issued to the Union Public Service Commission that they should clearly state in the notification regarding the Engineering Services Examination that Agricultural Engineering Graduates are also eligible to take the examination;

(b) whether Agricultural Engineering Graduates are eligible for such Services as Indian Inspection Service; Indian Ordnance Factories' Service, Indian Civil Service, etc.; and

(c) whether in the notification No. F/2/7/72 EI(B) dated the 17th February, 1973 issued by the Union Public Service Commission regarding Engineering Services Examination, 1973 there is no mention about the eligibility of Agricultural Engineering Graduates for taking the said competitive examination?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No.

(b) They are eligible for all services to which recruitment is made on the basis of the Combined Engineering Services Examination.

(c) A Degree in Engineering from a University is the basic qualification prescribed for admission to the Engineering Services Examination. The rules do not make any distinction between the different branches of Engineering and candidates holding degrees in different branches of engineering (including Agricultural

Engineering) are eligible for admission to the examination.

**Representation from Mysore on National Water Grid Issue**

**6662. SHRI G. Y. KRISHNAN:**

**SHRI D. B. CHANDRA GOWDA:**

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government of Mysore have made any representations regarding the National Water Grid Issue;

(b) whether Government of Mysore have requested for the diversion of surplus water of Godavari Basin to the Krishna Basin, and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) The Government of Mysore made a request for supplying to them information on the subject of Ganga Cauvery link (National Water Grid). Such information, as was available as a result of office studies, has been sent to them.

(b) and (c). The question of diversion of surplus waters of Godavari to Krishna basin has been referred to the Krishna-Godavari Water Disputes Tribunal.

**Agreement between India and Kuwait for setting up Fertilizer Project**

**6663. SHRI G. Y. KRISHNAN:**

**SHRI RANABAHADUR SINGH:**

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

(a) whether any agreement has been signed between India and

Kuwait for setting up Fertilizer Projects recently; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). Yes, Sir. Under the joint note signed by the leaders of the Indian and the Kuwaiti Delegations in New Delhi on the 6th October, 1972, it was agreed, inter alia, that possibilities should be explored for setting up of a joint venture fertilizer project in Kuwait. Preliminary proposals in this regard have subsequently been sent by the Fertilizer Corporation of India to Kuwait.

**Replacement of Existing Dining Cars by Pantry Cars to serve Pre-cooked Food**

6664. SHRI C. K. JAFFER SHARIEF: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government for the replacement of the existing dining cars by pantry cars to serve pre-cooked food;

(b) whether changes in this regard have been made in the Frontier Mail and Grand Trunk Express; and

(c) if so, the result of the changes made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) It is proposed to replace the existing Dining Cars by Pantry Cars to serve pre-cooked food on a few selected trains.

(b) Yes.

(c) The changes made have eliminated the washing and cooking problems on the moving trains and has enabled the pantry cars being kept clean. It has also helped in the bearers and cooks to remain in clean uniforms.

**Nylon Filament Yarn Projects in Joint Sectors**

6665. SHRI D. B. CHANDRA GOWDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of Nylon Filament yarn manufacturing projects decided by Government to be set up in the joint sector; and

(b) the cost along with their locations, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) Three.

(b):

S. No.	Name of the State Corporation	Location (State-wise)
1	Mysore State Industrial Investment and Development Corporation Ltd., Bangalore	Mysore State
2	Haryana State Industrial Development Corporation Ltd., Chandigarh	Haryana State
3	Andhra Pradesh Industrial Development Corporation Ltd., Hyderabad	Andhra Pradesh

The capital cost for a nylon project of a capacity of 2100 tonnes is estimated to be Rs. 7 crores.

**Paid up Capital of companies in Assam**

6666. SHRI ROBIN KAKOTI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total number of Private Limited and Joint Stock Companies functioning in Assam at the end of the year 1969-70, 1970-71 and 1971-72; and

(b) the amount of paid-up Capital of these Companies at the end of 1971?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) The number of Joint Stock Companies limited by shares at work in the State of Assam (before reorganisation) at the end of the years 1969-70, 1970-71 and 1971-72 was 396, 409 and 445 respectively.

(b) The paid-up Capital of companies at work as at the end of 1971-72 aggregated to Rs. 54.5 crores.

चौथी पंचवर्षीय योजना में इंधन गैस का लक्ष्य

6667. श्री एम् एस् तुरती : क्या चेट्टोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि क्या सरकार ने चतुर्थ पंचवर्षीय योजना में इंधन की गैस के लिए कोई लक्ष्य निर्धारित किया था और यदि हाँ, तो क्या लक्ष्य प्राप्त कर लिया गया है?

पेट्रोलियम और रसायन मंत्रालय में उपर्युक्ती (श्री बलवीर सिंह) : चौथी पंचवर्षीय योजना के दौरान कुर्किंग गैस के उत्पादन के लिए कोई लक्ष्य निर्धारित नहीं

किया गया है। 1969, 1970, 1971 तथा 1972 के दौरान शोधनशाला में एल०पी० जी० का वास्तविक उत्पादन इस प्रकार है :

(आंकड़े '000 मीटरी टनों में)

1969	1970	1971	1972
(मर्स्याई)			
127	161	195	227

(उपर्युक्त आंकड़ों में एस्सो शोधनशाला द्वारा लूब इंडिया को सप्लाई की गई मात्रा शामिल नहीं है)।

**New Irrigation-cum-power projects in Mysore**

6668. SHRI DHARAMRAO AF-ZALPURKAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the new irrigation and irrigation-cum-power projects sanctioned in the State of Mysore during the last three years;

(b) the total amount of Central help sought and granted for each of these projects; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The Government of Mysore have a number of major and medium irrigation projects in hand in the Fourth Plan and attention has been concentrated in progressing the projects already in hand. However, in the last three years, 4 new medium irrigation scheme namely Gundal, Taraka, Votehole and Sagaradoddakar proposed by the State Government

were approved by the Planning Commission for inclusion in the developmental Plans of the State.

(b) and (c). The Mysore Government approached the Central Government for a special assistance of Rs. 30 crores annually for a period of six years for four of their major irrigation projects namely Upper Krishna, Malaprabha, Ghataprabha Stage-II and Hemavati projects. A special Central assistance of Rs. 2.72 crores for Ghataprabha and Malaprabha projects was allocated for the year 1972-73 and it was expected that the Government of Mysore would add Rs. 1.28 crores from their assessed State Plan resources; thus providing an additional outlay of Rs. 2 crores for each of these projects over and above envisaged earlier in the State Plan for 1972-73.

The Planning Commission is at present having under consideration a proposal for giving special central assistance to selected irrigation projects in the country whose accelerated construction can help to create

significant additional irrigation potential in the next three years. Some projects of Mysore are also being considered in this connection.

**Prosecution launched against Manufacturers and Traders for violating Drugs (Price Control) Order, 1970**

6689. SHRI BHALJIBHAI PARAMAR Will the Minister of PETROLEUM AND CHEMICALS be pleased to state-

(a) the number of prosecutions launched to-date against manufacturers and traders, separately for violation of the Drugs (Price Control) Order, 1970; and

(b) in how many cases convictions were secured and what are the names of the firms and persons convicted?

**THE DEPUTY MINISTER IN THE MINISTRY OF PERTOLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) and (b). The number of cases in which prosecutions were launched for violation of the Drugs (Prices Control) Order, 1970 and the number convicted in various States are indicated below:

Name of State I	Position as on 2	Prosecu- tion launched 3	Number convicted 4
Maharashtra	14-7-72	23	8
Gujarat	21-7-72	15	11
Tamil Nadu	19-6-72	..	..
Mysore	21-6-72	..	..
West Bengal	24-6-72	1	..
Andhra Pradesh	11-7-72	..	..
Haryana	10-8-72	..	..
Himachal Pradesh	16-8-72	..	..
Uttar Pradesh	29-8-72	3	3
Punjab	28-9-72	1	..
Madhya Pradesh	20-9-72	1	1
Orissa	30-9-72	..	..

1	2	3	4
Kerala	27-11-72	1	1
Jammu & Kashmir	7-2-73	..	..
Bihar	29-2-73	..	..
Rajasthan	9-3-73	..	..
Delhi	24-2-73	1	1
Chandigarh	1-7-72	..	..
Manipur	29-6-72	..	..
Tripura	19-6-72	..	..
Dadra & Nagar Haveli	15-6-72	..	..
Andamans	21-6-72	..	..
Pondicherry	6-6-72	..	..
Goa, Daman & Diu	20-6-72	..	..

The collection of remaining information will involve time and labour not commensurate with the results achieved.

**Expansion licence for Tetracycline/Oxytetracycline granted to M/s Pfizer Limited**

6670. SHRI BHALJIBHAI PARAMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether M/s. Pfizer Limited, foreign Drug firm was granted an expansion licence for Tetracycline/Oxytetracycline, subject to the condition that certain percentage of the production will be exported;

(b) if so, when this licence was granted and the terms and condition of the licence; and

(c) whether the party has executed a bond to export the production and if not, why not and what action Government have taken or propose to take in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). M/s. Pfizer Limited were granted an industrial licence for effecting substantial expansion for the manufacture of Tetracyclines to the extent indicated below, in September 1965:

Tetracycline	2 tonnes to 3 tonnes
Oxytetracycline	3 tonnes to 7 tonnes
<b>TOTAL</b>	<b>5 tonnes to 10 tonnes</b>

The above licence was subject to the following conditions:

(a) That additional foreign exchange required for the import of raw materials in connection with the manufacture of additional 5000 kg. of tetracycline would be earned by exports under Export Incentive Schemes; and

(b) That 25 per cent (Twenty five percent) of the net

production of tetracycline in value will be exported annually from 1966-67. A bond to this effect should be executed in consultation with the Ministry of Commerce.

In July 1967, M/s. Pfizer were issued another industrial licence for effecting substantial expansion as under:

Tetracycline . . .	3-5 tonnes
Oxetetracycline . . .	7-9 tonnes
<hr/>	
TOTAL . . .	10-14 tonnes

The licence issued in July 1967 was subject the following export conditions:-

- (a) Production in excess of ten tonnes of tetracyclines shall be exported, unless Government by prior approval give permission to sell any part of it in the country, in the first year four tonnes must be exported;
- (b) Irrespective of the actual quantity of tetracyclines exported from the second year onwards, as above, a total of Rs. 15 lakhs annually must be exported as an average over five years of tetracycline and other items of pharmaceuticals. This export of Rs. 15 lakhs should be over and above the current level of export;
- (c) The commitment to export 25 per cent of the initial capacity of ten tonnes of tetracyclines, in value, remains. There would, however be no objection to the export of tetracycline and other items of pharmaceuticals provided the total value of 2500 kg. of tetracyclines will be calculating factor.

With reference to the condition imposed in the licence issued in Sep-

tember, 1965, M/s. Pfizer have not executed any export bond so far. When the matter was taken up with the party in August 1971, the party represented that even without execution of export bond they have fulfilled the export obligation as stipulated in the licence. CCI&E was consulted, and he is of the view that an export obligation stipulated in 1964-65 cannot be continued in 1972 especially when the party represent that they have already conformed to the export obligation. As regards the industrial licence issued in July 1967 it was not subject to execution of such a bond.

#### Drugs exported and foreign exchange earned

6871. SHRI BHALJIBHAI PARAMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the quantum of exports of drugs, bulk as well as formulations and other items, made by each of the drug manufacturing firms in the organised sector (borne on the books of D.G.T.D.) during the years 1970-71 and 1971-72, separately;

(b) the names of the drugs, the F.O.B. prices and the countries to which exports were made;

(c) the import content of the drugs exported and the extent of the net foreign exchange earned as a result of exports; and

(d) the nature of concessions granted to each firm for the exports made by it during the said period?

THE DEPUTY MINISTRY IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (d). A statement showing the names of some of the units in the organised sector, items exported, value of exports during 1970-71 and 1971-72 and the main countries to which they were exported is laid on the Table of the House. [Placed in Library. See No. LT-4780/73].

The collection of the remaining detailed information will involve considerable time and labour which will not be commensurate with the results.

**Difficulty in getting wagons experienced by People of Cottage Industry in Trivandrum District**

6672. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the hardship and delay experienced by the people of Trivandrum District who are engaged in cottage industries in getting permission for Railway booking and in getting Railway wagons to take their goods to different parts of Kerala and Tamilnadu;

(b) whether Government are aware that these difficulties in Railway booking have resulted in large scale unemployment among people who are engaged in cottage industries; and

(c) if so, the steps taken to redress their grievances?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Traffic in coir yarn and cadjans is offered at Trivandrum station for despatch by rail by different cottage Industries in Trivandrum District.

This traffic is being cleared currently and during the period from 1st January to 20th March 1973, 54 wagons were loaded with coir and cadjans against the demand for 57 wagons.

(c) Does not arise.

**Construction of an over-bridge at Kadakavur level crossing near Trivandrum**

6673. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation regarding the construction of a platform

over-bridge and an over-bridge at Kadakavur level crossing near Trivandrum; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The representation received was for provision of a second platform, a foot over bridge on the platform and a road over bridge in replacement of the existing level crossing at Kadakavur Railway Station.

The work regarding provision of a second rail level island platform is proposed in connection with the scheme for conversion of the Quilon Trivandrum section from Metre Gauge to Broad Guage. Provision of a foot over bridge to connect one platform with another is however not considered justified.

Work regarding the replacement of level crossing at Km 785/10-11 by a road over bridge has already been including in the Budget 1973-74, and the same will be carried out after finalisation of detailed plans and estimates in consultation with the State Government to whom the matter has already been referred.

**उत्तर रेलवे में बिना शैड के प्लेटफार्म**

6674. श्री हुकम सन्द कथायः  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि  
इस समय उत्तर रेलवे में ऐसे स्टेशनों की  
संख्या कितनी है जहां बिना शैड के प्लेटफार्म  
हैं?

**रेल संवालय में उपर्युक्ती (श्री सुहनाह  
साही हुरेशी) : 1043.**

ट्रॉफीर रेलवे में बिना शैड के प्लेटफार्म

6675. श्री हुकम चाह चक्रवाच : क्या रेल मंत्री यह बताने की कृपा करेंगे कि इस समय उत्तर रेलवे में ऐसे स्टेशनों की संख्या कितनी है जहां बिना शैड के प्लेटफार्म हैं ?

देश भर्जस्त्रय में उपलंब्ध (श्री नुहम्मद शाही कुरेशी) : 438.

पूर्वी रेलवे में सम्पत्ति की ओरी की घटनाएं

6676. श्री हुकम चाह चक्रवाच : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में पूर्वी रेलवे में रेलवे सम्पत्ति की ओरी की कितनी घटनाएं रजिस्टर की गई हैं और ओरियो में कितने भूत्य का माल गया; और

(ख) इस सम्बन्ध में कितने व्यक्तियों के विरह ओरी के मामले दर्ज किये गये हैं ?

रेल चंत्रालय में उपलंब्ध (श्री नुहम्मद शाही कुरेशी) : (क) पूर्व रेलवे में पिछले तीन वर्षों अर्थात् जनवरी, 73 से मार्च, 73 के दौरान रेल सम्पत्ति की ओरी के 64 मामले दर्ज किये गये ।

इनमें ओरी यदी सम्पत्ति का भूत्य 1,14,954 रुपये था ।

(ख) इस सम्बन्ध में 46 व्यक्तियों के विरह भाग्य सर्के किये गये हैं ।

पश्चिम रेलवे में बिना टिकट यात्रा करने वाले यात्रियों से जुलाई तक यात्रा बसूल किया गया

6677. श्री हुकम चाह चक्रवाच : क्या रेल मंत्री यह बताने की कृपा करेंगे कि गत तीन महीनों में पश्चिम रेलवे में बिना टिकट यात्रा करते पकड़े गये यात्रियों से जुमने और किराये के रूप में बसूल की गयी रकम इस प्रकार है —

रेल चंत्रालय में उपलंब्ध (श्री नुहम्मद शाही कुरेशी) :	पिछले तीन महीनों अर्थात् दिसम्बर, 1972 से फरवरी, 1973 तक की प्रवाहियों में पश्चिम रेलवे में बिना टिकट यात्रा करते पकड़े गये यात्रियों से जुमने और किराये के रूप में बसूल की गयी रकम इस प्रकार है —
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रुपये	जुमने के रूप में	4,85,843
	किराये के रूप में	2,40,405

Shares Held by Tatas and Birlas and the Members of their Families in Industrial Concerns Belonging to their Groups

6678 KUMARI KAMLA KUMARI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total value of shares held by Shri Tata and the members of his family in the industrial concerns belonging to his group in the year 1969;

(b) the value of shares held by Shri Birla and members of his family in the industrial concerns belonging to his group in the year 1969; and

(c) the total value of shares held by Tatas and Birlas in their industrial concerns at present?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) to (c). The information being collected and will be laid on the Table of the House.

**Electrification of villages in the country**

**6679. KUMARI KAMLA KUMARI:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the year by which all the villages in the country will be electrified; and

(b) the year by which all the villages in Bihar and U.P. will be electrified?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) and (b). The emphasis in rural electrification schemes throughout the country since 1966-67 is on the energisation of pumpsets for increasing agricultural production. Electrification of villages is a subsidiary part of this programme. The position of electrification of villages and energisation of pumpsets in Bihar Uttar Pradesh and in the country as a whole as on 26th February, 1973 is given below:—

Name of State	Total No. of villages	No. of villages electrified	Percentage	No. of pumpsets energised
Bihar	67,665	8,929	13.1	84,277
Uttar Pradesh	1,12,624	26,183	23.2	1,92,964
All-India	5,66,878	1,34,160	23.6	21,37,013

According to the perspective plan for rural electrification for the decade 1971-81 drawn up, it is envisaged that by 1981, subject to availability of funds, at least 50 per cent of villages in each State would be electrified.

The time by which all the villages in the country including those in Bihar and Uttar Pradesh will be electrified depends upon the availability of resources in the Fifth and subsequent Plans.

**Theft of Coal from Wagons during 1971-72 in Uttar Pradesh, Haryana, Rajasthan and West Bengal**

**6680. KUMARI KAMLA KUMARI:** Will the Minister of RAILWAYS be pleased to state:

(a) the quantity of coal pilfered from Railway wagons in the year 1971-72 in Uttar Pradesh, Haryana, Rajasthan and West Bengal;

(b) whether huge quantity of coal is being daily pilfered from the loaded wagons in these States; and

(c) if so, the steps taken by Government to check the pilferage?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI):** (a) The following table gives the quantity of coal pilfered from railway wagons in Uttar Pradesh, Haryana, Rajasthan and West Bengal during the years 1971 and 1972:

Year	State	Quantity of coal pilfered.
1971	Uttar Pradesh	1341 Kg.
1972	Uttar Pradesh	2089 Kg.
1971	Haryana	446 Kg.
1972	Haryana	721 Kg.
1971	Rajasthan	1816 Kg.
1972	Rajasthan	175 Kg.
1971	West Bengal	596305 Kg.
1972	West Bengal	3046913 Kg.

Note: The above figures represent Coal involved in detected cases.

(b) No. Compared to the quantity of Coal transported the amount pilfered is negligible.

(c) The following steps have been taken for prevention of pilferage of coal on Railways:

- (1) R.P.F. staff are posted round the clock to guard the booked consignments including coal, against criminal interference in Yards, Goods Sheds and Parcel Offices.
- (2) Constant vigilance is exercised over the criminals and their activities.
- (3) Regular collection of Crime Intelligence is done by CIB staff at Headquarters and in Divisions to exercise a check over criminals.
- (4) Incognito watch over the receivers of stolen property is maintained.
- (5) Escorting of goods trains is done by RPF in affected Sections.
- (6) Patrolling of affected and vulnerable yards and sections notorious for Crime is undertaken by Uniformed and Armed wing staff.
- (7) Frequent surprise checks are made by RPF supervisory staff to ensure that the preventive measures are adequate and effective.
- (8) Liberal utilization of powers vested in R.P.F. under R.P. (U.P.) Act is made against criminals/receivers of stolen railway property.

**New Circle for Survey of Railway lines for Bihar and Madhya Pradesh**

6681. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

~ (a) whether Government propose to set up a new circle for survey of work on new Railway lines in Bihar

and Madhya Pradesh and for doubling the Railway lines in these two States;

(b) if so, the gist thereof; and

(c) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). No, Survey Teams are appointed as and when the need for carrying out Surveys for new lines/doubling arises. Such surveys covering Bihar and MP. are already in progress.

**Strike by Loco Staff Ratlam Division (Western Railway)**

6682 SHRI BHAGIRATH BHANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Loco Staff of the Ratlam Division of the Western Railway went on a strike in the third week of March, 1973; if so the reasons of the strike; and

(b) the measures proposed to settle the dispute?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) On 8th March 1973 a section of Loco Running Staff started reporting sick or refusing to work in higher capacity on a day-to-day basis and this continued till 16.3.73. Their main demand was that officiating arrangements in higher grades should be made by regular promotions and not on a day-to-day basis.

(b) The Railway Administration had already initiated action in this direction. The position was explained to the strikers, who were also assured that action would be finalized at the earliest.

**Rigging in prices of Antibiotics by American Firm**

6683. DR. H. P. SHARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Senator Kefenwer Committee has highlighted the large scale rigging in the prices of antibiotics by some of the American firms in India; and

(b) if so, the steps taken by Government to prevent such practices, especially in relation to life saving drugs?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) The report which came out in 1961 said that the prices in India for the broad-spectrum antibiotics, Aureomycin and Achromycin are among the highest in the world.

(b) The ceiling prices at which some of the drugs can be imported have already been specified in the Import Trade Control Policy Book. The import of several drugs has also been canalised through the State Trading Corporation Limited and the coverage of the items under canalisation scheme is reviewed and enlarged from time to time.

**Operation of Posts of Commercial Inspectors and Asstt. Commercial Inspectors in Bilaspur Division (South Eastern Railway)**

6684. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether out of six posts of Assistant Commercial Inspectors in Bilaspur Division of South Eastern Railway, 8 posts were filled by the Office-clerks of the Divisional Office vide D. S. Bilaspur's letter No. E/99 /COMM./ACI/7, dated 14th January, 1972;

(b) whether one post of Commercial Inspector in grade Rs. 250—380(A) and 2 posts of Assistant Commercial Inspectors in grade of 205—280(A) which were sanctioned vide G.M. with the concurrence of FA & CAO, South Eastern Railway, are not operated so far; and

(c) if so, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes.

(b) and (c). One post of Commercial Inspector in grade Rs. 250—380 and two posts of Assistant Commercial Inspector in grade Rs. 205—280 were sanctioned by the Headquarters office in addition to the existing sanction at the Divisional level. There was a doubt regarding operation of these posts. After the same was resolved, action has since been taken for filling these additional posts.

**Safety of Stations earnings in Travelling Cash Safes**

6685. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Travelling Cash Safes used by Western Railway on Metre Gauge System are defective and Sealed leather Cash Bags having the Station Earnings can be taken out from these Safes;

(b) if so, the steps taken by the Administration to replace the same;

(c) the number of sealed Cash bags found missing from the Travelling Cash Safes during the years 1969—1972 by the Ajmer Cash Office of Western Railway, and the number of complaints lodged with the Government Railway Police Ajmer for the same; and

(d) the number of cases in which the thefts were traced and the number of cases which remained untraced and the loss of amount sustained by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No

(b) Does not arise.

(c) During the years 1969 to 1972, twelve cash bags were not found in the Travelling Cash Safes in which they were stated to have been deposited. In all these cases, complaints were lodged with the Government Railway Police.

(d) No thefts have been located. All the twelve missing bags remain untraced. The amount of loss due to these missing bags is Rs 12,171.77.

**Shed over Platform No. 2 and 3 and covering of Foot over-bridge at Rohtak Railway Station**

6686. SHRI DALIP SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the shed at Platform No. 2 and 3 has been extended and the foot over-bridge covered at Railway Station Rohtak according to the plan; and

(b) if not, the circumstances causing deviation from the basic requirements of this work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Shed on platforms No 2 and 3 has been extended. The work of covering the foot over bridge is in hand and will be completed shortly.

(b) Does not arise

**Punctuality of 369 Up Train at Rohtak**

6687. SHRI DALIP SINGH: Will the Minister of RAILWAYS be pleased to state

(a) the percentage punctuality of 369 Up train at Rohtak,

(b) number of complaints recorded between Delhi and Rohtak Station

about late running of this train during last one year; and

(c) action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) The percentage of arrival of 369 Up passenger right time or upto 15 minutes late at Rohtak during the year 1972-73 was about 26

(b) One complaint for late running of this train was recorded at Bahadurgarh during this period.

(c) Steps have been taken by Northern Railway to keep a day to day watch on the performance of this train and take up all avoidable detentions with a view to achieve improvement in the performance of this train

**Complaints regarding late opening of Booking Office and Refusal to issue Monthly Tickets at Sampla Station**

6688. SHRI DALIP SINGH: Will the Minister of RAILWAYS be pleased to state

(a) the number of complaints recorded at Sampla station about the late opening of booking office and refusal of issuing monthly passes to the passengers during 1972-73, and

(b) action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No complaint has been received regarding late opening of Booking Office at Sampla. But one complaint was recorded regarding difficulties in the issue of Monthly Season Tickets.

(b) Timings for issue of Monthly Season Tickets at Sampla have since been suitably changed to avoid any difficulty.

Since December, 1972 when the timings were changed no complaint has been received.

**Insurance Scheme for the users of Railways**

6690. SHRI ROBIN KAKOTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have since taken a decision on the proposal to introduce Insurance for long distance Railway passengers against accidents etc.; and

(b) if so, the salient features thereof and if not, by what time it will be introduced?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) and (b). The matter is still under consideration.

**Children's train**

6691. SHRI ROBIN KAKOTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a decision some years past to give each State a children's train; and

(b) if so, the names of the States which have got such children's train and the price charged per such train?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes.

(b) Children's trains have so far been supplied to the following States:

Gujarat, Mysore, Andhra Pradesh, Madhya Pradesh, Uttar Pradesh, Kerala, Punjab, Orissa and Rajasthan.

The train is supplied free of cost, but the States have to bear expenditure for laying tracks and providing sheds and stations. The operating and maintenance expenditure is also borne by the States.

**Unmanned Level Crossings**

6692. SHRI ROBIN KAKOTI: Will the Minister of RAILWAYS be pleased to state:

(a) total number of level crossings which are still unmanned on different Railways, Zone-wise; and

(b) when these are going to be manned?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) There were 21,640 'C' Class unmanned level crossings upto the end of March, 1972 —the Railwaywise position being as under:

Central	1018
Eastern	798
Northern	3211
North Eastern	1870
Northeast Frontier	1370
Southern	3126
South Central	2050
South Eastern	3298
Western	4901

(b) Generally, the level crossings where both road and rail traffic is heavy and/or visibility is restricted are manned on the basis of traffic census or on receipt of request from the State Government/Road Authority which is a continuous process and action is taken as and when necessary.

**Development of Railway Workshop, and Railway Hospital at Dibrugarh**

6693. SHRI ROBIN KAKOTI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any plan for development of Railway Workshop and Railway Hospital at Dibrugarh; and

(b) if so, the salient features thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) There is a plan to develop crane POH facilities with an estimated cost of Rs. 1.97 lakhs at Dibrugarh workshop. As regards the hospital, there are certain proposals under consideration at preliminary stages and depending on availability of resources they would be finalised in due course.

**Electrification of villages in Agra, U.P.**

6694 DR. GOVIND DAS  
RICHHARIA.

SHRI PRABODH CHANDRA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the total number of villages in Bah Development Block and Jaitpur Kalan Development Block in Bah tehsil of Agra District in Uttar Pra-

desh which have been electrified and the number of the villages which have not been electrified so far;

(b) the number of villages in the aforesaid development Blocks, the population of which is more than 1,000 but which have not been electrified;

(c) the action being taken by Government to expedite electrification of these villages, and

(d) whether the State Government have asked for any special assistance to expedite electrification of all the villages in dacoit infested areas of Agra District and if so, the main features thereof and the reaction of Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)

(a) and (b) The requisite information is given below:—

Name of Development Block	No. of villages electrified	No. of villages not electrified	No. of villages with a population of 1000 and above not electrified.
Bah . . .	27	11	2
Jaitpur Kalan	28	16	8

(c) The programme for rural electrification is drawn up and executed by the State Electricity Board. To accelerate the pace of rural electrification, additive finances are provided through the Rural Electrification Corporation which has been set up in the Central Sector. The Corporation has so far sanctioned one scheme in Agra District involving loan assistance of Rs. 48.02 lakhs for electrification of 68 villages and energisation of 645 pumpsets

(d) No, Sir.

उत्तर प्रदेश के जांसी जिले में गांवों का विद्युतीकरण

6695. डा० गोविन्द दास रिक्विरिया :  
क्या तिजारी और बिजूत् मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के जांसी जिले में अब तक कितने गांवों का विद्युतीकरण किया गया है और अभी तक कितने गांवों का विद्युतीकरण रहता है ;

(क) जांसी जिले में, 1,000 की जनसंख्या के अधिक कितने गांव हैं जिनका अभी तक विद्युतीकरण नहीं किया गया है ;

(ग) किसी गांव के विद्युतीकरण के मानदण्ड क्या है ;

(ब) क्या सरकार का विचार बुन्देलखण्ड के गांवों का, इस लेव के पिछड़ेपन को देखते हुए विद्युतीकरण हेतु मान दण्ड में ढील देने का है; और

(ड) बुन्देलखण्ड क्षेत्र में आगामी वित्तीय वर्ष के दौरान कितने और किन-किन गांवों का विद्युतीकरण करने का प्रस्ताव है ?

सिवाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द बहरी) : (क) उत्तर प्रदेश के जांसी जिले में 1,461 गांवों में से फरवरी, 1973 तक 113 ग्राम विद्युतीकृत हो चुके हैं और 1,348 ग्राम शेष बचते हैं जिन्हें विद्युतीकरण किया जाना है ।

(ब) जांसी जिले में 1,000 तथा इससे अधिक की जनसंख्या वाले 152 ग्रामों का अभी तक विद्युतीकरण नहीं हुआ है ।

(ग) और (ड). जैसा कि उत्तर प्रदेश राज्य बिजली बोर्ड ने सूचित किया है कि ग्रामों में बसे हुए लोगों के विद्युतीकरण के लिये सामान्य पद्धति यह है कि पूर्जीगत व्यय पर न्यूनतम 15 प्रतिशत वार्षिक कुल लाभ की आवश्यकता होती है । बरहाल, बुन्देलखण्ड क्षेत्र के पिछड़ेपन को ध्यान में रखते हुए कुल वार्षिक लाभ को कम करके 8 प्रतिशत कर दिया गया है; और

(ड) राज्य बिजली बोर्ड का 1973-74 वर्ष के दौरान बुन्देलखण्ड क्षेत्र में 130 ग्रामों का विद्युतीकरण करने का प्रस्ताव है । विद्युतीकरण कार्यक्रम में लिए जाने वाले ग्रामों के नामों के संबंध में अभी तक अनिवार्य निर्णय नहीं हुआ है ।

गुरदासपुर के गांवों का विद्युतीकरण

6696. श्री प्रबोध चन्द्र : क्या सिवाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) गुरदासपुर जिले के कितने गांवों का विद्युतीकरण हुआ है और कितने गांवों में होना शेष है ;

(ब) उक्त जिले में 1,000 से अधिक जनसंख्या वाले ऐसे गांवों की संख्या कितनी है जिनका अब तक विद्युतीकरण नहीं किया गया और इसके क्या कारण हैं; और

(ग) इन गांवों के विद्युतीकरण किए जाने की कितने समय तक आशा है ?

सिवाई और विद्युत मंत्रालय में उपमंत्री (श्री बालगोविन्द बहरी) : (क) गुरदासपुर जिले के 1500 गांवों में से, फरवरी, 1973 तक 810 गांवों का विद्युतीकरण किया जा चुका है तथा 590 गांवों का विद्युतीकरण अभी किया जाना है ।

(ब) और (ग). गुरदासपुर जिले में 1000 तथा इससे अधिक जनसंख्या वाले 168 गांवों में से फरवरी, 1973 तक 144 गांवों का विद्युतीकरण किया जा चुका है । 1973-74 के दौरान ऐसे 8 गांवों का विद्युतीकरण करने का कार्यक्रम बनाया गया है ।

ग्राम विद्युतीकरण नियम, जिसकी स्थापना केन्द्रीय लेव में जुलाई, 1969 में हुई थी, राज्य बिजली बोर्डों की ग्राम विद्युतीकरण स्कीमों के कार्यान्वयन के लिए योगात्मक धन की व्यवस्था करता है । इस नियम ने अब तक गुरदासपुर जिले के तीन ग्राम विद्युतीकरण स्कीमें स्वीकृत की हैं जिनमें 291 ग्राम गांवों के विद्युतीकरण के लिए 142, 997 लाख रुपये की जग्हन सहायता

परिकल्पित है। इस स्कीम को 3 से 5 वर्षों की अवधि में पूर्ण करना चरणबद्ध किया गया है।

आम विद्युतीकरण के कार्यक्रम को, द्वारा सरकार के पास उपलब्ध संकायों पर नियंत्र करते हुए, प्रत्येक वर्ष में कार्यविधान करने के लिए चरणबद्ध किया जाता है। नुरकासपुर जिले में तभी गांवों का विद्युतीकरण प्रांतीय योजना में उपलब्ध किये गये बन पर नियंत्र करेगा।

आगरा में बाह्य विकास संड और जैतपुर विकास संड में हरिजन गांवों का विद्युतीकरण

6897. श्री गोविंद दास-प्रियारिधि : क्या लिखाई और विद्युत मर्मी यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के आगरा जिले में बाह्य विकास संड और जैतपुर विकास

संड में हरिजनों के कुल कितने गांवों का विद्युतीकरण नहीं किया गया है;

(ख) यह तीन जिलों के द्वारा, वर्षावार विकास संडों में कितने गांवों का विद्युतीकरण किया गया है; और

(ग) आलू विद्युतीय वर्ष के दौरान कितने गांवों का विद्युतीकरण करने का प्रस्ताव है ?

लिखाई और विद्युत मंत्रालय में उपलब्धी (श्री आलोकिन्द्र मर्मी) : (क) जैसा कि उत्तर प्रदेश राज्य विजली बोर्ड ने सूचित किया है, बाह्य विकास संड में, हरिजन बस्तियां तथा जैतपुर विकास-संड में 8 हरिजन बस्तियां भी विद्युतीकृत की जानी शेष हैं।

(ख) इन दो संडों में पिछले तीन वर्षों के दौरान विद्युतीकृत किये गये गांवों की संख्या इस प्रकार है :—

विकास संड	1970-71	1971-72	1972-73	योग
बाह्य .	3	9	5	17
जैतपुर कस्ता	4	6	5	15

(ग) राज्य विजली बोर्ड का 1973-74 में आगरा जिले में लगभग 60 गांवों को विद्युतीकृत करने का प्रस्ताव है। यह बारे अधीरों के अन्ती तक छातिम स्पष्ट नहीं दिया गया है।

लहान में कल्याण आवोदा के लिए सर्वेक्षण

6898. श्री कुमार शर्मा : क्या दृष्टिलेख बोर्ड (सर्वेक्षण मर्मी यह) बताने की कृपा करेंगे ?

(क) क्या रसायन का ड्रॉपाइन करने देते रहा (जम्मू और काश्मीर राज्य) जो कान्दे भाज की सौज के लिए सर्वेक्षण किया गया है, और

(ब) यदि हाँ, तो इसका क्या परिणाम निकला है?

पेट्रोलियम और रसायन व्यापार में असत्यों (जो व्यावरीय विह) (क) और (ब) भारतीय भूगर्भीय सर्वेक्षण द्वारा अब तक किये गये सर्वेक्षणों के परिणामस्वरूप, पुण्या में लगभग 5400 मीटरी टन कूड़ बोरिक्स और 0.2 मिलियन मीटरी टन सल्फर राक का विद्युतान्तर का अनुभान लगाया गया है। चालू अंतर्राष्ट्रीय मीटिंग में भारतीय भूगर्भीय सर्वेक्षण द्वारा सल्फर और बोरिक्स के लिए और जात्र किये जाने का कायक्रम है।

Transfer of staff from T.R.A. and Coaching Section (OPTG) of Headquarters (Northern Railway)

6649 SHRI R V BADE Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 2123 on the 28th November 1972 regarding complaint against staff of TRA sections (Operating), N Railway Headquarters and state

(a) whether the staff dealing with the supply and haulage of stock for yatra, marriage and students parties come in contact with public during the course of their duties and have stayed in the same section for many years,

(b) whether it is the policy of Government to transfer the staff working in the CAB/TRA Sections of operating Branch, N Railway Headquarters

at intervals to avoid cases of corruption, and

(c) if so, the action taken in pursuance thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI)  
(a) to (c) The allotment of coaches and accommodation is made by the officers the clerical staff have only to make the consequential arrangements. As such the staff in these sections do not have to deal with the public direct. They are not liable for regular periodical transfers. However, when complaints are received against any staff the matter is investigated and action, as considered necessary, is taken.

Representation from All India Railway Commercial Clerks Association regarding violation of Indian Railway Code

6700 SHRI CHANDRIKA PRASAD  
SHRI ONKAR LAL BERWA

Will the Minister of RAILWAYS be pleased to state

(a) whether during January, 1973 Government have received any representation from the All India Railway Commercial Clerks Association regarding the violation of the provision of Para 1002 of the Chapter 10 of the Indian Railway Code by the Accounts Department on Indian Railways, and

(b) if so the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI)-  
(a) A representation dated 21-12-1972 was received from the All India Railway Commercial Clerks Association,

(b) The matter is under consideration.

**Attaining self-sufficiency in  
Kerosene Oil**

6701. SHRI M. S. SANJEEVI RAO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state what step the Government propose to take to make the country self-sufficient in Kerosene Oil?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): Kerosene Oil is obtained as a middle distillate from crude oil processed in the refineries. The overall refinery capacity in the country is being progressively augmented with a view to achieving self-sufficiency in regard to all the petroleum products obtained from the refineries. Special steps are also being taken to maximise the yield of the higher priced middle distillates including Kerosene Oil by suitable adjustments in refinery processing wherever feasible.

**Kilometreage of new Railway Lines during Fifth Five Year Plan**

6702. SHRI M. S. SANJEEVI RAO: Will the Minister of RAILWAYS be pleased to state:

(a) what would be the kilometreage of new Rail lines proposed to be constructed during the Fifth Five Year Plan period, Zone-wise; and

(b) the zone which will be given priority?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The details regarding Kilometreage of new rail lines (zone-wise) to be constructed during the Fifth Five Year Plan, are not available, as proposals for the Plan have not been finalised so far.

**Supply of power to Nangal Fertiliser Plant**

6703. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the requirement of power supply for the Nangal Fertilizer Plant and how much is supplied at present;

(b) the saving of power supply from the Nangal Fertilizer Plant and how it is being utilised; and

(c) the steps taken to restore the power supply to Nangal Fertilizer Plant and the private industry in the State of Punjab?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The full demand of Nangal Fertilizer Factory is 164 MW (3.95MU) per day and presently they are being supplied 60 MW (1.44 M.U) per day since 10-2-1973.

(b) Saving from 164 MW to 98 MW is distributed among all the partner States of Bhakra Project as per their share and saving from 98 MW to 60 MW is given only to Haryana and Punjab in the proportion of their shares.

(c) Supply of power is expected to be restored after setting in of the monsoon and commissioning of the new generating units at RAPP and Badarpur.

**Delay in setting up of five fertilizer plants in collaboration with Japan**

6704. SHRI MUHAMMED SHERIEF: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the five fertilizer plants which are being set up with the collaboration of Toyo of Japan are likely to be delayed; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The proposals received in this regard are being evaluated. An official team is currently visiting Japan for further discussions with the concerned Japanese authorities in the matter.

**Enquiry into Bursting of Chikkahole Dam (Mysore)**

6705. SHRI S. M. SIDDAYYA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether an enquiry into the recent bursting of the Chikkahole dam in Mysore District has been ordered by the State Government in consultation with the Central Government;

(b) if so, the composition of the enquiry Committee; and

(c) what are the terms of reference of the Committee?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The State Government of Mysore have informed that they have appointed Shri P. M. Mane, Retired Member of Central Water and Power Commission, as One-Man Commission of enquiry to enquire into the causes of breach in the Chikkahole Dam.

(c) The terms of reference of the Commission are:—

(i) Determining the reasons for the breach of the dam, including defects in design, investigation, construction maintenance or operation etc; if any;

(ii) Fixing of responsibilities in respect of the aforesaid.

**Upgradation of Penanguzhi Railway Station**

6706 SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the collections at the Pananguzhi Railway Station has increased considerably in recent times; and

(b) if so, whether Government propose to take necessary steps to convert this station as a flag station and if so, the time by which a decision is expected to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There has been an increase in the number of passengers booked and earning therefrom at penanguzhi halt station during 1971-72, as compared to the previous two years. The figures for the last five years ending 1971-72 are given below:—

Year	No. of passengers booked	Earnings
1967-68	69431	2,7179
1968-69	61309	28,458
1969-70	54125	24,888
1970-71	50108	23,878
1971-72	57458	28,825

(b) The proposal to convert this halt station into a flag station will involve a capital expenditure of over Rs. 2,42,000 and a recurring expenditure of over Rs. 53,000 per annum. Besides it would result in a financial loss of over Rs. 17,000 per annum because of the above expenditure and meagre prospects of parcel and goods traffic. Hence, the proposal is not feasible of adoption.

**Collapse of or damage to Dams constructed after 1957-58**

6707. SHRI S. M. SHEDDAYYA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) how many dams constructed in the country since the year 1957-58 upto date have collapsed or have been damaged;

(b) what was the total cost of construction of each of them; and

(c) the total amount spent or proposed to be spent to reconstruct the same?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVEND VERMA): (a) to (c). Irrigation is a State subject and dams etc. are investigated, built, operated and maintained by the State Governments. Information on dams where failure or damage occurred since 1957-58, as available at the Centre, is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-4781 73]

**Rest Vans and Crew Vans for use of Running Staff on Line**

6708 SHRI PANNA LAL BARUPAL Will the Minister of RAILWAYS be pleased to state:

(a) whether Rest Vans and Crew Vans are being used on Railways for the Running staff on line;

(b) if so, the nature of facilities provided in each van; and

(c) whether the facilities provided therein are adequate and if not, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) In the standard Rest and Crew Vans facilities provided include kitchen, bath, lavatory and sleeping berths.

(c) While basic requirements for the crew who rest in these vans are catered to, provision of further amenities will involve higher recurring expenditure.

**Co-operation from other Countries in Construction of Mathura Refinery**

6709. SHRI K. MALEANNA:  
SHRI P. M. MEHTA:

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

(a) whether Government propose to seek the special co-operation from other countries in the construction of Mathura Refinery; and

(b) if so which are those countries and the nature of co-operation sought?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH). (a) and (b). The various modes of implementation of the Mathura Refinery Project are under consideration. The nature of assistance and co-operation required for the project pertains largely to the financing of the foreign exchange requirements for import of equipments and materials required for the project. In addition, certain licensed processes have to be obtained by payment of royalties or process fees. Back up from experienced and reputed foreign engineering consultants would also be required. Assistance for meeting part of the foreign exchange requirements for the project with a foreign exchange loan in the form of crude oil from Iraq is being obtained. The possibilities of obtaining process know-how, technical back up, and supply of equipment and materials from U.S.S.R. are also being considered.

**Railway Ticket Racket between Kanpur and Lucknow**

**6710. SHRI SHASHI BHUSHAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it has come to the notice of Government that a Railway ticket racket is functioning between Kanpur and Lucknow and the use of old tickets is being made very frequently;

(b) whether Railway Travelling Ticket Examiners are involved in this; and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI):** (a) No. However, as a result of information furnished by the Railways to the Central Bureau of Investigation, the C.B.I. have detected five persons of Kanpur printing forged tickets. Another case is under investigation.

(b) It does not appear that in either of these cases T.T.Es are concerned.

(c) A watch would be maintained.

**A.R.C.'s comments on functioning of Accounts Officers on Indian Railways**

**6711. SHRI CHANDRIKA PRASAD:**  
**SHRI ONKAR LAL BERWA:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether Administrative Reforms Commission has adversely commented upon the functioning of the Accounts Officers in the Indian Railways;

(b) if so, the comments and recommendations of the Commission in this regard;

(c) whether the recommendations of the Commission have been examined and accepted by Government; and

(d) if so, the nature of orders issued in this regard, and if not, the reasons in rejecting the recommendations?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (d). Relevant recommendation No 235 contained in the Report of the Administrative Reforms Commission's Study Team on Railways and the decision taken by Government thereon are stated below in this connection:

S. No. of re- com- men- dation	Text of the recommendation	Government decision
235	It has been represented by certain railway administrations that the general principle of the Accounts Officer being a friendly critic is more or less set at naught at the lower levels because of lack of appreciation by the latter of their proper role. The correct attitude to be adopted by the Finance and the executive officers in dealing with the financial problems needs to be re-emphasised. The attitude of the financial officers	Suitable instructions will be issued to the Railway Administrations and Production Units to implement S.T.R.'s recommendation No. 235 recommending amicable relationship between the executive officers and finance officers at the lower level.

Sl No of re- com- men- dation	Text of the recommendation	Government decision
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should be to help the executive and to avoid being meticulous. Similarly the executive officers on their part should give due consideration to the financial advice and if a difference of opinion still persists, the matter should be referred to the higher level for a decision.

Necessary instructions in pursuance of the above Government decision are under issue.

**Closure of Rewa Out Agency**

6712 SHRI MARTAND SINGH OF REWA Will the Minister of RAILWAYS be pleased to state

(a) whether Rewa Out Agency, established during the time of Vindhya Pradesh, has been ordered to be closed down by the Chief Commercial Superintendent, Central Railway, and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) The Madhya Pradesh State Road Transport Corporation who are at present operating the Out-agency are reluctant to continue the work on terms acceptable to the Railway. However, the Corporation has been requested to continue the work upto 30th April, 1973, pending finalisation of the conditions or availability of an alternate contractor, for whose selection the Central Railway Administration has invited applications

The continuance of the Out-agency depends on the willingness of the Madhya Pradesh Road Transport

Corporation to carry on the work on terms mutually acceptable to the Railway and the Corporation or on the availability of another contractor

**Construction of Meja Dam in Bhilwara District**

6713 DR H P SHARMA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the progress made so far in the construction of Meja Dam for meeting the increasing demand of water in Bhilwara District,

(b) by what time it is likely to be completed and

(c) the total cost of the dam and the extent of expenditure so far incurred thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) (a) to (c) The Meja Dam on the Kothari river near Bhilwara town, costing about Rs 97 lakhs was completed in 1958. As the dam was not filling up in many years, and demand for water for agriculture in Bhilwara town was increasing, the Rajasthan Government have taken up the Meja feeder project to bring waters from the Banas river. The

Maja Feeder project is expected to cost about Rs. 4 crores. The expenditure upto March 1973 is about Rs. 1.1 crores. The work on the feeder channel is in progress and the project is planned to be completed by the end of Fifth Plan.

**Discontinuance of Train Lighting Escorts on Western Railways**

6714. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Train Lighting escorts have been discontinued in many trains on Western Railways; and

(b) if so, the number thereof and reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes.

(b) As a result of a review, escorts from 18 trains have been withdrawn, as escorting of these trains is not considered necessary.

**Undercharges on consignments of Newspapers on Stations of Western Railway**

6715. SHRI CHANDRIKA PRASAD:

SHRI ONKAR LAL BERWA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Dy. CAO (TA) Ajmer has worked out a huge amount of undercharges on the consignments of Newspapers booked on the Stations of Western Railway from April 1970 to December 1970;

(b) if so, the total amount so worked out, separately on each Station on Western Railway and the reasons therefor;

(c) whether the station staff were not advised about the changes in the rates in due time resulting in heavy loss to the Railway Revenues; and

(d) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) A statement is attached

(c) No; They were advised in time.

(d) Does not arise.

*Statement*

S.No.	Name of Station	* Total Amount of Under-charge debited
1	Churchgate	8.50
2	Surat	220.55
3	Bombay Central	294.20
4	Jalgaon	335.80
5	Bulsar	11.90
6	Shamgarh	21.20
7	Agra Fort (MG)	35.80
8	Kota	0.70

\*Difference in minimum charge on the consignments of "Newspaper" weighing less than 5K.Gs.

S.No.	Name of Station	*Total amount o Under charges debited
9.	Guna	6.80
10.	Bharatpur	5.00
11.	Indore	1318.90
12.	Bhopal	491.80
13.	Ujjain (BG)	803.10
14.	Ujjain (MG)	33.90
15.	Ratlam (BG)	13.20
16.	Ratlam (MG)	6.20
17.	Dhandhuka	17.00
18.	Wadhwan City	60.60
19.	Dhasa	251.00
20.	Junagarh	693.40
21.	Upleta	577.80
22.	Bhavnagar (BG)	656.80
23.	Bhavnagar (MG)	43.80
24.	Ajmer	1233.80
25.	Gandh-dham	24.80
26.	Bhuj	158.10
27.	Jaipur	3962.80
28.	Surendranagar	47.00
29.	Jorawar Nagar (MG)	72.40
30.	Jamnagar	761.90
31.	Bhaktinagar	66.90
32.	Rajkot	107.00
33.	Vijapur	72.20
34.	Khambalia	0.30
35.	Nadiad (NG)	6.00
36.	Nadiad (BG)	4.60
37.	Pratapnagar	77.80
38.	Dakor	87.80
39.	Myagam Karjan	29.10
40.	Godhra	51.20
41.	Maninagar	5.60
42.	Ahmedabad (BG)	5.00
43.	Ahmedabad (MG)	10.60
44.	Vadodara	1389.40
	TOTAL	14082.25

\*Difference in minimum charge on the consignments of "Newspapers" weighing less than 5 K.Gs.

**Delay in Commissioning of Durgapur and Barauni Projects due to contracts granted to inferior Foreign and Indian contractors**

**6716. SHRI AMBESH:**

**SWAMI BRAHAMANANDJI:**

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

(a) whether certain M.Ps. have alleged that the General Manager (P & D) Division of Fertilizer Corporation of India has collaborated with Managing Director of the Corporation in granting contracts to inferior foreign and Indian contractors leading to delay in commissioning of Durgapur and Barauni Projects; and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) Yes, Sir.

(b) The allegation is under examination.

**Trade and Economic relations between India and U.S.A.**

**6717. SHRI MUHAMMED SHERIFF:** Will the Minister of RAILWAYS be pleased to state:

(a) Whether any trade mission from U.S. representing rail-road and transportation equipment is likely to visit this country in the near future; and

(b) If so, the main features thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) A Railway Equipment Trade Mission sponsored by the U.S. Department of Commerce is currently in India to

explore the market for sales-promotion of American rail-road equipment and also discuss possibilities of their manufacture in India.

(b) The Mission is headed by Mr. Don R. Henderson of US Department of Commerce and has eleven other representatives of various US companies having interest in the supply of rail-road equipment. The Trade Mission has had discussions with the Railway Board on 2nd April, 1973 during which they informed that it was purely an exploratory mission for ascertaining the import requirements of Indian Railways and the areas in which they could participate in the tenders floated against credits given to the Railways by the International Development Association. The Members of the Mission are also visiting the Railways' Research Designs and Standards Organisation at Lucknow, the Diesel Locomotive Works at Varanasi and the railway administrations at Calcutta and Bombay between 5th to 14th April, 1973.

**Reviving Legislative Councils in States**

**6718. SHRI RAM PRAKASH:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the reports that some of the States are contemplating to revive Legislative Councils where these were previously abolished; and

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

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY):** (a) No such report has come to the notice of Government.

(b) Does not arise.

**Branch-Lines to be discontinued in Gujarat on conversion of Metre Gauge into Broad Gauge**

6719. SHRI D. P. JADEJA: Will the Minister of RAILWAYS please to refer to the reply given to Starred Question No. 486 on the 27th March, 1973 regarding Branch lines to be discontinued in Gujarat on conversion metre gauge into broad gauge and state the names of the branch lines which are to be discontinued by the conversion of metre gauge into broad gauge lines in that area?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Reference is apparently to the conversion of the Viramgam-Okha/Porbandar Metre Gauge into broad gauge, work on which is in progress. No branch lines will be discontinued as a result of this conversion but the following branch lines will continue as metre gauge branch lines after the Viramgam-Okha/Porbandar M.G. to B.G conversion is completed:

- (i) Surendranagar-Dharanga-dhara-Kuda
- (ii) Than-Chotila
- (iii) Wankaner-Dahinsara-Nav-lakhi Maliya
- (iv) Hadmatiya-Jodiya, and
- (v) Khambalia-Salaya.

**Increase in the Number of Members of Lok Sabha**

6720. SHRI S. M. BANERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 4702, dated the 27th March, 1973 regarding increase in the number of Members of Lok Sabha and state whether the Opposition Parties in Parliament have been consulted in regard to the proposed increase in the number of Members?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): The opposition parties in Parliament were consulted in the matter.

**Complaints against Shri Gokaldas D. Morarka for misappropriation of Funds and Properties of Companies**

6721. SHRI SHANKERRAO SAVANT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Shri Gokaldas D Morarka of Bombay is in the Managing Committees of several big companies like W. H Brady & Co, Belapur Sugar and Allied Industries, Brady and Morris Engineering Company etc.;

(b) whether there are allegations of misappropriation of funds and property of companies against him;

(c) if so, what action has been taken in the matter; and

(d) the extent of misappropriation in each case and the names of persons involved?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) As per the Annual Return as on 30th June, 1972 filed with the Registrar of Companies, Bombay, Shri Gokalchand D. Morarka is on the Board of Directors of nine companies, including the three companies specifically referred to.

(b) Complaints containing allegations of mismanagement and misappropriation of funds against the managements of W.H. Brady & Co. Ltd. and Belapur Sugar & Allied Industries Ltd. were received.

(c) The then Minister for Company Affairs had made a statement on 22nd December, 1972 in the Lok Sabha in

respect of action taken on the inspection conducted under section 209(4) of the Companies Act in the case of Belapur Sugar & Allied Industries Ltd. Action is being taken on the inspection report of W.H. Brady & Co. Ltd. The report on the inspection of Brady & Morris Engineering Co. Ltd. has just been received and is being examined.

(d) It would not be possible to say at this stage whether there has been any misappropriation of funds, and if so, by whom.

**Contract given to Companies General De Geophysics of France by O & N.G.C.**

6722. SHRI RAJDEO SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether Oil and Natural Gas Commission gave a contract worth Rs. 1.5 crore to Companie General De Geophysics of France for seismic survey work;

(b) whether realising the dangers involved from the security point of view, in inviting outside agencies for a large scale survey of the coastal waters Government had given their consent sometimes back to O & N.G.C. to buy a seismic ship of the latest design; and

(c) if so, the reasons the O. & N.G.C. have ignored Government intentions?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) A contract for conducting seismic survey was awarded to CGG, the value of which was about Rs. 57.59 lakhs.

(b) The contract for conducting a seismic survey was awarded to CGG, long before the Government approved the proposal of the ONGC for inviting tenders for purchase of a seismic survey ship from abroad.

Moreover, the primary consideration before the Government in the latter decision was to enable the ONGC to conduct these surveys in the future years on a departmental basis, rather than rely on contractors.

(c) Does not arise.

**Expansion of Synthetic Fibres**

6723. SHRI RAM BHAGAT PASWAN:

**SHRI JAGANNATH MISHRA:**

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

(a) whether the task force for industry has recommended the expansion programme for synthetic fibres; and

(b) if so, the salient features thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) and (b). The report of the Task Force, set up for formulating the development programme for synthetic fibres during the Fifth Plan period, is under examination of the Government.

**Decision by Government to bear Election Expenses incurred by Political Parties**

6724. SHRI M. S. SIVASWAMY:  
SHRI BIBHUTI MISHRA.

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

(a) whether Government have taken any decision to bear the expenses incurred by political parties during elections; and

(b) if so, the main points thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY)**

(a) No, Sir  
(b) Does not arise

**Masters and Assistant Station Masters  
Pradesh, U P. and Delhi**

6725 SHRI PHOOL CHAND VERMA Will the Minister of RAILWAYS be pleased to state

(a) the total monthly requirements of coal in Madhya Pradesh Uttar Pradesh and Delhi,

(b) the supply being made every month during the last 6 months, and

(c) the reasons for which supply could not be made according to requirements of these areas?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI)** (a) and (b) The total monthly indents and loading of all types of coal and coke to Madhya Pradesh, U P and Delhi during the last six months are given below

Month	Madhya Pradesh		Uttar Pradesh		Delhi	
	Ident	Loading	Ident	Loading	Ident	Loading
Oct 72	10503	7198	32113	20984	13347	7965
Nov 72	12996	8827	22779	16147	11372	6214
Dec 72	12891	9613	26618	14334	12273	5448
Jan 73	11999	9229	24266	14964	11537	5666
Feb 73	11437	8009	21405	12445	9360	5380
March 73	10404	7052	24337	17934	10752	7210

(c) The available rail transport capacity has to be distributed as evenly as possible among the various users spread over the entire country

duced between New Delhi and Samastipur from November 1973. The schedules of this train are under finalisation

**Introduction of more Janta Express Trains**

6726 SHRI RAM BHAGAT PASWAN Will the Minister of RAILWAYS be pleased to state

(a) whether Government propose to introduce more Janta Express trains on main trunk routes, and

(b) if so, the names of the routes and the tentative schedule of time to introduce these trains?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI)** (a) and (b) A pair of bi-weekly Janata Express trains is proposed to be intro-

**Surrendering of Posts of Station Masters and Assistant Station Masters**

6727 SHRI RAJDEO SINGH Will the Minister of RAILWAYS be pleased to state

(a) whether some posts of Station Masters and Assistant Station Masters have been surrendered,

(b) if so, the number of posts surrendered of both the categories, Zone-wise Division-wise, and

(c) whether Government are contemplating revival of these posts, and if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Information in respect of Central, Eastern, Northern, N.F., Southern and South Central Railways is

given in the attached statement. Information in respect of other Zonal Railways is being collected and will be laid on the Table of the Sabha.

(c) No.

### STATEMENT

No. of posts of Station Masters and Assistant Station Masters surrendered on Railway.

Railway	Division	No. of posts S.Ms.	No. of posts of ASMs
Central	Bombay	1	2
	Jhansi	1	3
	Bhusawal	..	5
Eastern	Sealdah	..	8
Northern	Delhi	..	4
	Bikaner	..	1
N.F.	Katihar	..	1
	Alipurduar	2	2
	Lumding	4	..
	Tinsuk'a	2	2
	Olavakkot	1	5
Southern	Madras	..	3
	Sholapur	2	2
	Secunderabad	..	2
South Central			

### Thien Dam Project

6728. SHRI RAJDEO SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Thien Dam Project on the river Ravi, which will enable India to fully utilise the waters of River Ravi under the Indus water treaty of 1960 has been cleared; and

(b) whether on completion, the Dam will provide additional irrigation water and help to conserve the flood water of Ravi and will also generate nearly 300 M.W. of power?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) Not yet, Sir.

(b) Yes, Sir.

Memorandum from Sabarkantha District of Gujarat for Modasa-Kapadganj Railway Connection

6729. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a delegation from Sabarkantha District of Gujarat recently presented a memorandum to him

regarding Modasa-Kapadganj Railway connection; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) It is proposed to carry out a traffic survey for a metre gauge line from Shamla Jai Road station on the Udaipur-Himmatnagar line to Modasa and Kapadganj and alternatively for the conversion of the Nadia Kapadganj N.G. section to B.G. and its extension upto Modasa. Necessary estimates have been called for from the Western Railway Administration. Further consideration to this proposal will be given after the proposed survey is completed and the report thereon is examined from all aspects.

Hunger Strike by All India Loco Running Staff Association, Delhi Division (Northern Railways)

6730. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Members of the All India Loco Running Staff Association Delhi Division, were on hunger strike on March 13, 1973 outside the Northern Railway Divisional Office, New Delhi; and

(b) if so, what were their main demands and the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) Their main demands are:—

(i) Recognition of their Association;

(ii) Provision of 16 hours home station rest after completion of 8 hours duty.

As regards item (i), it is Government's policy not to recognise sectional unions whose membership is not open to all categories of staff.

In regard to item (ii), this is already in vogue as far as passenger services are concerned; in regard to goods services, this is in the process of implementation.

**Delay in Implementation of Recommendations of Sivasankar Committee on grievances of D.E.S.U. Engineers**

6731 SHRI SUKHDEO PRASAD VERMA: Will the Minister of IRRIGATION AND POWER be pleased to state the reasons for delay in implementing the recommendations of the Sivasankar Committee appointed by Government in 1970 to look into the grievances of the Delhi Electric Supply Undertaking Engineers?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): The Sivasankar Committee, which was set up in January, 1971, submitted its final report on the 31st January, 1973. It has been remitted to the Delhi Electric Supply Committee for consideration.

2. The G.M., Delhi Electric Supply Undertaking, has reported that the D.E.S.U. passed a resolution on the 15th February, 1973, recommending to the Delhi Municipal Corporation the revision of pay scales of Assistant Executive Engineers and Assistant Engineers. The D.E.S.U. considered the recommendations regarding pay scales of Executive Engineers and above and of staff on the generation side on the 7th April, 1973 and recommended to the D.M.C. and revision of their pay scales also. The D.M.C. is expected to consider the matter shortly

3. The remaining recommendations of the Sivasankar Committee are under examination in D.E.S.U.

**Progress made regarding Popularity of "Own Your Own Container" Service**

6732. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 2134 on the 28th November 1972 regarding introduction of "own your containers" scheme and state the progress made in regard to the introduction of "own your own containers" service?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): A few firms have evinced interest in the 'Own Your Own Containers' scheme. The proposals received so far are under examination.

मोदीनगर और मुरादनगर के बीच चलती गाड़ियों पर भहिला यात्रियों से दुर्घट्याहार

6733. डा० लक्ष्मीनारायण पांडेयः क्या ऐसे मध्ये 12 दिसम्बर, 1972 के अनारोक्ति प्रश्न संख्या 4050 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि मोदीनगर और मुरादनगर स्टेशनों के बीच नवम्बर, 1972 में चलती गाड़ी में महिलाओं के साथ अपमानजनक व्यवहार करने के आरोप में तितने और किन-किन व्यक्तियों को गिरफ्तार किया गया?

ऐसे संबंध में उपर्युक्त (भी मुहम्मद जल्ली कुरैशी) : इस मामले के सम्बन्ध में निम्नलिखित ग्राठ व्यक्तियों को गिरफ्तार

किया गया है :—

- 1 श्री बालकिशन उर्फ बाबू सुपुत्र श्री हरपाल, थाना मुरादनगर।
- 2 श्रो जगमोहन सिंह सुपुत्र हरबप सिंह, थाना मुरादनगर।
- 3 श्रो चन्दर सुपुत्र श्री बलनवाल, थाना मुरादनगर।
- 4 श्री राम दाम सुपुत्र श्रा बुद्ध, थाना मुरादनगर।
- 5 श्री कवरसाल सिंह सुपुत्र श्रा बनारसी, थाना मुरादनगर।
- 6 श्रा आबू सिंह सुपुत्र श्रा भरना, थाना मुरादनगर।
- 7 श्रो शाफ़े उपनाम शकिया सुपुत्र श्रा रस्तम, थाना मुरादनगर।
- 8 श्री सलवार सिंह, सुपुत्र श्रा मलूका, थाना मुरादनगर ?

इन्हे मेरठ ज़ेल में पहचान के लिए गवाहों के सामने पेश किया गया था। लेकिन इनमें से किसां को भा पहचाना नहीं जा सका।

**Reorganisation of F.C.I.**

6734. PROF. NARAIN CHAND PARASHAR: SHRI JAGDISH NARAIN MANDAL.

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

(a) whether Government have decided to reorganise the Fertilizer Corporation of India in near future; and

(b) if so, the main outlines of the proposed reorganisation?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):  
(a) and (b). Yes, Sir. The details are being worked out.

**Facilities to Office Bearers of registered Association/Organisations on Railways**

6735 PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state

(a) the names of unions of Railwaymen recognised by Government at the (i) National level (ii) Zonal level;

(b) whether there are any other registered organisations which espouse the cause of the Railway employees at these levels, if so the names of these Associations, and

(c) whether any facilities are provided to the office bearers of these Associations by Government to carry on the activities of their Associations and if so, the broad outlines of these facilities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):  
(a) and (c). Necessary information is given in the attached statement.

(b) There are, in addition, about 80 unrecognized Associations/Unions on the Railways. These Associations/Unions do not enjoy any negotiating facilities. Government have no precise information as to how many of them are registered.

**STATEMENT**

*Names of Unions and Federations of Railwaymen recognised by the Government.*

(1) *Federations—National level*

- (i) All India Railwaymen's Federation.
- (ii) National Federation of Indian Railwaymen.

(2) *Unions—Zonal level.*

(a) Recognised Unions affiliated to National Federation of Indian Railwaymen:

- (i) Central Railway Mazdoor Sangh.
- (ii) Eastern Railwaymen's Congress.
- (iii) Uttariya Railway Mazdoor Union.
- (iv) North Eastern Railway Employees Union (P.R.K.S.)
- (v) Northeast Frontier Railway Employees Union
- (vi) Southern Railway Employees Sangh.
- (vii) South Central Railway Employees' Sangh.
- (viii) South Eastern Railwaymen's Congress.
- (ix) Western Railway Mazdoor Sangh.

(b) Recognised Unions affiliated to All India Railwaymen's Federation:

- (i) National Railway Mazdoor Union.

- (ii) Eastern Railwaymen's Union.
- (iii) Northern Railwaymen's Union.
- (iv) North Eastern Railway Mazdoor Union.
- (v) Northeast Frontier Railway Mazdoor Union.
- (vi) Southern Railway Mazdoor Union.
- (vii) South Central Railway Mazdoor Union.
- (viii) South Eastern Railwaymen's Union.
- (ix) Western Railway Employees' Union.

The main facilities granted to the above mentioned recognised Unions and Federations are:—

1. Free passes and special Casual Leave for Organisational work, organisational meetings and meetings with Railway Administrations.
2. Provision of office accommodation, wherever possible, on payment of rent.
3. Provision of telephones in offices of the Unions/Federations, wherever possible, on payment basis.
4. Permission to hold meetings in Railway premises.
5. Collection of trade union subscriptions near place of work or near place of payment.
6. Accommodation for exhibiting notices.

- 7. Prior notice to Unions/Federations in case of transfer of their office bearers.

**Appointment of Working Group of Officers to Study the working of Foreign dominated Drug Firms**

6736. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a Working Group of officers was appointed to study the working of foreign dominated firms in the drugs industry;

(b) whether the Working Group has completed the study and if so, what are the conclusions of the study group, particularly with regard to the share of foreign firms in the drugs market and the amounts repatriated by them as profits and dividends, year-wise *vis-a-vis* the initial investment of each; and

(c) if not, when the study will be completed?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):**

(a) to (c). Sometime back, it was considered useful to undertake a study in regard to the remittances made by the foreign firms in the drugs field by way of dividends, royalties, etc., as also their export earnings. For this purpose a small group on an informal basis, was set up to study this matter and collect information which would:

## STATEMENT

Project	Ultimate Irrigation potential	Potential created by 1972-73 * (anticipated)
<i>Major</i>		
1. Bhadra Reservoir	99.09	97.20
2. Ghataprabha Stage-I	74.11	57.51
3. Ghataprabha stage-II	46.57	12.85
4. Malaprabha	206.55	20.25
5. Tungabhadra H.I.C stage-II	40.50	28.35
6. Upper Krishna	409.05	.
<i>Medium</i>		
1. Rajibanda Diversion	2.38	2.38
2. Hathikoni	2.14	2.14
3. Hagaribommanahalli	2.98	2.98
4. Jambadahalla	2.63	2.63
5. Kanakanala	2.06	2.06
6. Harinalal	0.44	.
7. Gundal	4.05	.
8. Taraka	7.29	.
9. Votehole	5.26	.
10. Sagaradoddakere	0.81	.
11. Lakshmanathirtha	2.84	.
12. Arkavathi	3.04	.
13. Manchanabele	2.83	.

**Discontinuance of system of Alarm Chains on Railways**

6741. SHRI K. LAKKAPPA.

SHRI P. M. MEHTA

Will the Minister of RAILWAYS be pleased to state

(a) whether the system of alarm chains on different Railways was discontinued in 1971; and

(b) if so, to what extent this has helped the purpose for which the system was discontinued?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):  
 (a) No. However, the alarm chain apparatus has been blanked off on a limited number of trains except in Ladies and full R.M.S. compartments.

(b) The number of cases of alarm chain pulling came down from 30147 per month in 1970-71 to 24683 per month in 1971-72 and 18997 per month in 1972-73 (upto December, 1972), curtailing thereby loss of time and inconvenience to passengers on this account.

**Rent Charged from Trainees of Signal and Telecommunication School, Podanur, Southern Railway**

6742. SHRI K. LAKKAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether no rent is to be charged from the trainees attending Zonal Railways S & T Training Schools;

(b) whether some rent is charged from trainees attending S & T School, Podanur, Southern Railway and this discrimination is resented by the staff; and

(c) if so, when this anomaly is likely to be removed.

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):**

(a) to (c). Rent is being charged from trainees attending promotion and refresher courses in training schools on the Southern Railway and that portion of Southern Railway which now forms part of South Central Railway. The question of bringing them at par with trainees in training schools on other Railways where no rent is being charged is under consideration.

**Posts of M.S.M. Grade Rs. 175-240 on All Divisions of Zonal Railways**

6743. SHRI K. LAKKAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of posts of M.S.M. grade Rs. 175-240 yet to be provided Division-wise on all zonal Railways in terms of Railway Board letter No. Pc-68/FE-2/4 dated 9th November, 1971; and

(b) when the implementation of the instructions contained in the above quoted letter is likely to be completed?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):**

(a) 13 posts in Lucknow Division of Northern Railway, 4 in Madras and 1 in Madurai Divisions of Southern Railway and 10 in Baroda Division of Western Railway are yet to be provided in scale Rs. 175-240.

On all the remaining Divisions of the above three Railways and on Central, North Eastern and Northeast Frontier Railways, requirements as necessary have already been provided in scale Rs. 175-240.

Information in respect of Eastern, South Central and South Eastern Railways is under collection and will be laid on the Table of the Sabha.

(b) The posts on Northern, Southern and Western Railways mentioned in the reply to part (a) above are likely to be sanctioned in about six months' time.

## STATEMENT

Project	Ultimate Irrigation potential	Potential created by 1972-73 <sup>a</sup> (anticipated)
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## Discontinuance of system of Alarm Chains on Railways

(b) if so, to what extent this has helped the purpose for which the system was discontinued?

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Information in respect of Eastern, South Central and South Eastern Railways is under collection and will be laid on the Table of the Sabha.

(b) The posts on Northern, Southern and Western Railways mentioned in the reply to part (a) above are likely to be sanctioned in about six months' time.

**Report of Expert Committee on the Legal aid to Poor**

**6744. SHRI K LAKKAPPA:**  
**SHRI P. M. MEHTA**

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

(a) whether Expert Committee on Legal aid to the poor has submitted its report;

(b) if so, whether any legislative measures are being introduced in the present session; and

(c) what are the main features of the proposed scheme?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY).** (a) No, Sir.

(b) and (c) Do not arise

**Absorption of staff of former Howrah-Amta and Howrah-Sheakhala Light Railways**

**6745 SHRI INDRAJIT GUPTA** Will the Minister of RAILWAYS be pleased to state.

(a) whether on 16th December, 1970 the then Railway Minister had given a written assurance to the staff of the Martin Light Railways that they would be absorbed on the Indian Railways,

(b) whether it was also assured that those previously employed on Howrah-Amta and Howrah-Sheakhala lines would be absorbed in the Eastern and South Eastern Railways,

(c) if so, the reasons for posting about 80 such clerical staff in zones other than Eastern Railway and South Eastern Railway; and

(d) whether their prayer for transfer to the Metropolitan Transport Project in Calcutta is under consideration?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):**

(a) to (d). It was decided on 16-12-1970 that the staff belonging to Howrah-Amta and Howrah-Sheakhala Light Railways should be appointed on the Eastern and South Eastern Railways. On the Eastern and South Eastern Railways there were certain difficulties to appoint the light Railways staff because of the opposition of the recognised unions and of casual labour awaiting appointment to regular posts. On re-consideration it was decided that the staff concerned be appointed on Railways, other than Eastern, South Eastern and Northeast Frontier Railways.

Instructions exist that individual requests from such staff may be considered favourably in the Metropolitan Transport Project, Calcutta

**Representation from Guards, Delhi Division (Northern Railway)**

**6746 SHRI ISHAQUE SAMBHALI** Will the Minister of RAILWAYS be pleased to state

(a) whether arrear of payment w.e.f 2-2-1966 has been allowed to staff while stepping up senior men at par with juniors *vide* Railway Board's letter No PC-60/PP-1 dated 22-7-1966,

(b) whether the Board's letter dated 22-7-1966 was challenged in Punjab and Haryana High Court by Guards of Ferozepur Division (Northern Railway) *vide* Civil Writ No. 465 of 1966 claiming arrears of benefit of stepping up w.e.f 1-4-1961 and since agreed to by the High Court as per their Judgment dated 3-5-1971,

(c) whether affected Guards of Delhi Division (Northern Railway) also lodged their claim with their Divisional authorities for payment of arrears w.e.f. 1-4-1961 in view of High

Court's judgment as in part (b) above; and

(d) if so, what action has been taken on the representation of Delhi Division Guards for payment of arrears and whether the payment has since been made, if not, reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):**  
(a) to (d). The requisite information is being collected and will be laid on the table of the Sabha.

**Power shortage hits public sector units**

6747. SHRI C. T. DHANDAPANI:

**SHRI RAMSHEKHAR  
PRASAD SINGH.**

Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether the attention of Government has been drawn to the Press Report published in the "Times of India" (New Delhi) dated the 8th March, 1973 under the caption "Power shortage hits public sector units", and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)**  
(a) Yes, Sir.

(b) It is true that, as reported in the Press, full capacity utilisation of Public Sector units has not been possible due to a variety of reasons including power shortage. Apart from a number of measures already in hand for minimising the power shortage, the power supply authorities have been advised to adopt a system of priorities so as to minimise shortfall of industrial and agricultural output.

**Closure of Thermal Plants due to shortage of coal**

6748. SHRI DHARAMRAO AFZAL-PURKAR: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there are thermal plants which remained closed for non-availability of coal; and

(b) if so, the names of such Thermal Plants and whether in view of the coal shortage Government propose to use R.E.O. and natural gas fuel?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):**  
(a) and (b). Yes, Sir. The following thermal plants had to suffer closures for certain periods due to non-availability of coal.

(i) Nasik . . .	ix140 MW Maharashtra
(ii) Porabundar . . .	ix15 MW Gujarat
(iii) Shahpur . . .	ix5 MW Gujarat
(iv) Balrampur . . .	ix3.4 MW Uttar Pradesh
(v) Alwar . . .	ix2 MW Rajasthan
(vi) Jodhpur . . .	ix.2 MW Rajasthan.

Every possible action is being taken jointly with the Department of Mines and Railway Board to maintain the requisite coal supplies but it has not been always possible to meet the increasing requirements of coal supply and transport. There is shortage of R.F.O. and natural gas also. However, it has been decided to continue to operate certain power stations in

Gujarat and Maharashtra on Petroleum fuels for some more months in view of the shortage of coal.

**Setting up of a thermal generating station at Vijayawada in Andhra Pradesh**

6749. SHRI P. NARASIMHA REDDY. Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to set up a thermal generating station at Vijayawada in Andhra Pradesh; and

(b) if so, whether Government contemplate initiating advance action to start the work immediately?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA)**  
 (a) Andhra Pradesh State Electricity Board have submitted a proposal for setting up of a thermal power station at Vijayawada with an initial capacity of 400 MW.

The Scheme has been cleared by the Advisory Committee on Irrigation, Flood Control and Power Projects and is awaiting sanction of the Planning Commission.

(b) Necessary action to acquire land etc. will be taken after the scheme has been sanctioned.

**Assistance to Lower Sileru Power Project in Andhra Pradesh**

6750. SHRI P. NARASIMHA REDDY. Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Central Government are aware that if suitable financial assistance is given, the Lower Sileru Power Project in Andhra Pradesh capable of adding 100 MW of firm power can be completed and commissioned during the current year 1973-74; and

(b) if so, whether Government propose to extend the necessary assistance to enable its completion this year?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):**

(a) and (b). The first unit of 110 MW of Lower Sileru Project can be advanced by rescheduling of civil works and commissioned in 1974-75. This also requires additional funds being made available for the project over and above normal Plan provisions. Additional funds to the extent of Rs. 2 crores were given to the project in 1972-73 for expediting it. Provision of additional funds in the next two years is also under consideration.

**Execution of Sri Sailam Hydro-electric generation Project**

6751 SHRI P NARASIMHA REDDY. Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) how far the execution of Sri Sailam Hydro-electric generation Project is behind schedule; and

(b) whether the Central Government propose to take over its execution as a Central Project to ensure its early completion?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):**

(a) The Sri Sailam Hydro Electric project was sanctioned by the Planning Commission in 1964 and was scheduled for completion in 1972. Due to paucity of funds and difficulties encountered in the construction of coffer dams and laying of dam foundations in deep river, the completion is delayed by seven to ten years.

(b) No, Sir.

**Import of Equipment for Nagarjuna Sagar Power Project in Andhra Pradesh**

6752. SHRI P. NARASIMHA Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are considering the question of import of generating machinery and equipment for the 'Nagarjuna Sagar' pumped storage power project in Andhra Pradesh involving only a small outlay; and

(b) if not, the alternative arrangements proposed to enable early completion of this highly economical and quick maturing scheme?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):**  
 (a) and (b). The proposal for the import of generating plant and equipment for the Nagarjunasagar pumped Storage Scheme with an installed capacity of  $2 \times 50$  MW has been deferred, pending examination, in detail, of the financial repercussions which the implementation of this scheme would have on the completion of two important schemes already in hand, namely, Lower Sileru Hydel Project and Kothagudam thermal power project in Andhra Pradesh. It has, however, been decided that M/s. BHIL should enter into negotiations with Czechoslovak manufacturer for the acquisition of the necessary technology so that such type of units could be manufactured by them after initial imports to the extent unavoidable.

**Electrification of Sabarmati-Gandhinagar Railway Line**

6753. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Gujarat Government have requested the Central Government for electrification of Sabarmati-Gandhinagar Broad Gauge line, and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAJI QURESHI):**  
 (a) Yes.

(b) The question of electrification of Sabarmati-Gandhinagar section has been examined and not found viable at present.

**Complaints regarding Lack of Water, Electricity and Cleanliness in Trains**

6754. SHRIMATI SAVITRI SHYAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether lack of proper inspection of bogies at starting points of trains has given rise to complaints regarding lack of water, electricity and cleanliness in local trains and intermediate trains in the country; and

(b) if so, the arrangements being made by Government at the starting points of these trains and to improve the existing inspection arrangement?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAJI QURESHI):** (a) and (b). Railways are maintaining "Opinion Books" at major rake maintaining stations and these have revealed that by and large the position regarding supply of water, cleanliness and provisions of fittings is satisfactory. There have been very few complaints with regard to the condition of the coaches at originating stations. A proper system of maintenance of coaches has been laid down and the local Supervisory staff are given guidance. The instructions regarding maintenance of coaches and cleanliness and upkeep of all fittings apply to all long distance, intermediate as well as local trains. Periodical drives are arranged to ensure that all amenity fittings and electrical fittings are provided in coaching stock and water is filled. Surprise checks of

the passenger rakes by the supervisors, inspecting officers and officers are being done at the starting stations to ensure proper condition of the passenger coaches. Opinion Books had been introduced at starting stations specifically to get the passengers to record their impressions and opinions with regard to cleanliness of the coach, availability of water and the condition of the electric fittings etc.

**Loss suffered by Railways due to Competition between Road and Railway Traffic**

6755. SHRIMATI SAVITRI SHYAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether high rated traffic is carried by road and only low rated traffic is diverted to the railways;

(b) Principal measures adopted by Railways to attract more and more traffic in competition with road traffic; and

(c) the extent of loss suffered by the Railways as a result thereof during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Principal measures adopted by Railways to attract more traffic are:

(i) Liaison with trade and industry,

(ii) introduction of container services,

(iii) introduction of freight forwarder services,

(iv) exemption of high rated commodities classified at class 60 and above from operating restrictions normally,

(v) running of super express goods trains to time schedules,

(vi) introduction of Quick Transit Services,

(vii) Street collection and Delivery Services and Mobile Booking services.

(c) It is not possible to assess the loss, if any, as distribution of available traffic between rail and road is a constantly varying factor in respect of all commodities.

**Implementation of Barachanka basin Drainage Scheme (West Bengal)**

6756. SHRI SAMAR GUHA: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply given to Unstarred Question No. 2064 on the 28th November, 1972 regarding Barachanka Drainage Scheme (West Bengal) and State:

(a) whether Government propose to re-examine the question of finding Rs. 32 lakhs for early implementing the Barachanka Basin Drainage Scheme; and

(b) if so, the outlines of the proposal in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The funds for the implementation of the scheme have to be found by the State Government of West Bengal, as flood control forms part of State Plan. Taking into account the usefulness of early completion of the work in providing protection to the agricultural area which is affected by drainage congestion year after year, it has again been suggested to the State Government of West Bengal recently, to explore the possibility of providing some funds for this scheme by adjustment within the State Plan.

Negotiation about resumption of Railway Communications with Bangladesh

6757. SHRI SAMAR GUHA: Will the Minister of RAILWAYS be pleased to state.

(a) whether Government have undertaken any negotiation with the Government of Bangladesh for inter-linking Railway communications as existed before Indo-Pak war of 1965;

(b) whether Calcutta-Darjeeling, Calcutta-Gauhati, Calcutta-Tripura Railway communication through Bangladesh, as was agreed upon earlier, will be resumed; and

(c) the gist about the negotiations on the resumption of mutually agreed Railway communications between India and Bangladesh?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Railway links with Bangladesh were established in January, 1972 by linking track on the metre gauge at Radhikapur, Gitaldah and Mahishasan, and at Petropol and Gede on the broad gauge system between Indian and Bangladesh Railways. In consultation with the Bangladesh Railways, a new broad gauge link has also been established between Malda on the Indian Railways and Amnura on the Bangladesh Railways with effect from 31-3-1973. The broad gauge link at Haldibari between Indian and Bangladesh Railways, as existed prior to 1965, has, however, not been established.

(b) There is no intention at present to connect Calcutta with Darjeeling, Calcutta with Gauhati and Calcutta with Tripura by rail through Bangladesh.

(c) An agreement for interchange of goods traffic has already been signed between Indian and Bangladesh Railways. This agreement briefly

describes the commercial procedures to be followed in the booking of traffic, hire charges to be paid by Bangladesh and Indian Railways on wagons held in excess of targets laid down and also includes the utilisation of locomotives of each country in the territory of the other country.

Report of study of Transit System for Madras

6758. SHRI M. M. JOSEPH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the study of the Transit system for Madras has since been completed; and

(b) if so, the gist thereof and the time by which it is likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Not yet, but a report is expected to be finalised soon.

(b) Does not arise.

Setting up of Petro-chemical Complex at Haldia

6759. SHRI MUKHTIAR SINGH MALIK: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 177 on the 20th February, 1973 regarding expansion of Haldia Refinery and setting up petro-chemical complex and state:

(a) whether Government have since considered the matter of setting up of petro-chemical complex at Haldia; and

(b) if so, the outcomes thereof and if not, by when the decision would be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALEBIR SINGH): (a) and (b). The question

of setting up of a petrochemical complex at Haldia will be considered after final decisions on the proposals made on Reports of the Task Force on Petro-chemicals and Oil Refining are taken.

**Raising of Minimum Age of Marriage**

6760 SHRI BIRENDER SINGH RAO: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether the proposal under consideration of Government to raise the minimum age of marriage has since been finalised; and

(b) if so the main features thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY)**

(a) The matter is still under consideration

(b) Does not arise

**Target of Fertilizers Production during Fifth Plan**

6761. SHRI M SANJEEVI RAO Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the target of production of Fertilizers during the Fifth Plan period?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH)**: The Approach Document for the Fifth Plan, while projecting an output estimate of 39.12 lakh tonnes of nitrogen and 11.75 lakh tonnes of P<sub>2</sub>O<sub>5</sub> by 1978-79, recognises the need for higher production to obviate substantial imports from the balance of payments angle. Fertiliser consumption is presently assessed by the Ministry of Agriculture at 52 lakh tonnes of nitrogen and 22 lakh tonnes of P<sub>2</sub>O<sub>5</sub> by 1978-79 and the is to develop sufficient capacity well in time to reach near self-sufficiency by the end of the Fifth Plan

**Detailed cost of West Coast Railway from Apta to Mangalore**

6762. SHRI SHANKARRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) what is the exact cost of the West Coast Railway Project from Apta to Mangalore including rolling stock and hospital and excluding rolling stock and hospital,

(b) whether the project has been cleared by the Railway Board, the Planning Commission and the Finance Ministry; and

(c) when the work of bridging and tunnelling on the line is likely to commence?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI)**: (a) A statement has been made by the Minister for Railways in the Lok Sabha on 5-4-1973 indicating the correct position regarding the cost of this project

(b) and (c) The project is under active consideration. Meanwhile earth-work in the Apta-Dasgaon section (108 km) has been taken up as drought relief and necessary urgency certificate has already been sanctioned. In the remaining portion of the Dasgaon-Mangalore Section about 800 km, a detailed Engineering Survey is being taken up. Planning Commission has been requested for additional allotment of funds in the Fifth Plan for developmental lines including the West Coast Railway Project

**Declaration of Strikes as "Illegal"**

6763. SHRI S. C SAMANTA: Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway services in the country are considered essential and if so, what are the reasons that

strikes in the undertaking are not declared illegal; and

(b) the steps being taken to see that the Railways do not suffer loss and irregularity in service due to strikes?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) and (b). According to Section 2 (n) of the Industrial Disputes Act, 1947, Railways constitute a "Public Utility Service". A strike on Railways is illegal if it violates the provisions of Sections 22 to 24 of the said Act. A strike can be banned by invoking Rule 118 of the Defence of India Rules, 1971.

#### Inter-connected Companies

6764. SHRI JYOTIRMOY BOSU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether as per Monopolies and Restrictive Trade Practices Act's definition of inter-connected companies, there are some 1,500 companies with assets of over Rs 4,000 crore belonging to 48 large houses each with assets of Rs. 20 crore and over;

(b) if so, whether less than 40 companies with assets of about Rs 1,000 crore have been registered with the Monopolies and Restrictive Trade Practices Commission;

(c) whether only 29 companies belonging to the Birla group have been registered with the Monopolies and Restrictive Trade Practices Commission; and

(d) if so, the factors responsible for the same?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN):** (a) to (d). The expression "inter-connected undertakings" is defined in clause (g) of section 2 of the MRTP Act. Part A of Chapter III of the MRTP Act applies as provided for in Section 20

of the Act to (a) an undertaking, if the total value of (i) its own assets or (ii) its own assets together with the assets of its inter-connected and undertakings is not less than Rs. 20 crores and (b) a dominant undertaking the value of whose assets or the sum total of the value of the assets of all its inter-connected undertakings is not less than Rs. 1 crore. Every undertaking within the purview of Section 20 of the Act is legally obliged to register with the Central Government under Section 26 of the Act. In accordance with these provisions, 902 undertakings have registered themselves with the Central Government so far and of these, the registration of 59 undertakings has since been cancelled under sub-section (3) of Section 26 as they ceased to be within the ambit of Part A of Chapter III. The sub-total of the value of assets of the undertakings which stand registered at present is approximately 4,800 crores. The number of undertakings known to belong to the Birla group of companies which have registered themselves under section 26 is 44 having assets of approximately Rs. 450 crores

#### Crimes on Railways during last three years

6765 SHRI JYOTIRMOY BOSU: SHRI HUKAM CHAND KACHWAL

Will the Minister of RAILWAYS be pleased to state

(a) the total number of crimes of each type committed on Railways. Zone-wise and year-wise during the last three years.

(b) what steps, if any, had been taken by Government to prevent these crimes; and

(c) outcome of the steps taken by Government?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). A statement is attached.

## STATEMENT

(a)

Railway	Murder	Decency	Robbery	Molestation of lady passengers	Thefts in Passenger trains and with in railway premises										
					1970	1971	1972	1970	1971	1972	1970	1971	1972		
Central*	12	7	13	14	10	5	48	45	63	10	9	5	1886	1958	2509
Western*	5	15	16	2	4	7	41	42	54	7	7	7	1900	1911	1823
Northern	27	32	30	13	21	14	104	127	84	8	25	13	2676	3298	3682
North-Eastern	13	11	8	25	26	27	91	92	58	3	2	3	546	1045	1157
Southern	..	1	..	..	3	6	13	10	1	..	1	..	370	635	448
Eastern	35	75	19	21	24	21	86	97	94	5	4	6	3900	1992	1886
Eastern*															
Southern	13	8	8	10	11	12	28	34	41	5	5	13	729	734	969
Northeast:															
Frontier	12	11	4	10	6	15	14	4	20	..	3	10	160	156	483
South-Central*	2	6	6	5	4	11	6	12	18	..	1	2	318	620	658
	119	166	104	100	109	118	431	463	433	38	57	59	11585	12349	13644

\*Quarterly statement for 2nd quarter/71 not received from Maharashtra State.

(b) The following preventive steps are being taken to check such crimes—

- (i) To the extent possible, Government Railway Police escorts are provided on all important night passenger trains to ensure safety of passengers in the affected areas.
- (ii) Surprise checks/supervision of escort duties has been further intensified.
- (iii) Train escorts found negligent in their duties are punished suitably.
- (iv) Railway Protection Force staff have been directed to extend active cooperation to Government Railway Police and Civil Police in tracking down criminals responsible for such incidents on the Railways.
- (v) Close liaison is maintained with the Government Railway Police and Civil Police to keep strict surveillance over bad characters operating in the affected sections and frequent raids are organised by the Police for the arrest of wanted criminals.
- (vi) Periodical meeting, at all levels are held by the RPF Officials with the Government Railway Police and Civil Police officials with a view to ensure better coordination and effective prevention and detection of crime.
- (vii) Railways on their part, are, however, vitally concerned with the safety of passengers and goods and have been taking all necessary steps by way of—
  - (1) Bringing to the notice of the State Government and Ministry of Home Affairs, wherever considered necessary all such occurrences for suitable preventive action and holding coordination meetings with State Police, at all levels
  - (2) Bringing up this subject in the periodical Inspectors-General's Conference
  - (3) Providing safety devices in carriages and improving security measures
  - (viii) Concerned at the growing incidence of heinous crimes in running trains and railway premises in the Eastern States of U.P., Bihar, West Bengal, Orissa and Assam, the Minister of Railways convened a meeting of Home Ministers and Inspectors General of Police of these States in New Delhi on 21-3-1973 to take effective steps to check the cases of heinous crime. As a result of this meeting, a working group consisting of senior officers of the Central and State Governments has been formed to thoroughly examine the various suggestions made at the meeting effectively tackle the problem and to report to the Minister of Railways as early as possible
- (c) There has been reduction in the incidence of Murder and Robberies during 1972

New Broad Gauge Track from Krishnagore to Berhampur via Karimpur (Eastern Railway)

6768 SHRI SAROJ MUKHERJEE  
Will the Minister of RAILWAYS be pleased to state

(a) whether the Ministry contemplates to erect new Railway line in broad gauge track to connect Krishnagore with Berhampur via Karimpur in Eastern Railway,

(b) whether the local people in that area have been representing for this new line again and again for a long time, and

(c) whether this new project of setting up Railway line will augment trade and commerce in this border area adjoining Bangladesh and improve Railway revenue in the long run?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) No

(b) Yes

(c) No investigation has been made for the proposed rail link. As such it is not possible to indicate whether the proposed rail link will augment trade and commerce in the area

**Authorised Scales of Pay for Gangmen under PWI, Khurda Road Division (South Eastern Railway)**

6767 SHRI ARJUN SETHI Will the Minister of RAILWAYS be pleased to state

(a) whether there are gangmen working under PWI, Khurda Road Division for the past ten years whose authorised scale of pay is equivalent to Class IV staff are still being treated as Casual Labourers

(b) if so the reasons therefor, and

(c) whether in Kharagpur Division of South Eastern Railway the position is quite contrary?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) to (c) On Khurda Road Division as well as Kharagpur Division of the South Eastern Railway, casual labourers are engaged to execute various seasonal works relating to track according to requirements. When continued for more than six months they are to be given regular scales of

pay. About 1,500 permanent posts of gangmen have been created during the last 10 years in Khurda Road Division according to the requirements of track maintenance. The position is reviewed from time to time. An examination of the requirements is in progress at present.

**Cases of Alarm Chain Pulling in 45 Up Howrah Hyderabad Express**

6768 SHRI ARJUN SETHI Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 3183 on the 13th March, 1973 and state

(a) out of 248 cases of alarm chain pulling during December, 1972 over Balasore-Bhadrak Stations how many cases were lawful and how many cases were unlawful, and

(b) what action was taken against unlawful chain pullings and if no action was taken the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) All the cases were unlawful

(b) No action could be taken because none of the chain pullers could be detected

**Installation of Power Generating sets of Unit Ratings**

6769 SHRI D D DESAI Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the number and the capacities of power generating sets of unit ratings exceeding 15 MW installed in the country since 1956,

(b) their present output in units as related to their original rated outputs, and

(c) the number and capacities of the units working at below 50 per

cent rating as well as out of commission?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The number of generating units of capacity 15 MW and above installed in the country from 1956 upto March 1972 is as per Statement I laid on the Table of the House. [Placed in Library. See No. LT-4783/73.]

(b) The hydro units are yielding energy corresponding to the full quantum of potential based on water availability. Most of the thermal units have the same output as their original rating. Some of the units which have been derated are given in Statement II laid on the Table of the House [Placed in Library. See No. LT-4783/73.]

(c) No units are working below 50 per cent rating. Units taken out for capital maintenance are given in Statement III. laid on the Table of the House.

[Placed in Library. See No. LT-4783/73.]

Completion of doubling of Railway tracks near Delhi during 1973-74

6770. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the names and number of tracks near Delhi which are being doubled in view of the heavy traffic; and

(b) when the doubling work on these tracks and the plans for doubling Railway track near Delhi during the year 1973-74 are likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The work on the doubling of 59.63 km between Shakurbasti and Rohtak is in progress. Of this the portion between Shakurbasti and Bahadurgarh has been completed and the balance is expected to be completed by March 1974. The doubling between Ghaziabad and Muradnagar (17.08 km) is under consideration.

Exploration of mineral oil with foreign collaboration

6771. SHRI SHASHI BHUSHAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have decided in principle to seek foreign collaboration in respect of exploration of mineral oil; and

(b) whether some agreements have since been reached with any country and if so, the terms and conditions of the agreements and the names of those foreign countries with which such collaboration is being sought?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) It is proposed to consider collaboration with interested foreign parties for oil prospecting in a few off-shore areas on the basis of 'General Contractor Type' of arrangement.

(b) No, Sir. It is not in the public interest at this stage to disclose the names of the Companies who have expressed interest in the matter.

सिवाई और विद्युत मंत्रालय द्वारा विदेश भेजा गया प्रतिनिधिमंडल

6772. श्री मूलचन्द डाला : क्या सिवाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1971 और 1972 में उनके मंत्रालय द्वारा विदेश देशों में भ्रमने प्रतिनिधिमंडल भेजे गए ;

(ख) इन प्रतिनिधिमंडलों में शामिल व्यक्तियों के नाम क्या हैं और उन्हें किस-किस उद्देश्य से बाहर भेजा गया; और

(ग) प्रत्येक वर्ष उन पर कितना अवकाश किया गया ?

तिंकारी और विद्युत जंगलालय में उपर्युक्ती ( श्री बालबीर सिंह )

(क) से (ग). अपेक्षित जानकारी का विवरण सभा पटल पर रखा है। [भव्यालय में रखा गया। देखिये सभ्या LT-4784/73]

वर्ष 1972 में ज्ञानात की गई श्रोतविधियाँ तथा इस विधा में आत्मनिर्भरता प्राप्त करना

6773. श्री भूलचन्द डागा : क्या वैद्योलियम और रसायन मन्त्री यह बताने की कृपा करें कि:

(क) वर्ष 1972-73 में कौन-कौन सी श्रोतविधियों का आयात किया गया तथा उनका मूल्य क्या है, और

(ख) देश श्रोतविधियों के मामले में कब तक आत्मनिर्भर हो जायेगा ?

वैद्योलियम और रसायन भव्यालय में उपर्युक्ती (श्री बलबीर सिंह) : (क) वर्ष 1972-73 के लिये श्रोतविधियों के आयात आंकड़े अभी उपलब्ध नहीं हैं ?

(ख) श्रोतविधि और भेषज उद्योग, में, जो कि तकनालोजी पर बहुत अधिक आधारित है, किसी भी देश के लिये आत्मनिर्भर होना अत्यधिक कठिन है, विशेषत उद्योग हमें बाले उत्पादों की विभिन्नता के कारण। इसके अतिरिक्त विदेशों में सभी समय पर निरन्तर विकास और अनुसंधान द्वारा नई नई और अधिक प्रभावशाली श्रोतविधियों का विकास हो रहा है, जिनके देश में विकास और उत्पादन में काफी समय लगता है। परन्तु स्थानीय श्रोतविधि उद्योग के विकास और हमारी बढ़ती हुई आवश्यकताओं को पूरा करने और आयात पर निर्भरता को अधिकतम समय माला तक कम करने के लिये श्रोतविधि उत्पादन के लिये अनुसंधान के प्रयत्न किये जा रहे हैं।

श्रोतविधियों के मूल्यों में हुई वृद्धि की अस्तित्वता

6774. श्री भूलचन्द डागा : क्या वैद्योलियम और रसायन मन्त्री यह बताने की कृपा करें कि, श्रोतविधियों के मूल्य से वर्ष 1961 की तुलना में कितने प्रतिशत की वृद्धि हुई है ?

वैद्योलियम और रसायन भव्यालय में उपर्युक्ती ( श्री बलबीर सिंह ) : 1961-62 से लेकर 1972-73 तक श्रोतविधियों एवं भेषजों के सूचकांकों ने सभी पदार्थों के लिए 107.1 प्रतिशत की ( वृद्धि की ) तुलना में श्रोतविधियों के मूल्यों में 48.7 प्रतिशत की वृद्धि दर्शायी है।

#### Trains without alarm chains, Zone-wise

6775 SHRI C K CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state the number of trains without alarm chains on Indian Railways, Zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS ( SHRI MOHD. SHAFI QURESHI ) : The alarm chain apparatus has been blanked off on a limited number of trains excluding ladies and full R.M.S compartments. This number varies from time to time, and at present, the number of trains on which the alarm chain apparatus has been blanked off on each Zonal Railway is as under.—

Railways	No of partially blanked off trains
Central	2
Eastern	191 plus all suburban trains
Northern	168
North Eastern	204
Northeast Frontier	12
Southern	4
South Central	6
South Eastern	22
Western	16
<b>TOTAL</b>	<b>625</b>

**Bid for consultancy services in laying pipelines on global scale by Oil India Limited**

**6776. SHRI C. K. CHANDRAPPAN:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Oil India Limited has made a bid for the consultancy services in reservoir engineering and in the designing and laying of petroleum pipelines on a global scale; and

(b) if so, the broad features thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) and (b). No Sir. However, the Engineering Projects (India) Limited (EPIL), a Government of India Undertaking under the Ministry of Heavy Industry, has submitted a bid to the pertamina of Indonesia for the construction of natural gas compressor stations, transmission pipelines etc. for a gas project in Sumatra; the EPIL has taken the Oil India Ltd. (OIL) as its consultant. So far as reservoir engineering is concerned, the OIL has not yet made any bid for consultancy services on a global basis

**Setting up of New Broad Gauge Shed for Kerala**

**6777. SHRI C. K. CHANDRAPPAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Broad Gauge Shed in Erode is nearing its full capacity; and

(b) if so, when the question of setting up a new Broad Gauge Shed will be considered, and whether that would be set up in Kerala?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No. Rather 22 diesel locos of South-Central Railway at present housed at Erode will be transferred to South-Central Railway diesel shed at Kazipet. This will release more capacity for South-

ern Railway. Similarly 56 diesel locos of South-Central Railway based at Gooty will also be transferred to diesel shed at Kazipet of South-Central Railway releasing further capacity on Southern Railway.

(b) Question of setting up a new B.G. diesel shed, therefore, does not arise at present.

**सिंचाई सुविधाएँ के लिए वित्तीय सहायता देते हुए मध्य प्रदेश की घोषना**

**6778. श्री अमशाह प्रधान :** क्या सिंचाई और विद्युत मंत्री यह बताने की कृता करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने जिलेबार सिंचाई सुविधाएं देने हेतु वित्तीय सहायता के लिये केन्द्रीय सरकार को कोई घोषना भेजी है; और

(ख) यदि हाँ, तो उसके प्रति केन्द्रीय सरकार का क्या प्रतिक्रिया है?

**सिंचाई और विद्युत विभाग में उपर्युक्ती (श्री बालगोविन्द वर्मा):** (क) नहीं, नहीं।

(ख) प्रश्न नहीं उठता।

**Railway line from New Cooch Behar to Golakganj and New Mainaguri to Sitai (Northeast Frontier Railway)**

**6779. SHRI R. N. BARMAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry proposes to construct two new lines (i) from New Cooch Behar to Golakganj over Tufarganj Sub-Division in the District of Cooch Behar and (ii) from new Mainaguri to Sitai i.e. from Jalpaiguri to Cooch Behar District;

(b) whether there is tremendous scope to make the lines viable and Profitable; and

(c) if so, the period during which the survey report will be completed?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No,

(b) *Prima facie* there appears to be little traffic justification for the construction of the suggested rail links

(c) Does not arise

**Increase in reservation of 1st and IIIrd Class for Calcutta from New Cooch Behar**

6780 SHRI B K DASCHOWDHU-RY: Will the Minister of RAILWAYS be pleased to state

(a) whether rush of passengers has tremendously increased at New Cooch Behar station for the last two years,

(b) if so, whether the number of reserved berths and seats in the 1st Class and IIIrd Class is proposed to be increased to 12 and 32 respectively for Calcutta from New Cooch Behar, and

(c) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI).** (a) No

(b) and (c). Does not arise as the quota of 4 first class berths and 12 berths and 16 seats in third class already allotted at present to New Cooch Behar station for Calcutta is not fully utilised

**हरयाला के निकट रेलवाड़ी और ट्रक की टक्कर**

6781. श्री महादीपक लिह शास्त्र : क्या रेल यात्री यह बताने की कृपा करेंगे कि :

(क) क्या 6 मार्च, 1973 के "भारत सम्बाद पत्र" में प्रकाशित समाचार के अनुसार हरयाला के निकट एक ट्रक और रेलगाड़ी की घासपास में टक्कर हो गई थी।

(ख) क्या उक्त रेलगाड़ी मध्य राजि तक मुरादाबाद नहीं पहुँची थी और स्टेशन ब्राविं कारियों ने इसे लेने से इन्हाँ बारे दिया है, और

(ग) यदि हा, तो इसके क्या कारण है और इस प्रकार हुई अति का व्यौदा क्या है और सम्बद्ध व्यक्तियों के विशद क्या कार्य-वाही की गई है ?

रेल यात्रालय में उपर्यन्ती (श्री मुहम्मद शफ़ी कुरैशी) (क) सम्बत शास्त्र 3-3-1973 को हरयाला और मारालानपुर स्टेशनों के बीच इजोनयरी समपार फाटक नं. 422-वी पर गाड़ी नं. 2 एम एच और एक ट्रक के बीच हुई टक्कर से है।

(ख) और (ग) गाड़ी नं. 2 एम एच दुर्बंटना-स्थल पर 1 बटा 27 मिनट रक्ने के बाद 23 बजकर 10 मिनट पर मुरादाबाद पहुँची।

दुर्बंटना के बिन्दुन्दू और बीकीदार की गलती तथा ट्रक के ड्राइवर की असावधानी के कारण हुई जिसने पहुँच रही गाड़ी के सामने से समपार को पार करने को कोशिश की थी। यद्यपि दोषी कर्मचारियों के विशद विवागोय कार्यवाही की जा रही है, मुरादाबाद की मरकारी रेलवे पुलिस ने भारताय दड सहित की धारा 304 और भारताय रेल अधिनियम को धारा 101 के अन्तर्गत एक मामला दर्ज कर लिया है।

इस दुर्बंटना में ट्रक ड्राइवर को मामूला बोट आया और ट्रक का क्लीनर दुर्बंटना-स्थल पर ही मर गया। ट्रक भी बहिरप्रस्त हो गया।

**Investigation into consignments booked Underweight from Delhi Station to Howrah by Parcel Staff, Delhi Station**

6782. SHRI MAHADEEP SINGH SHAKYA. Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2035 on the 6th March, 1973 regarding investigations into consignments booked underweight from Delhi Station to

Howrah by Parcel Staff, Delhi main station and to state:

(a) whether the enquiry report has been examined by the Commercial Department of Northern Railways;

(b) if so, further action taken in the matter;

(c) whether it is also a fact that these consignments of fresh peas and carrots were booked underweight by the Parcel staff with the connivance of merchants; and

(d) if so, reasons for not transferring them out of Delhi to break their contacts with the merchants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAH QURESHI): (a) Yes.

(b) Action under Discipline and Appeal Rules is being initiated against the concerned Parcel Clerks.

(c) This will be fully known only after the Discipline & Appeal Rules Enquiry Proceedings become available

(d) This would be considered on receipt of statements of defence of the Parcel Clerks on whom charge-sheets would be served.

#### Investment on survey of National Water Grid Scheme

6783. SHRI GIRIDHAR GOMAN-GO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the State Governments have given their opinion before deciding on any investment on the survey of National Water Grid;

(b) if not, whether Government propose to take categorical opinions of different State Governments before launching the survey works; and

(c) if so, the time by which it will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). Only preliminary office studies have so far been made on the proposals for a National Water Grid. The question of taking up the field surveys and studies is under consideration in consultation with the Planning Commission. Discussions will be held with the States while planning the survey programme and at various stages of such investigations before the concept of a National Water Grid is given a concrete shape.

#### Godavari Water dispute

6784. SHRI GIRIDHAR GOMAN-GO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government of Orissa discussed with the Chief Ministers of Maharashtra, Mysore, Andhra Pradesh and Madhya Pradesh at Ahmedabad in the month of October, 1972, the question of withdrawing Orissa's case from the Godavari Water dispute; and

(b) if so, what was the result?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Government of Orissa have intimated that their Ex-Minister for Irrigation and Power had a programme to discuss the Godavari Water dispute with the concerned Ministers of Maharashtra, Andhra Pradesh, Madhya Pradesh and Mysore State Governments at Ahmedabad in October, 1972. There is no record available with the State Government to show whether a discussion was held.

The State Governments have been recently addressed whether they would like a fresh attempt to be made to settle the Godavari dispute by negotiations, in view of the consideration that its adjudication by a Tribunal may take time.

व्यापारियों और उद्योगपतियों के परामर्श से बास्त बैगनों में छत लगाना

6785. श्री अम्बेश: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के विचाराधीन ऐसा कोई प्रस्ताव है जिसके अन्तर्गत बास्त बैगनों में छत लगाने का कार्य किया जायेगा;

(ख) क्या देश के बड़े व्यापारियों और उद्योगपतियों की इस बारे में सलाह ली गई है; और

(ग) यदि हाँ, तो उन व्यापारियों और उद्योगपतियों के नाम क्या हैं और इस बारे में उन्होंने क्या सलाह दी है?

रेल मंत्रालय में उपसंचारी (श्री मुहम्मद शर्फी कुरेशी) (क) और (ख) जोड़ूहा।

(ग) शुरू में, सरकार छतों बाले की ओ एक्स माल डिब्बे का एक नमूना बनाया गया था और उसे कलकत्ते में कोयला, इस्पात, बान उद्योगों तथा आम व्यापार के प्रतिनिधियों को दिखाया गया था। उनमें टिस्को, राष्ट्रीय कोयला विभाग निगम, हिन्दुस्तान इंस्पात धुलाई कारखाने, भारतीय खान संघ, भारतीय कोयला व्यापार संघ, मैसर्स एंड एड कम्पनी ग्रादि के प्रतिनिधि शामिल थे। इस माल डिब्बे की मुद्रा मूल्य बातें और व्यावहारिक पहलुओं पर उनसे विचार-विमर्श किया गया। उन्होंने मृदू महसूस किया कि यह अतिकल्पना सत्तोवशतक होगा

यद्यपि कुछ साधारण दोष लगाये गये थे दुनाई और सेवा के लिये इसकी कमता का पता लगाने के लिये इस प्रकार के माल डिब्बों के परोक्षण करने के सुझाव को उन्होंने मान लिया। तदनुसार, 30 माल डिब्बों का निर्माण किया गया है और नियमित रूप से काम पर लगा कर उन का परोक्षण किया जा रहा है।

Proposal for manufacture of carriage fans at Rs. 174 each

6786. SHRI AMBESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry received any proposal during June, 1971 for manufacturing 100 carriage fans per month at the cost of Rs. 174 if so, the gist thereof?

(b) the reasons why no reply was given to the Chief Electric Engineer and General Manager during the last about two years;

(c) what is the reaction of Government on this proposal; and

(d) whether this proposal will cause considerable savings to Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

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

Cancellation of Trains from and to Bombay owing to staff Trouble on Ratlam Division

6787. SHRI R. K. SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of trains were cancelled from and to Bombay in the month of March, 1973

owing to staff trouble on Ratlam division of Western Railway;

(b) the loss suffered by Government on this account; and

(c) the steps taken to improve the situation?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Only one pair of trains viz., 25 Dn/26 Up AC/Paschim Express was cancelled from and to Bombay for 2 days.

(b) Rs. 1,42,000/- approximately.

(c) The Railway Administration had already initiated action on the demand of the concerned staff. The position was explained to them, who were also assured that action would be finalised at the earliest.

**Taking over Kosi and other river Projects**

6788 SHRI R. K. SINHA:

SHRI MD. JAMILUR-RAHMAN:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the Centre has studied the plan to take over the Kosi, Gandak and some other river projects in Bihar on which huge public funds have been invested with no commensurate returns; and

(b) if so, the outcome thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) and (b). It is not proposed to take over Kosi, Gandak or any other river project in Bihar for execution by the Central Government. The Government of India will however give every possible assistance to the State Government in ensuring fullest benefits from the River Projects of the state.

**Loss incurred by the Departmental Catering at Katihar**

6789. SHRI MD. JAMILURRAHMAN: Will the Minister of RAILWAYS be pleased to state the amount of loss, year-wise, incurred by the Departmental catering unit of Katihar in Northeast Frontier Railway during the last three years?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** The losses incurred by Departmental Catering unit at Katihar during the year 1969-70, 1970-71 and 1971-72 are as follows:

Year	Loss
Rs.	
1969-70	20,073.00
1970-71	10,469.00
1971-72	25,690.00

**Conversion of metre gauge Katihar-Jogbani line into broad gauge (North East Frontier Railway)**

6790. SHRI MD. JAMILURRAHMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for conversion of metre gauge to broad gauge from Katihar to Jogbani, North-East Frontier Railway; and

(b) if so, the gist thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No.

(b) Does not arise.

**Handing over of Pillars of Railway Bridge over River Donk to P.W.D. of Bihar State.**

6791. SHRI MD. JAMILURRAHMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether pillars of Railway Bridge over river Donk have been abandoned by N.E.F. Railway and the same are proposed to be handed over to the P.W.D. of Bihar State for a direct link to Pothia (Kishanganj Sub-Division, Purnea);

(b) whether any such demand has been made by the State Government; and

(c) if so, the outlines thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) to (c). A request was received by the North-east Frontier Railway in the year 1971 from the State P.W.D. Chief Engineer for the transfer of the abandoned railway bridge over river Donk. The State P.W.D. was requested by the Railway to furnish a plan showing the extent of land required on the approaches and also to confirm that the waterway of the proposed road bridge will be increased to correspond the waterway of the new railway bridge (3 spans of 100 ft). The abandoned bridge consists of 8 spans of 60 ft. with two spans of 18' 6". So far, the State Government have not given any reply

**Supply of Electricity to small and marginal farmers in Kosi Canal area**

6792 SHRI MD. JAMILURRAHMAN: Will the Minister of IRRIGATION AND POWER be pleased to state the total units of electricity supplied to the small and marginal farmers in the Kosi Canal Command area in the year 1971-72 and 1972-73?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGGVIND VERMA):** The total units of electricity supplied to small and marginal farmers in the Kosi Canal Command area in the year 1971-72 are 6.81 lakhs units and during 1972-73 9.66 lakhs units.

**Microwave Communication System for "Major Operational Centres"**

6793. SHRI P. GANGADEB:  
SHRI P. M. MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have already commissioned over 5,000 route kilometres of microwave communication,

(b) if so, what are the areas that will be covered under the scheme; and

(c) to what extent this will be helpful to Government?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes.

(b) The areas covered under the Microwave schemes already commissioned are as under:

- (1) Bombay-Lonavala, Bombay-Kalyan and Katni-Jabalpur of Central Railway;
- (2) Delhi - Moradabad-Tundla-Kanpur - Lucknow-Allahabad - Mughalsarai-Varanasi of Northern Railway;
- (3) Gorakhpur-Sonepur - Samastipur-Garhara-Katihar of North Eastern Railway;
- (4) Madras - Bangalore-Mysore-Guntakal, Madras-Tiruchchirapalli - Olavakkott-Madurai and Madras-Gudur of Southern Railway;
- (5) Gudur-Kavali - Vijayawada and Guntakal-Hubli of South Central Railway;

(6) Chakradharpur - Bondamunda - Bilaspur-Bhilai-Nagpur and Bilaspur-Anuppur-Katni of South Eastern Railway.

(7) Baroda-Ratlam of Western Railway.

(c) The Microwave System of communication will provide "on demand" communication between important centres of railoperation like major Loco Sheds, yards, Inter-change points control offices, Divisional and Zonal Headquarter offices, along with Radio patching of existing open wire control communication.

**Reversion of Guards of Khanalampura as Booking Clerks, Delhi Division (Northern Railway)**

6794. SHRI BHARAT SINGH CHOWHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether some guards working at Khanalampura, Delhi Division (Northern Railway) were reverted as Booking Clerks in the month of April, 1972 on charges of embezzlement of Government cash and were posted at Sakholti Tanda Railway Station;

(b) whether instead of carrying out the orders of transfer they remained on unauthorised absence for 3-4 months from May, 1972;

(c) if so, whether any disciplinary action was taken against them for their failure to follow up the set procedure under extant orders when they were in occupation of Railway quarters; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. Only one Guard was reverted as a Booking Clerk, after following the disciplinary procedure and posted at Sakholti Tanda on 28th April, 1972. On appeal, the penalty was reduced to that of withholding of increment for one year with cumulative effect.

(b) to (d). He remained absent on Private Medical Practitioner's certificate from 2nd May, 1972 to 23rd July, 1972. During this period, the reversion order was modified. No disciplinary action for absence, was taken against him but the question as to how the absence should be treated, is under consideration. He was not in occupation of a Railway quarter.

**Appointment of Committee to find out the difficulties to Third Class Passengers**

6795 SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government to appoint a high power committee of the persons who travel by Third class in Railways to find out the difficulties faced by the Third class passengers in trains in the country; and

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

(c) the steps being taken by Government on the suggestions made by the Third class passengers in the past to remove over-crowding in Third class compartments?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No

(b) Does not arise.

(c) Consistent with the availability of requisite resources by way of sectional and terminal capacity, rolling stock etc., continuous efforts are made to introduce new trains, to extend runs of and to augment the loads of existing trains, in order to relieve overcrowding in third class. During the period April to November, 1972, a total of 136 trains involve 7398 additional daily train Kilometres were introduced/extended and the loads of 338 trains were augmented utilising 521 coaches. Second class coaches/compartments are being progressively replaced by third class coaches/compartments. This step will also help to relieve overcrowding in third class.

**Shortage of Light Diesel Oil in Rajasthan**

6796. SHRI NAWAL KISHORE SHARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is an acute shortage of light diesel oil in Rajasthan;

(b) whether the Government of Rajasthan have approached the Central Government for the supply of light diesel oil to meet the demand of the States; and

(c) if so, the quantity of light diesel oil demanded by the State Government and the time by which the supply will be made?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) There have been some shortages of Light Diesel Oil (LDO) in Rajasthan. These shortages were mainly due to unanticipated spurt in the demand of petroleum products in the North West Area and the consequent problems of logistics. There were also some delays in the receipt of imported LDO at Kandla resulting in inadequate availability of the product. To get over the problem of transport, Broad Gauge facilities at Kandla were extended to the oil sidings on a crash basis.

(b) and (c). The State Government informed the Government of India in December, 1972 that their monthly requirement of LDO was of the order of 10,000 Kls. The actual despatches of LDO to Rajasthan during the three months from January to March 1973 compared to the corresponding three months of 1972 are shown below:

Period	(Figures in Kls.)
January—March, 1972	15304
January—March, 1973	23345
Percentage increase	52.5

It may thus be seen that the supplies during the first quarter of this year were 50 per cent more than the supplies made during the corresponding period last year. The actual supplies would have been still more but for the difficulty encountered in positioning the product in Kandla in the early part of March 1973. The product availability has now improved appreciably.

**Silting in Rajasthan Canal**

6797. SHRI NAWAL KISHORE SHARMA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether silting is increasing in Rajasthan Canal rapidly;

(b) whether Rajasthan Government are not in a position to get it desilted due to financial and technical difficulties; and

(c) if so, the financial and technical assistance sought by Rajasthan Government and Central Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) to (c). In the absence of full capacity flow, some silting in the head reaches of the Rajasthan Feeder, lying in Punjab had been reported and most of the desilting work has already been completed.

**Number of wagons in working order on Western Railway**

6798. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of wagons in working order and running on lines on the Western Railway;

(b) the number of such wagons detained by the industries during the last three years and the amount of demurrage charged from them;

(c) the steps being taken by Government to minimise such detention to avoid inconvenience to other traders and the number of wagons declared unserviceable on the Western Railway during the last three years; and

(d) the number of wagons which were replaced by the new wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Total number of wagons in working order and running on lines on the Western Railway during the last three financial years was as follows:—

	B.G.	M.G.
1970-71	29164	24987
1971-72	25212	24132
1972-73	28337	24966

(b) Information on the number of wagons detained by Industries during the last three years is being collected and will be laid on the Table of the House. The amount of demurrage collected from Industries was 1969-70: Rs. 2422735.83, 1970-71: Rs. 2405247.04, 1971-72: Rs. 875847.22.

(c) In order to minimise detention to wagons, demurrage rates for all types of wagons have been enhanced with effect from 1st December, 1972. Particularly bad cases are also being taken up with the individual units concerned. The number of wagons declared unserviceable on Western Railway was as follows:—

	B.G.	M.G.
1970-71	462.5	466
1971-72	413	585
1972-73 (upto end of Feb.)	390.5	443

(d) Number of wagons replaced was as follows:—

	B.G.	M.G.
1970-71	19	918
1971-72	22	51
1972-73 (upto end of Feb.)	736	144

सभी मंडी रेलवे स्टेशन से पुरानी दिल्ली स्टेशन को ले जाने वाले कैश बक्स में जम का कम किया जाना

6799. श्री दुर्गम चन्द्र कल्याण : क्या रेल मंत्री यह बताने की कृता करेंगे कि :

(क) क्या दिसम्बर, 1972 में पुरानी दिल्ली के रेलवे स्टेशन के कैश बक्स से, जो सभी मंडी रेलवे स्टेशन से भेजा गया था, गिनती करने पर 7551 रुपये कम पाये गये थे ; और

(ख) सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

रेल मंत्रालय में उपर्युक्ती (श्री भूहम्मद शफ़ी कुरेशी) : (वा) जब 20 दिसम्बर, 1972 को माल से हुई आमदना वाला सभी मण्डी स्टेशन का रोकड थैला उत्तर रेलवे के रोकड कार्यालय में खोला गया, तो उसमें 9,551 रुपये को (न कि 7,551 रुपये की) राशि कम पायी गयी ।

(ख) रुपया बरामद करने के उपाय अब तक प्रस्तुत रहने के कारण इस मामले को पुलिस के सुपुर्दे किया जा रहा है । स्टेशन मास्टर को निलम्बित बर दिया गया है ।

Seniority of directly recruited and Ranker APWIs (Northern Railway)

6800. SHRI JAGANNATHRAO JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether as per Railway Board orders *inter-se* seniority of directly recruited APWIs and Ranker APWIs is to be maintained;

(b) if so, whether *Inter-se* seniority of APWIs is not being maintained by some Divisions of Northern Railway inspite of General Manager, N. Railway letter No. 754-E/118-v(EIIB), dated 28th March, 1973.

(c) whether DS, Moradabad has issued revised seniority list of APWIs as per General Manager, Northern Railway's letter mentioned above; and

(d) if so, whether fresh instructions are proposed to be issued to all Divisions of Northern Railway to maintain *Inter-se* seniority of APWIs as maintained by Moradabad Division and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) *Inter-se* seniority is maintained.

(c) The revised seniority list issued by DS, Moradabad, was not in accordance with the instructions issued by General Manager, Northern Railway and has since been cancelled by D. S., Moradabad.

(d) The question of issue of any further instructions at this stage does not arise.

सिग्नल रेलवे पूर्व रेलवे विभाग (पूर्वोत्तर रेलवे) के भारतीय कर्मचारियों को काम पर संयोगों

6801. श्री कमल निध नव्युक्तर :

क्या ऐसे अंती यह बताने की हुक्म करेंगे कि ।

(क) क्या पूर्वोत्तर के रेलवे सिग्नल विभाग के फालतू कर्मचारियों की दो वर्षी 1972 में अनुर्ध्व श्रेणी में वैकल्पिक कार्य दिया गया था तथा उन्हें यह आश्वासन दिया गया था कि अवसर छाने पर उन्हें यह पुन उपयुक्त श्रेणी में काम दे दिया जायेगा ,

(ख) यदि हां, तो ऐसे कर्मचारियों की संख्या क्या है और उन्हें तथा दिये गये आश्वासन के अनुसार उन में से कितने व्यक्तियों को उपयुक्त श्रेणी में खारा लिया गया है , और

(ग) उन्हें दिये गये आश्वासन के अनुसार सरकार का विचार उन सब कर्मचारियों को कब तक उपयुक्त श्रेणी में काम पर लानी क्या है ?

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ऐसे संभालथ में उपर्योगी (श्री भूषणेश शर्मी शुरैशी) : (क) से (ग). पूर्वोत्तर रेलवे के सिग्नल और दूर संचार विभाग के निर्माण स्कल्प के कनिष्ठतम 51 कुशल और अद्य-कुशल कर्मचारी, जिहे आवस्य-काताओं से अधिक हैं पर बर्जास्त कर दिया गया था, 70—85 रुपये के घेह के पदों पर समाहूत किये गये थे । उपयुक्त कोटि

में किर हे सैनात्र करने के सम्बन्ध में उम्हे कोई आवंशकता नहीं दिया जाया जा। परन्तु इस सम्बन्ध में हिंसकते हैं कि चालेत्र कर्मचारी की विवारित भौती सौरक्षा के भाईचारे से जर्ती हुये हों और जिन्हे भीवे के ग्रीडों में बैंकलिंप्स निषुक्ति में संगृहत किया गया हो, उनको अपनी वरिष्ठता के क्रम के अनुसार भविष्य में हीने बाली रिकितियों पर अपनी मूल कोटियों में समाहृत किये जाने के सम्बन्ध में विचार किया जाना चाहिये, परन्तु इसके लिये कोई समय-सीमा निवारित नहीं की जा सकती। फिर भी, इन 51 में से, 5 भूतपूर्व यात्रिक सिगनल (अनरक्षकों को मध्य रेलवे में उसी कीटि में समर्हत किया गया है।

**"Poor Upkeep of Thermal Plants"**

6802. SHRI PRABHUDAS PATEL:

SHRI P. A. SAMINATHAN:  
Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the attention of Government has been drawn to a press report published in 'Statesman' dated the 12th March, 1973 (Delhi Edition) under the caption "Poor Upkeep of Thermal Plants", and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Yes, Sir. Except for a few stations in the Southern and Eastern regions, the performance of thermal power stations in the country has generally been satisfactory. Better quality of coal to thermal power stations in the eastern region where units were getting damaged due to use of inferior quality of coal has been arranged. Repairs to units have been expedited and proper spares

arranged. An experts team has been set up for visiting the power stations and suggesting improvements in operation and maintenance.

**Schemes for Manipur Rivers as Flood Control Water Supply and Hydro Electric Projects**

6803. SHRI N. TOMBI SINGH:  
Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are considering schemes for damming some Manipur rivers, namely, the Imphal, Iril and the Thonbal at their sources as flood control, water supply and hydro electric project; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Proposals for storage dams for multipurpose benefits across the Iril and Thonbal rivers in their upper reaches are under investigation. The main features of the schemes will be clear only after the investigations are over.

**Extension of Railhead to Jiribam sub-division of Manipur**

6804. SHRI N. TOMBI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken up the survey for extension of a Railhead to the Jiribam Sub-division of Manipur from the nearest Railway station in Cachar District of Assam;

(b) if so, when such a survey will be completed; and if not, the difficulties thereof;

(c) whether Government are aware that there have been repeated demands for the said extension during the last several years; and

(d) if so, whether Government are considering the matter as a special case?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Preliminary Engineering-cum-Traffic Surveys for the extension of metre gauge line from Silchar to Jirighat are already in progress.

(b) The surveys are likely to be completed by the end of May, 1973.

(c) Yes.

(d) Further consideration will be given after the surveys are completed.

#### Survey in Manipur for Petroleum and Natural Gas

6805. SHRI N. TOMBI SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a survey has been conducted in Manipur to find out the possibility of Petroleum and Natural gas in that region;

(b) if so, the findings thereof and the time taken in the survey; and

(c) whether Government feel the need for further survey?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). A reconnaissance geological survey of the Manipur Valley and the adjoining hill area had been conducted during the year 1963-64. The data thus gathered had revealed that the exposed rocks in those parts are not of interest for exploration for oil/gas.

(c) No, Sir.

#### Central Assistance for Nagarjuna Sagar Project in Andhra Pradesh

6806. SHRI ANNASAHEB GOTKHINDE: Will the Minister of IRIGATION AND POWER be pleased to state the amount of Central assistance, special or otherwise, given for the Nagarjuna Sagar Project in Andhra Pradesh from 1969-70 to 1972-73 year-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) Irrigation is a State subject and funds for the execution of irrigation projects are provided by the State Governments in their development Plans. The Central assistance to State Plans is given in the form of block loans and grants, not related to any individual sector of development or project

However, a special non plan central assistance of Rs. 1 crore was given for Nagarjunasagar Project in 1969-70. Under the Emergency Agricultural Production Programme of the Ministry of Agriculture, an assistance of Rs. 16 lakhs for improvement of the Nagarjunasagar right canal and Rs. 127.19 lakhs for lift irrigation on Nagarjunasagar left canal was approved in 1972-73.

देश के समस्त तहसील केन्द्रों में किसानों को विजली की सप्लाई

6807. श्री लालजी भाई क्या सिवाई और विषुव मन्दी यह बताने की कृपा करेंगे कि

(व) कना गराना ने देश के समस्त तहसील केन्द्रों में किसानों को विजली देने हेतु कार्यक्रम बनाया है ;

(ख) यदि हा, तो देश में प्रत्येक राज्य को जिलावार तहसीलों के नाम क्या हैं जिनका विद्युतीकरण करने की स्वीकृति दी जा चुकी है ; और

(ग) श्रेष्ठ तहसील केन्द्रो में किसानों को विजली की सप्लाई कब तक की जायेगी ?

सिवाई और बिद्युत भवालय में उपभंगी (श्री बालगोविंद बर्मा) : (क) श्रान विद्युतीकरण के लिये कार्यक्रम विभिन्न राज्य सरकारों द्वारा तैयार और कार्यान्वयन किये जाते हैं और इमलिये मध्ये नहसील केन्द्रो तक बिद्युत का विस्तार करने के लिये भार सरकार ने कोई कार्यक्रम घलग से तैयार नहीं किया है।

(ख) और (ग) प्रश्न नहीं उठता।

राजस्थान में माल डिब्बों में लदान समय पर न करने के कारण जुर्माने की अवायणी

6808. श्री लालजी भाई : क्या रेल मत्री यह बनाने की क्रांति करेंगे कि

(क) राजस्थान में उन फर्मों की सच्चा क्या है जिन्होंने वर्ष 1969-70, 1970-71 और 1971-72 में आवटिन किये गये माल डिब्बों में निर्धारित समय में लदान कार्य पूरा नहीं किया और इस कारण उनसे कितना जुर्माना बसूल किया गया, और

(ख) उन पर ग्रभी तक क्षितिजना जुर्माना बकाया है ?

रेल भवालय में उपभंगी (श्री शुहम्मद शफी कुरेशी) : (क) और (ख) क्षेत्रीय रेलों में सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जावेगी।

रिंगस, श्याम खाद्यालय रामगढ़ होकर जयपुर से दिल्ली तक नहीं रेलवे लाइन

6809. श्री लालजी भाई : क्या रेल मत्री यह बनाने की क्रांति करेंगे कि

(क) क्या रिंगस, श्याम भोसाल खाद्यालय रामगढ़, रमुड लोसम, डिडवाना आदि से होकर जयपुर रेलवे जकशन (राजस्थान) से दिल्ली तक 60-70 किलोमीटर लम्बी नहीं रेलवे लाइन का निर्माण बनने सम्भव्यी कोई प्रस्ताव सरकार के विचारधीन है, और

(ख) यदि हा, तो तत्परत्वी मुख्य बाते क्या हैं ?

रेल भवालय में उपभंगी (श्री शुहम्मद शफी कुरेशी) : (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

#### Complaint against Booking Clerk, Meerut City Station

6810 SHRI LALJI BHAI Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 3940 dated the 25th April, 1972 regarding complaint against Booking Clerk, Meerut City Station and state-

(a) whether the investigations have since been completed by the Government Railway Police, Meerut City, and

(b) if so, result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The case is under trial in Court.

**Insecurity in Trains due to removal of Alarm Chains**

6811. SHRI SHRIKISHAN MODI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway passengers have been exposed to insecurity as a result of removal of alarm chains in certain Railways; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Government is aware that blanking off of alarm chain apparatus on trains deprives the passengers of the only means of communication between them and the trains staff on running trains in times of emergency. Despite this, selective blanking off of alarm chain apparatus has had to be introduced as a last resort to check the increasing trend in the misuse of this apparatus which was seriously affecting train operation and causing delays to trains and inconvenience to passengers. The number of such trains is however kept to the minimum and the ladies compartments and full postal vans are not blanked off in any case.

The Government would like to restore the alarm chain apparatus on the trains on which it has been blanked off, as soon as possible. For this purpose, the position is reviewed periodically.

**Hardships caused to people in reservation of seats in Mail/Express Trains from Stations other than Starting Points**

6812. DR. KARNI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it has been brought to his notice that as a result of the proposed scheme of reserving all the

seats in certain Mail and Express trains many people living at places which are away from the starting stations would be deprived of train journeys altogether and face great difficulties; and

(b) if so, whether it is proposed to revise the scheme to mitigate the hardship of such people?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Suitable quotas for reservation of accommodation have been earmarked to enable passengers from intermediate stations to avail the trains in which all berths and seats are reserved.

(b) No, as the scheme is intended to prevent overcrowding and to bring much needed relief to the long distance passengers.

**Report of Koelkaro Hydel Project**

6813 SHRI E V VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the time by which the Report of the Koelkaro Hydel Project is likely to be ready; and

(b) the approximate cost of the project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) The project report of the Koel Karo Hydel project is expected to be ready in about 2 months time.

(b) The detailed estimates are presently under preparation. The approximate cost of the Project Stage-I comprising installation of 3 x 120 MW units is estimated at Rs. 53 crores.

**Contract for Civil and Fabrication Work given in Haldia Refinery**

6814. SHRI E. V. VIKHE PATIL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the names of the contractors who were given the contract for civil and fabrication work in the Haldia Refinery Project and if they are companies or firms, the names of the Managing Directors/partners/proprietors thereof;

(b) the total value of each contract originally given, dates of commencement and completion of the works by each contractor;

(c) the additional amount, if any, paid to each contractor under the Escalation Clause together with the year of such payment; and

(d) factors taken into consideration in each case for payment of additional amount?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) to (d). The information is being collected and will be placed on the Table of the House.

**Import of Lubricating Oil during last Three Years**

6815. SHRI E. V. VIKHE PATIL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the quantity of lubricating oil and the value of such oil imported during the last three years, year-wise;

(b) the names of the companies from which lubricating oil was imported on the basis of competitive tendering; and

(c) the names of companies (together with quantity and value) from

which the oil was imported on the basis of Trade Plan agreements during the said period?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH):** (a) The import of lubricating oil viz. finished lube and lube base stocks during the last three years is indicated below:

Year	Quantity in '000 tonnes	c.i.f. value Rs. crores
1970	261	18.12
1971	113	8.87
1972	134	9.20

(b) and (c). It is not in the public interest to disclose the names of the companies from which lubricating oil was imported.

**Replacement of Rajdhani Express Trains with Third Class Coaches like Janta Express**

6816. SHRI E. V. VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rajdhani Express operating between Delhi-Calcutta and New Delhi-Bombay routes are being run at a loss compared to major express trains having Third Class Coaches like Janta Trains;

(b) if so, whether Government are considering the question of replacing these trains by Janta Expresses;

(c) whether a Third Class 3-Tier Sleeper Coach, taking into consideration maintenance cost etc. earns more revenue, than the First Class coach having the same dimensions; and

(d) if so, whether Government propose to replace First Class coaches by Third Class Three-Tier Sleeper Coaches?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI):** (a) No.

(b) Does not arise.

(c) and (d) The remunerativeness of these two types of coaches varies according to their actual occupation which differs from train to train and section to section. However, if the coaches are fully occupied, the earnings from a first class coach on night service will be slightly less than those from a three-tier third class coach, but over longer distances, a first class coach is more remunerative.

**Promotion of Assistant Chemists as Laboratory Superintendent on North Eastern Railway**

**6817. SHRI BHOGENDRA JHA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether in the North Eastern Railway some Assistant Chemists had been shouldering full responsibilities of Laboratory Superintendents and receiving full allowances therefor;

(b) whether because of lack of vacancies such Assistant Chemists could not be promoted to the posts of Laboratory Superintendents;

(c) whether vacancies of Laboratory Superintendents have now arisen and if so, whether Assistant Chemists having acted as Laboratory Superintendents are being appointed as such against the vacant posts; and

(d) if not, the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) One Assistant Chemist performed the duties of Laboratory Superintendent in short leave vacancies in the past in addition to his own duties. He was paid dual charge allowance.

(b) to (d). One post of Laboratory Superintendent has fallen vacant from 20-8-1972. This post is required to be filled through Railway Service Commission. Such of the staff in lower categories who possess the minimum prescribed educational qualifications for the post are eligible to apply; they are also allowed relaxation in age limit upto 45 years.

**West Bengals' proposal regarding protection of Farakka Barrage from Erosion of Ganges**

**6818. SHRI PRIYA RANJAN DAS MUNSI:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the West Bengal Government have submitted an estimate of Rs 63 crore to protect the adjacent areas of Farakka Barrage and Jangipur from the erosion of Ganges, and

(b) if so, what action has so far been taken by his Ministry to consider the measure suggested by the West Bengal Government and to implement them?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):** (a) and (b). The State Government of West Bengal have prepared a scheme for protection against erosion in a length of 51 km between Nainsukh and Lalgola on the right bank of the river Ganga downstream of Farakka Barrage at an estimated cost of Rs. 63 crores. The scheme was received at the centre in the first week of March, 1973, for scrutiny and approval of the Planning Commission. This is a major scheme requiring detailed examination in Central Water and Power Commission and consideration of the Technical Advisory Committee of Planning Commission before it can be approved by the Planning Commission for implementation by the State Government. As

this is likely to take some time and it is necessary to provide protection to some important populated areas such as Dhulian, it has been suggested to the State Government to formulate proposals for protection of most vulnerable areas before the ensuing floods.

**Drilling in Bodra Centre of ONGC at Sonarpur (W.B.)**

6819. SHRI PRIYA RANJAN DAS MUNSI Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Government have seen reports that the drilling in the Bodra Centre of O & N.G.C. at Sonarpur (West Bengal) has not been satisfactory, and

(b) if so, whether further efforts are proposed to be made to investigate the reasons therefor and to assess the quantum of Oil after proper drilling?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH) (a) and (b). Only one exploratory well, has been drilled in Bodra so far. The well was drilled upto a depth of 4197.5 metres (as against a projected depth of 5000 metres). Further drilling was not possible because of the drill-string getting stuck up at 4197.5 metres. All efforts to remove the stuck-up met with failure. The well did not give any indication of the presence of oil or gas.

Further exploratory drilling in the area has not been taken up, in view of unfavourable results obtained from Bodra Well No. 1. However, the question of further exploratory drilling in this region will be re-examined, if favourable structural indications are obtained by Seismic Surveys in future.

**Wireless Operators drawing less pay on Southern Railway**

6820 SHRI T S. LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state

(a) whether some of the Wireless Operators on the Southern Railway are drawing less pay than their juniors,

(b) whether there was any representation from the aggrieved to clear the anomaly under FR-22C Rule 2018B RI; and

(c) if so what were the remedial measures taken to render justice to the affected persons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI)

(a) Yes, one Wireless Operator is drawing less pay than his junior

(b) Yes, the anomaly was not due to the introduction of FR-22C. Rule 2018-B-RII but was as a result of promotion to the post of Wireless Operator through a different channel of promotion

(c) Under the extant orders there is no provision for removing such anomalies which are inescapable under the operation of normal rules

**Periodical transfers of Inspectors of Telegraph Traffic (Southern Railway)**

6821 SHRI T S LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Inspectors of Telegraph Traffic on Southern Railway are in the same Divisions ever since their promotion to that grade, and

(b) if so, the reasons for not effecting their periodical transfers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) Yes.

(b) The orders for periodical transfers (which have also been now revoked) did not apply to the category of Inspector of Telegraph Traffic.

**Location of Inter-State Irrigation and Power Projects**

6822. SHRI ANADI CHARAN DAS:

SHRI M. S. SANJEEVI RAO:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the number and location of inter-State irrigation and power projects receiving central grants;

(b) the time by which each one of these projects will be completed;

(c) the results likely to accrue from these projects in the matter of irrigation acreage and power generation; and

(d) whether there is any proposal under consideration to increase the grants for inter-State projects and if so, the main features thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA):**

(a) to (d). The outlay needed for irrigation and power projects (with the exception of a few central sector power schemes) is provided in the developmental plans of State Governments. Central assistance to State Plans during the Fourth Plan is in the form of block loans and grants for the State Plans as a whole and is not related to any specific head of development for project and there are no proposals under consideration to change the pattern of central assistance.

Irrigation and power projects taken up as inter-state ventures are listed below:—

Projects and States involved	Expected time of completion	Benefits expected	
		Irrigation (thousand ha.)	Power installed capacity M.W.
Gandak Project (Bihar and Uttar Pradesh) . . .	Fifth Plan	1460	..
Mahi Bajrasagar (Gujarat and Rajasthan) . . .	Fifth Plan	30.80	..
Beas Unit I & II (Haryana, Punjab and Rajasthan) . .	Fifth Plan	741.00	900 MW
Chambal Stages I & II (Madhya Pradesh and Rajasthan) . .	Fifth Plan (Irrigation) Power already completed	560	287 MW
Chambal Stage III (Madhya Pradesh and Rajasthan) . .	1973-75	..	99 MW
Gurgaon Canal (Haryana and Rajasthan) . . .	Fifth Plan	105.94	..
Bagh (Madhya Pradesh & Maharashtra) . . .	Fifth Plan	44.19	..
Tungabhadra High Level Canal stage II (Andhra Pradesh & Mysore) . .	Fifth Plan	96.50	..
Balimaila hydro-electric Project (Orissa & Andhra Pradesh).	1974-75	..	360 MW
Pench Hydel Project (Maharashtra and Madhya Pradesh) . .	1979-80	..	160 MW

**Joint ventures in the field of drugs, Petro-chemicals and fertilizers between India and Poland**

**6823 SHRI RAGHUNANDANLAL BHATIA**

**SHRI M S SANJEEVI RAO**

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether there is proposal to set up joint ventures in the field of drugs, Petro-chemicals and fertilizers between India and Poland,

(b) if so the salient features of the joint ventures, and

(c) how the trade between the two countries in the field of drugs, petro-chemicals and fertilizers would be increased consequently?

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH)** (a) Certain ideas have been mooted for setting up joint ventures/collaboration in areas of mutual interest during recent Indo Polish discussions. No concrete proposal has crystallized as yet

(b) and (c) Does not arise

मध्य प्रदेश में ग्रामीण विद्युतीकरण योजनाएं

**6824. श्री गंगा चरण दीक्षितः क्या सिंचाई और विद्युत् मन्त्री यह बताने की वृप्त करेंगे कि**

(क) मध्य प्रदेश के उन जिलों के नाम क्या हैं जिनकी ग्रामीण विद्युतीकरण योजनाये ग्रामीण विद्युतीकरण निगम के पास अनुमोदनार्थ पढ़ा हुई हैं और ते किम तारीख से अनिर्णीत पड़ हैं, और

(ख) इन योजनाओं की कल तार मजूर हो जाने की प्रमाणना है ?

**सिंचाई और विद्युत् मंत्रालय में उपलब्धी**  
**(श्री बालगोविन्द बर्मा):** (क) और (ख).  
 ग्रा. विद्युतोपर्ण निगम द्वारा स्वीकृत की गयी कामा की महा के सम्बन्ध में मध्य प्रदेश का दूर्ग स्थान है। निगम इस विद्युतीकरण की 10 ग्राम विद्युतोपर्ण निगम स्वीकृत की है जिनमें 1848 296 लाख रुपये की रुण महायना से 1912 गांवों का विद्युतीकरण, 64,55 पम्प सेटों का अर्जन तथा 3,971 लघु तथा दृष्टि गांवों के लिये विजली मार्गार्द करना पर्याप्तिया है। गजगढ़, पन्ना, बस्ती, छिवाड़ा, शाहजाहान रत्नाम भिड मारेना खण्डवा, छत्तापुर, जावुआ, गुना, सिड्नी ग्वानियर, मडाला, सागर खण्डग मनना विलासार बालधार, इन्दोर दरिया और उज्जैन जिलों से सम्बन्धित मध्य प्रदेश की 20 स्कीमें ग्राम विद्युतोपर्ण निगम द्वारा विचार करने के लिये प्रक्तवर 1972 (11) दिसम्बर, 1972 (1), जनवरी 1973 (8). फरवरी, 1973 (3) गोर मार्च, 1973 (6) से निलम्बित है जिनकी अनुमानित लागत 978 44 लाख रुपये है। इसके अनिरिक्त निगम द्वारा नियत मार्गण्डा के अनुसार सशोधित करने के लिये 16 स्कीमें मध्य प्रदेश विजली बोर्ड को लौटा दी गई है। निलम्बित स्कीमों की निगम द्वारा निर्धारित मानदण्डों के आधार पर जाच की जा रही है और उन्हे तकनीकी तौर पर विवरणीय तथा आर्थिक रूप में उपयोगी पाये जाने पर मध्य प्रदेश तथा अन्य राज्य विजली बोर्डों की एरो स्कीमों के लिये धन की उत्तराधित पर निर्भर करने हुये विनियम

साक्षात् देते के लिये स्वीकृति प्रदान कर दी जाएगी।

**Flood devastation in lower Damodar region**

6825. SHRI MANORANJAN HAZRA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are aware that without the construction of remaining four reservoirs in upper catchment area of the Damodar Valley the flood devastation takes place in lower Damodar region almost every year; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). The Flood and drainage problem in the Lower Damodar region was recently studied in detail by a Technical Committee appointed by the Government of India. In their report submitted in May, 1972, the Committee have recommended measures for effective control of floods and drainage congestion in the region. The important measures suggested are as follows:—

(i) The old course of the Damodar (Amta channel) should be closed at its head and the channel used only for drainage of areas on the left of Mundeswari;

(ii) To prevent Damodar floods water spreading out and to enable the Mundeswari channel to improve with flushing discharges, flood embankment should be constructed on both banks of the Mundeswari from Rhondia to Buxi for accommodating a discharge of 8500 cumecs (3 lakh cusecs);

(iii) The carrying capacity of Rupnarayan should be improved by dredging and cutting pilot channels and preventing encroachment into the tidal basins;

(iv) Full design storage as provided in the project reports of Maiethon and Panchet dams should be made available for effective moderation of the floods.

The Committee have stated that the need for additional flood storage may be reviewed after some experience of the results accruing from the implementation of the measures as suggested above and also taking into account the economics.

In the light of the recommendations of the Committee, the State Government of West Bengal have prepared a comprehensive scheme for flood control and drainage improvement in the Lower Damodar region estimated to cost Rs. 40 crores. Phase I of the scheme for the improvement of drainage in the Amta basin, costing Rs. 6.8 crores, has been approved for implementation and work is in progress. The other phases of the scheme are now being finalised by the State Government.

**Protected workmen on Railways**

6826. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3197 on the 18th April, 1972 regarding declaration of protected workmen on Railways and state:

(a) whether the provisions of Industrial Disputes Act in regard to the Protected Workmen have been violated by the Railway Administration, while granting protection to the workers of 'Recognised Federations'; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) and (b). Information regarding office-bearers of recognised unions who may have been declared as 'protected workmen' under the Industrial Disputes Act, 1947, is being collected from Railway Administrations and will be laid on the Table of the Sabha.

**Directive about Periodical Transfer of Staff**

6827. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1298 on the 8th August, 1972 regarding Periodical Transfer of Railway employees and state-

(a) whether Railway Board has issued any directives in regard to its decision of accepting the recommendations of A.R.C. regarding periodical transfers,

(b) if so, whether a copy of the directive issued will be laid on the Table of the House; and

(c) if not, the reasons therefor and the time by which the directives will be issued by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) Yes.

(b) A copy of the directive is laid on the Table of the House. [Placed in Library. See No. LT-4785/73].

(c) Does not arise.

**Procedure to fix responsibility in the event of loss of Tickets from Ticket Tubes**

6828. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) the procedure prescribed to fix up the responsibility in the event of a

ticket found missing from the ticket tube; and

(b) whether any amount is debited to the Booking Clerk in case Passenger Portion of the Blank Paper Ticket is found missing?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) In such cases, an enquiry is made to determine the cause of loss of the ticket and if it is established that the missing ticket was actually sold and there is loss of money to the Railways, the amount of loss is recovered from the railway staff held responsible. Besides, disciplinary action, as may be considered necessary according to the merit of the case, is also taken.

(b) Yes; the same procedure as indicated in reply to part (a) above is followed for debiting the amount

**Recovery from Goods Clerks of Mughalsarai for Shortages Notices from Sealed Goods Vans (Eastern Railways)**

6829. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether huge amounts are being debited to the Goods Clerks who were working at Mughalsarai Station of Eastern Railway for shortages noticed at destination from the sealed goods vans;

(b) if so, the names of the Goods Clerks and the amount debited to each of them during the period from 1970 to 1972;

(c) whether similar debits are also being raised on other Indian Railways; and

(d) if not, the reasons for the discrimination between the staff of Eastern Railway and other Railways?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No. In cases where responsibility of the staff for loss of goods is fixed, small amounts are recovered from the staff as corrective measure which is termed as minor penalty under the Railway Servants Discipline and Appeal Rules.

(b) The names of the staff held responsible and recoveries made from them during the year 1970, 1971 and 1972 are given below:—

Name of the Staff	Recovery made
1970	Rs.
Shri G. P. Singh Ex. Transhipment Clerk	200
Shri R. B. Lall Transhipment Clerk	50
Shri Parmeshwar Singh Transhipment Clerk	50
1971	
Shri N. R. Misra Transhipment Clerk	100
Shri Manohar Lal Transhipment Clerk	100
Shri Etwari Lal Transhipment Clerk	50
1972	
Shri A. N. Singh Transhipment Clerk	100
Shri D. P. Kesier Transhipment Clerk	59.40
Shri M. H. Mullick Transhipment Clerk	35
Shri N. K. Ojha Transhipment Clerk	150
Shri N. K. Ojha Transhipment Clerk	250
Shri N. K. Ojha Transhipment Clerk	150
Shri S. B. Ram Transhipment Clerk	100
Shri R. N. Ram Transhipment Clerk	160
Shri Surendra Singh Transhipment Clerk	150
Shri Surendra Singh Transhipment Clerk	200
Shri R. B. Singh Transhipment Clerk	150

(c) In case where responsibility of the staff for loss of goods is fixed, similar recoveries are also made by other Zonal Railways under extant rules.

(d) Does not arise.

**"Managers of Railways on the War Path"**

**6830. SHRI VASANT SATHE:** Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of Government has been drawn to the news report on p. 1 of *Times of India* dated the 22nd March, 1973 under the heading "Managers of Railways on the War Path"; and

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

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes, Sir.

(b) The Federation of Class I Railway Officers' Association and the Indian Railways Class II Officers' Federation have been recognised by Government for ventilation of grievances, if any, of the officers. Government will consider appropriate remedies in the light of such representations as are received and bearing in mind all relevant circumstances.

**Shifting of Thermal Power Project from West Bengal to Bihar**

**6831. SHRI R. N. BARMAN:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the attention of Government has been drawn to a news item published in the 'Ananda Bazar Patrika' dated the 24th March, 1973 regarding shifting of thermal power station from Dalkhola (West Bengal) to Purnea in Bihar; and

(b) if so, the reasons for this decision?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI LGOVIND VERMA): (a) Yes, Sir. There is no proposal to shift the thermal power station from Dalkhola in West Bengal to Purnea in Bihar.

(b) Does not arise.

**Promotion of Clerks Grade I against Leave Vacancies in Accounts Department**

6832 SHRI FATEHSINGHRAO GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether as a consequence of promotion of senior suitable staff in 25 per cent quota against leave vacancies, in the posts of clerks grade I in the Accounts Department of the Indian Railways, Appendix 2 IREM qualified staff promoted in their own quota from 1st April, 1968 and onwards were reverted on expiry of leave vacancies;

(b) whether the above irregularity has been stopped, and if so, from what date; and

(c) what relief has been given to the Appendix 2 IREM staff reverted in excess of their quota?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) to (c). The information is being collected and will be laid on the table of the Sabha

**Duty Hours of Engine Crews working Ax-Phulra-Sojat Road**

6833. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway Board had issued instructions to relieve the engine crews on completion of 10 hours' duty according to the recommendations of the Railway Accident Inquiry Committee;

(b) whether these instructions are being followed at Ajmer Station in the case of crews working ex-Phulra to Sojat Road; and

(c) if not, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) and (b). No. However, instructions were issued in October 1968, in consultation with organised labour, that the overall duty at a stretch of running staff from the time of 'signing on' should not normally exceed 14 hours and they should be entitled to claim relief after 14 hours provided they have given two hours' notice for relief. The hours of overall duty of staff working on the Phulra-Sojat Road Section are also being regulated in accordance with these instructions.

(c) Does not arise.

**Reopening of Cases of Promotions to Post of Clerk Grade I, Accounts Department (Western Railway)**

6834 DR. KARNI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether cases of promotions to the post of Clerk Grade I from 1-10-1962 have been reopened recently, vide Railway Boards letter No PC-68/PS-5/OS-8, dated the 31st January, 1970, to give benefit of retrospective promotion, fixation of pay and arrears to those unqualified Clerk Grade I in 25 per cent quota who were not eligible for promotion originally;

(b) whether similar cases of unqualified Clerk Grade I had been reopened and they were given promotion from 1st April, 1968 vide Railway Boards letter No. E(P&A)I-70/PS-5/OS-26, dated the 4th January, 1971;

(c) whether Railway Board issued a letter No. E(NG)168-PMI/99, dated

the 25th September, 1969 in reply to the representations, dt. 14th November, 1968, of the qualified staff of the Accounts Office of the Railway and had mentioned that the cases already dealt with otherwise need not be reopened; and

(d) if so, the reasons for not reopening of the cases of promotions in leave vacancies of Clerk Grade I w.e.f. 1st April, 1968?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) A doubt had been raised whether the benefit of grant of 4 advance increments with effect from 1-10-62 as recommended by Justice Sankar Saran Ad-hoc Tribunal should be given to such of the unqualified Accounts Clerk Grade II (Rs. 110—180 AS) on promotion as Clerk Grade I who had already passed the written test at the time of crossing Efficiency Bar prior to 1-10-62 but whose service records were reviewed after that date. Since different practices were being followed in this respect on the Railways, a clarification was issued vide Railway Board's letter No. PC 66/PS-5/OS-8, dated 31-1-1970 to all Railway Administrations that benefit of grant of 4 advance increments w.e.f. 1-10-62 should be given to all such Clerks.

(b) Another clarification was issued vide Railway Board's letter dated 4-1-1971 to one Zonal Railway viz., Western Railway that the pay of Clerks Grade I who were promoted as such against vacancies released from quota reserved for direct recruitment of Graduates, as also against "Shadow Posts" may be fixed w.e.f. 1-4-68 by grant of 4 advance increments provided the staff concerned had passed the prescribed written test/Efficiency Bar test prior to 1-4-1968 though their service records were reviewed after 1-4-68.

(c) Yes.

(d) The reopening of past cases would upset the promotions already made. Orders referred to in parts (a) and (b) above are not relevant to this issue.

**Divisional System working of trains by Divisional Crews, Ajmer Division (Western Railway)**

**6835. SHRI PANNA LAL BARUPAL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board had issued orders for introducing Divisional System working of trains by Divisional crews and the reasons for doing so; and

(b) whether this system is in operation in Western Railway?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) No.

(b) Does not arise.

**Enquiry into affairs of Jiyajee Rao Cotton Mills Ltd., Gwalior**

**6836. SHRI SHASHI BHUSHAN:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether investigations are being made into the affairs of the Jiyajee Rao Cotton Mills Limited, Gwalior;

(b) if so, the Act under which the investigations into the affairs of the Company have been ordered and the present stage of the investigations;

(c) the names of the Directors of the Mill;

(d) whether this Mill is being allowed expansion of its chemical plant to the tune of Rs. 7.5 crores; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D. R. CHAVAN): (a) and (b). An investigation into the affairs of the Jiyajee Rao Cotton Mills Limited, Gwalior, had been ordered under section 237(b) of the Companies Act, 1956. The company filed a writ petition under article 226 of the Constitution of India, against the order of investigation, in Madhya Pradesh High Court at Jabalpur. The court struck down the investigation order. The Company Law Board has gone in appeal and the case is pending before the Supreme Court.

(c) The names of the Directors of the Company are: Sarvashri Gordhan das Jadavji Ruparel, R. B. Vaishya, K. G. Maheshwari, A. V. Birla, B. K. Jhawar, S. K. Birla and Nawal Kishore Kejriwal.

(d) and (e) The application under section 21 of the M.R.T.P. Act, 1969 for expansion of the Company's chemical plant is under consideration.

#### Execution of Kallada Irrigation Projects in Kerala

6837. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government are responsible for defective planning and acceptance of defective tenders for the Kallada Irrigation Projects, which have caused delay in its execution;

(b) if not, the authorities responsible therefor; and

(c) the steps being taken by Government to help the State Government in completing the above project speedily?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA): (a) and (b). Irrigation is

a State subject and the execution of the irrigation projects is the responsibility of the State Governments. The Government of Kerala who are in charge of the Kallada project have reported that no defect has been noticed in the planning and acceptance of tenders for Kallada project.

(c) Central assistance to State Plans is in the form of block loans and grants for the Plans as a whole, not related to any specific head of development or project. The question of providing special assistance to selected major irrigation projects in the country, including Kallada project, whose accelerated construction can help to create significant additional irrigation potential in the next three years, is being looked into by the Planning Commission.

#### Retention of Accounts in Railway Board's Office Drafted from Zonal Railways

6838. SHRI FATEHSINGHRAO GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Accountants in Railway Boards Office are drafted from Zonal Railways on tenure basis, and if so, what is the tenure; and

(b) the number of Accountants drafted from Zonal Railways who are being retained in Board's Office after completion of the tenure?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAJI QURESHI): (a) Yes; normally their tenure extends upto a period of 5 years.

(b) Out of 31 Accountants in the Board's office, 13 Accountants have since completed their tenure. Arrangements are being made to replace them by suitable Accountants on railways, who are willing to accept transfer to the Board's office.

**Conversion of Metre Gauge Bhatnai-Varanasi and Barabanki-Samastipur lines into Broad Gauge (North-Eastern Railway)**

6839 SHRI NARSINGH NARAIN PANDEY Will the Minister of RAILWAYS be pleased to state

(a) whether Bhatnai-Varanasi Metre-gauge line surveyed long ago has not been given priority for conversion into Broad-gauge and if so, the reasons therefor,

(b) whether conversion of Barabanki-Samastipur via Muzaffarpur is being delayed for want of funds and staff, and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) The reports of the surveys carried out for this conversion and the economic study have not established any immediate need for the conversion

(b) and (c) No, work on this conversion project is progressing according to schedule

**Implementation of Recommendations Nos. 582, 584 and 593 of Expert Committee Report on Compensation and Claims**

6840 SHRI ONKAR LAL BERWA SHRI PANNA LAL BARUAL

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 2728 on the 22nd June, 1971 regarding report of Expert Committee on Compensation and Claims and state

(a) whether recommendations Nos 582, 584 and 593 have since been examined,

(b) if so, the decision taken thereon,

(c) whether the decision has been conveyed to the Zonal Railways, and

(d) if so, the broad outlines of the decisions and if not, the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) Recommendations No 582 and 584 are still under examination Recommendation No 593 has two aspects which relate to investigations by the Special Police Establishment and the Vigilance Organisation Action in respect of investigations by Vigilance has been finalised and that in respect of the Special Police Establishment is under examination

(c) Decision in respect of investigations by Vigilance referred to in recommendation No 593 has been conveyed to the Zonal Railways

(d) As indicated in reply to part (c) of the question instructions have been issued to the Zonal Railways that in cases involving non gazetted employees, where the irregularities detected or established by the Vigilance branch are of a purely departmental nature without any evidence of malafide or ulterior motive or suspicion of the existence of these elements i.e. without a vigilance angle or a potential vigilance angle, the cases should be forwarded by the Vigilance Organisation to the concerned department for final action Final instructions in respect of irregularities detected by the Special Police Establishment will be issued after the matter, which is still under examination is decided

The delay in finalisation of these recommendations is due to the policy issues involved, which have far reaching implications

**Construction of Link Road and Over-Bridge at Retang Railway Station**

6841. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation for an approach road to Retang Railway Station under Khurda Road Division of South Eastern Railway and for a foot over-bridge there for the convenience of the passengers; and

(b) whether any steps are being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) An approach road to the station on the west side of the Railway Station already exists. However, an approach road on the eastern side of the station building has been demanded in the representation and this can be considered only after the State Government or the local authorities construct a corresponding road beyond the railway land boundary

As regards foot over-bridge, the same will be processed for inclusion in the future year's Works Programme subject to the availability of funds.

**Legal Aid to the Poor in Orissa**

6842. SHRI CHINTAMANI PANIGRAHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Orissa Government have now implemented the model scheme for free legal aid to the poor; and

(b) the outlines of the model scheme?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) No, Sir.

(b) However, the State Government has formulated a scheme for financial assistance to the Scheduled Tribes and Scheduled Castes in land cases. The outline of the scheme is that persons desirous of aid may apply to the concerned collector in the prescribed form through the concerned welfare officer with a certificate from a gazetted officer or M.L.A. or M.P., to the effect that the applicant is a member of the Scheduled Caste or Scheduled Tribe and the opposite party does not belong to the Scheduled Caste or Scheduled Tribe community. After necessary enquiry, the application will be forwarded to the District Magistrate concerned, with the recommendation. The Scheduled Tribe people seeking justice will be at liberty to engage a pleader of their choice and the pleaders fee will be negotiated between them. However, the rate of fees shall not exceed half of what is payable to the Government Pleaders in similar cases. The quantum of legal aid will be in the shape of assistance and need not necessarily cover the entire cost of litigation. This is apart from the aid given to accused persons in capital cases before the Court of Sessions, cases involving a death sentence and the like

रेलवे समय सारणी के हिन्दी तथा अंग्रेजी संस्करणों के बीच अन्तर

6843. श्री जगदीश नारायण मण्डल : क्या रेल मरी यह बनाने की कृता करेगे कि :

(क) क्या रेलवे समय सारणी के हिन्दी तथा अंग्रेजी संस्करणों में कोई अन्तर है ; और

(क) पैदा हा, ती उसका स्वरूप क्या है ?

रेल मंत्रालय में उपलंब्धी (की नुहन्मद शास्त्री कुरेंडी) (क) पौर (ख) अंतर्राय रेलो द्वारा प्रकाशित अंग्रेजी और हिन्दी की ममग सारणियों में विकापनो के अन्तर के अलावा कोई खास फरक नहीं होता । लेतिन, रेलवे बोर्ड द्वारा अंग्रेजी भारतीय रेलवे ममग मा यी केवल अंग्रेजी में प्रकाशित की जाती है ।

Links between Chairman of M/s Automobile Products of India Limited, Bombay and Maruti and Company

6844 SHRI JYOTIRMOY BOSU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the names of the Chairman and other members of the Board of Directors of M/s Automobile Products of India Limited, Bombay,

(b) whether the Chairman of this Company is in any way connected with Maruti and Company, a small car manufacturing firm in Haryana, and

(c) the names of the firms in which the Chairman of the Automobile Products of India, Limited has interests in some form or other?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI D R CHAVAN) (a) As per the latest available information, the names of the Chairman and other Directors of M/s Automobile Products of India

Limited, Bombay, are given as under:—

- 1 Shri M A Chidambaram, Chairman and Managing Director.
- 2 Dr J M Rane, Director
- 3 Shri C B Saran, Director
- 4 Shri R N Mafatlal, Director.
- 5 Shri K N Talwar, Director.
- 6 Shri J M Ghorpade, Director.
- 7 Shri R P Gaekwad, Director
- 8 Shri F K F Nariman, Director.
- 9 Shri A A Deshpande, Director
- 10 Lt Col F P Gaekwad, Director

(b) The Chairman of M/s Automobile Products of India Ltd, is also the Chairman of M/s Maruti Ltd, Haryana

(c) The Chairman of M/s Automobile Products of India Ltd, was connected with the following companies as Chairman/Managing Director/Director/Committee member, as on 28th January, 1972 —

Chairman

- 1 Tubes & Malleables Ltd,
- 2 South India Steel & Sugars Ltd,
- 3 Southern Industrial Corp. Ltd,
- 4 Jenson & Nicolson (India) Ltd,
- 5 Southern Petro-Chemical Industries Corp. Ltd,
- 6 Tokushu-Menon Paper Manufacturing Company Ltd.,
- 7 Maruti Ltd,

8. South India Wire Ropes Ltd.,
9. Western Thomson (India) Ltd.,
10. South India Corp. (Agencies) Pvt. Ltd.,
11. Technical Services Pvt. Ltd.,
12. Security and Detective Bureau Pvt. Ltd.,
13. South India Turf Club Pvt. Ltd.

*Managing Director:*

Kanadukathan Electric Supply Corp. Ltd. (In Liquidation)

*Director:*

1. Indian Aluminium Company Ltd.,
2. South India Insurance Company Ltd.,
3. Ratnakar Shipping Company Ltd.,
4. India Radiators Ltd.,
5. Fibreglass Pilkington Ltd.,
6. Hindustan Teleprinters Ltd.,
7. Southern Agrifurne Industries Ltd.,
8. Tuticorin Alkali Chemicals Ltd.,
9. Mettur Beardsell Ltd.,
10. Man Industrial Corp. Ltd.

*Chairman, President and Committee Member:*

1. Madras Race Club Ltd. (Mg. Committee Member).
2. South India Iron and Hardware Merchants Association. (Committee Member).
3. Automobile Association of Southern India. (President)
4. Southern India Chamber of Commerce and Industry. (Member Executive Committee).

Expenditure incurred on the Maintenance and use of Computers

6845. SHRI FATEHSINGHRAO GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of computers installed on the Railways;

(b) the total amount of rent paid in respect of each computer during the last three years;

(c) the total cost of the imported and indigenous stationery, separately used in the computers, during the above period together with the foreign exchange component thereof; and

(d) the total expenditure incurred on the T.A. and D.A. of the staff in connection with the use of computers during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There are 14 computers on the Indian Railways.

(b) A statement is attached.

(c) Indigenous stationery :

	Rs.
1969-70	11,84,054
1970-71	17,00,923
1971-72	19,12,506
Imported stationery	Nil
Foreign exchange component	Nil
(d) 1969-70	1,12,744
1970-71	2,17,724
1971-72	5,89,487

## STATEMENT

## Rental paid for computers on the Indian Railways

Computer Installation at	1969-70	1970-71	1971-72
	Rs	Rs	Rs
1 Central Railway, Bombay	7,85,154	8 23,590	8 96 707
2 Eastern Railway, Calcutta	6,45,700	7,50,594	6,27 671
3 Northern Railway, New Delhi	7,73,763	8 31,254	8 38 485
4 North Eastern Rly Gorakhpur	4 53 273	6,54,953	~ 01 428
5 Northeast Frontier Railway, Pandu	1,28,701	6,69,758	7 42,804
6 Southern Railway, Madras	7,22,754	7 25 425	8 93 599
7 South Central Rly, Secunderabad	6 56 547	7,06 101	8 17 162
8 South Eastern Rly, Calcutta	8,07,390	9,13 995	10 11,811
9 Western Railway, Bombay	7 90,172	6 26 221	9 66 428
10 Chittaranjan Locomotive Works, Chittaranjan	6 18,940	6 25,567	6 40 175
11 Diesel Locomotive Works, Varanasi	6,34,404	6,34,404	6 57,743
12 Integral Coach Factory Madras	7,91,290	8 33,538	9 07,193
13 Railway Board, New Delhi	9,18,397	9 56 287	10,05,097
14 Mughalsara Marshalling Yard Mughalsara, E Rly	1,45,024	2 09,364	2 16 267

## De registration of Undertakings registered under Companies Act

6846 SHRI SAT PAL KAPUR  
Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the total number of companies registered as dominant undertakings under the M.R.T.P Act and how many of them have been deregistered so far,

(b) whether Government are examining the question of modifying the classification of product Groups made under the M.R.T.P Rule to determine correct dominance of undertaking, and if so, the broad features of the proposal under examination, and

(c) the reasons for large number of deregistrations?

THE MINISTER OF STATE IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI D R CHAVAN) (a) 119 undertakings have registered from time to time as dominant undertakings with in the meaning of clause (b) of section 20 of the M.R.T.P Act, 1969. Of these 22 undertakings have been deregistered so far

(b) Yes Sir The question is under examination with a view to splitting up certain broad groups into further groups, and also including certain new commodities not listed in the present notification

(c) Many undertakings had registered themselves as dominant undertakings before publication on the 26th June, 1971 of the M.R.T.P (Classification of Goods) Rules, 1971. After

the publication of these Rules some dominant undertakings applied for de-registration on the ground that they were not dominant under the classification of commodities notified under the Rules.

**Appointment of full-time Chairman in F.C.L.**

6847. SHRI R. P. YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government intend to appoint a full-time Chairman in the Fertilizer Corporation of India;

(b) if so, when; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) to (c). A plan for the re-organisation of the Fertilizer Corporation is under consideration and the question of appointing a full-time Chairman will be considered as a part of that plan.

**Scraping of Heavy Water Plant at Nangal**

6848 SHRI S. A. MURUGANAN-THAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the present heavy water plant built at a cost of Rs. 31 crores at Nangal will be scrapped; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) and (b). The question of continued operation of the facilities presently available at Nangal for production of heavy water will be reviewed when the expansion scheme,

which is currently under implementation, is completed. In doing so, all relevant factors like availability of power, economics of production, etc. will be kept in view.

**Construction of Foot Over-Bridge at Tughlakabad (Northern Railway)**

6849. SHRI ISHAQUE SAMBHALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether staff residing in Railway Colony, Tughlakabad (N. Railway) and some Members of Parliament had represented for construction of a foot over-bridge connecting their residential colony with the town; and

(b) if so, by which time the construction is expected to begin?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The provision of a foot over-bridge at Tughlakabad is being considered and is likely to be included in Northern Railway's Works Programme 1974-75 subject to availability of funds.

**SHORT NOTICE QUESTION**

**Crisis in Production of Power in Andhra Pradesh**

S.N.Q. 6. SHRI B. N. REDDY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether his attention has been drawn to the report of his press interview as published in the "Hindu" dated the 9th March, 1973 indicating grave crisis in the production of power in Andhra Pradesh; and

(b) if so, what urgent steps he proposes to take in the matter?

THE MINISTER OF IRRIGATION AND POWER (DR K L RAO) (a) and (b) Yes, Sir. As stated in the report, there is at present a shortage of 330 MW in peak load and nearly 4 million kWh per day shortage in energy. The shortage will increase in the years to come. In order to overcome this, the State must raise adequate resources and add at least 1500 MW to the existing installed capacity in the Fifth Plan.

Expediting Kothagudem two units of 110 MW each to be commissioned in 1973-74 will reduce the immediate shortage to some extent.

—  
12.00 hrs

**CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE**

Reported serious shortage of coal resulting in cancellation of trains on Northern Railway

SHRI N K SANGHI (Jalore) Under Rule 377, I raise a point of order. My Calling Attention was addressed to the Minister of Railways. It should be answered by the Minister of Railways. Actually it is a matter for the Railway Minister. This deals with shortage of coal supply resulting in cancellation of nearly 74 branch-lines of the Railways. So I think the Railway Minister should be allowed to participate.

MR. SPEAKER. It has been addressed to the Minister of Steel and Mines

SHRI N K SANGHI It is a matter for the Minister of Railways. It is a subject pertaining to him.

MR. SPEAKER This has arisen a number of times in the House. We address it to the Minister concerned to whom it is addressed by the first Member

SHRI N K SANGHI I have addressed it to the Minister of Railways.

AN HON MEMBER Mr. Joshi has addressed it to the Minister of Steel and Mines

MR. SPEAKER Let the first Member start it. That is according to the procedure. Different Members address to different Ministers. So, we have to adopt this procedure.

SHRI S M BANERJEE (Kanpur). One copy of the Calling Attention Motion was also addressed to the hon. Railway Minister. The hon. Railway Minister is sitting here. He can participate. There is no difficulty.

SHRI N K SANGHI This relates to 74 branch-lines of the railways which suffer due to shortage of coal.

MR. SPEAKER This position has been clarified in the House a number of times earlier also. I do appreciate your point of view but I am helpless in the matter.

Now Shri Jagannath Rao Joshi

श्री जगन्नाथ राव जोशी (शाजापुर) अध्यक्ष महोदय में भविलम्बनीय लोक-महत्व के निम्नलिखित विषय की ओर माननीय इस्पात और खान मन्त्री जी का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वे इस बारे में एक वक्तव्य दे—

“कोयले की सप्लाई में भारी कमी और उसके परिणामस्वरूप उत्तर रेलवे की लगभग 74 शाखा लाइन रेलगाड़ियों को रद्द कर दिये जाने तथा उत्पादन में कमी आने पर फिरोजाबाद में चूड़ी निर्माण उद्योग में जबरन कुदूर दिये जाने तथा उत्तर कारण हजारों कामगारों के बेकार हो जाने के समाचार।”

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): Mr. Speaker, Sir, there has been no short-fall in the production of coal in the country. The production is increasing since 1972 and it is estimated that during 1972-73, it will be about 75 million tonnes as against about 72 million tonnes in 1971-72.

Prior to take over, a substantial portion of the non-coking coal used by the Railways was supplied from the Bengal-Bihar coalfields. These coalfields, particularly in West Bengal, which were largely in the hands of the private sector, could not maintain production due to various reasons. After the take-over of the management of the coal mines, the Government are making coordinated efforts to increase production.

As a result, the level of production has not only been maintained, but has also been improved upon marginally after the take-over. Before the take-over of the management of the mines, the coal production in the Bengal-Bihar fields was 4.66 million tonnes in January, 1973; it increased to 4.80 million tonnes in February, 1973 representing an increase in daily production from about 1,50,000 tonnes to about 1,70,000 tonnes. This trend has been maintained in March, 1973.

There has, however, been a large increase in the demand for coal during the last few months due to the following main reasons:—

- (i) Increased consumption by thermal power stations due to short fall in hydel power generation, arising out of drought condition in many States in the Western and Southern India; and
- (ii) increase in demand from the steel industry.

Efforts are being continuously made to meet this increased demand by developing the existing mines and making the best use of the available transport capacity.

Within the overall daily average loading of coal in the Bengal-Bihar coalfields varying between 5750 and 5827 wagons, the loco coal loading was being maintained till the end of February at a satisfactory level of about 1130 wagons a day. The Northern Railway which mainly depends for its coal supply on the Bengal-Bihar fields, had no difficulty in maintaining all the train services. However, in March, 1973, the demand of various consumers for steam coal from the Bengal-Bihar fields increased and consequently the share of steam coal for the Railways in the overall movement decreased by approximately 200 wagons per day i.e. by nearly one lakh tonnes during the whole month. The Northern Railway, therefore, cancelled certain un-important trains so as to conceive coal stocks for the more important services, goods traffic, includings foodgrains movement. The Coal Mines Authority has tied up arrangements to offer additional steam coal suitable for Railways use in the Bengal-Bihar area itself and the Railways have now made arrangements to load this coal. With an improvement in loco coal despatches, it should be possible to restore the services that have been cancelled on the Northern Railway within a few days.

As regards supply of coal to the manufacturers of bangles in Ferozabad during the last three months, it may be stated that the rate of receipt of coal wagons was 601 in January, 735 in February and 691 in March. It will thus be seen that there is marginal deterioration of supply of coal to Ferozabad. The Government is not aware of any lay-off of workers engaged in the manufacture of bangles at Ferozabad.

The Minister for Steel and Mines, is at present touring the coalfields and is personally looking into the possibilities of developing these collieries and increasing production as rapidly as possible.

श्री शंकराचार्य राज जोगी : श्रावण महोदय, कलेक्टर की कमी की वजह से ग्राहियों द्वारा

[श्री जगन्नाथ राव जोशी]

चूड़ी दोनों उद्योग ठप्प हो गये हैं। सब से पहले तो मैं चूड़ी उद्योग का सबाल उठाता हूँ क्योंकि छोटे उद्योगों पर व्यापार देने की बात यहा अक्सर हुआ करती है। हाल में प्रधान मंत्री जी ने भी कहा था कि छोटे उद्योगों में ज्यादा लोगों का काम मिलता है, इस लिये छोटे उद्योगों का जाल बिछाना चाहिये। ऐसी स्थिति में बड़ी उद्योग में लगाभग एक लाख कर्मचारी काम करते हैं, वह उद्योग कोयले की कमी की वजह से ठप्प हो जाय, तो इस में बेवल मजदूर ही बेकार नहीं होगे, बल्कि मर्कार को भी उस की वजह से नकामान होता है, याने प्रदेश सरकार को सेन्ज टैक्स का और केन्द्र सरकार को इन्कम टैक्स का नुकसान होता है।

मैं मंत्री महोदय में जानना चाहता हूँ जैसा उन्होंने कहा—

‘However in March 1973 the demand of various consumers for steam-coal from Bengal-Bihar fields increased’

तब ऐसी कौन सी इडस्ट्री है कि स्टीम कोल की मार्ग ज्यादा बढ़ गई है, जिस की वजह से जा उद्योग पहल उस पर निर्भर रहा करते थे, जैसे चूड़ी उद्योग, उन की सप्लाई में कमी हो गई है तथा वे बन्द हो गये हैं।

दूसरी बात यह है कि फिरोजाबाद का जो ग्लास सिण्डीकेट है, यानी जो लोग चूड़ी उद्योग में लगे हुए हैं उन्होंने प्रदेश सरकार के अफस्सों को टग के सम्बन्ध में लिखा—मैं उन के पक्ष से यहा उम्मन रुना चाहता हूँ

“हमे अत्यन्त दुख के साथ आप की सेवा में यह मूलित करना पड़ रहा है कि हमारे द्वारा बार बार प्रार्थना किये जाने के बावजूद भी कानपुर स्थित उद्योग निदशालय एवं उस के अधीन सम्बन्धित अधिकारियों द्वारा अपने पदों का दुर्स्पर्योग कर के स्थानी काच व चूड़ी उद्योग में सलगन काच व चूड़ी के कारखानों को कोयला एलाट करने में इस समय भारी

धार्षलेवाजी की जा रही है, और उस की आड से भारी अप्टाचार किया जा रहा है, और एक एक अधिकारी जो इस एलाटमेट से सम्बन्धित है, लाखों रुपये रिश्वत के रूप में ले रहा है तथा सही कारखानों को कोयला देने में कटीती कर के उसे बोगस कारखानों को दिया जा रहा है।”

यह मामला न केवल रेल मवालय और इस्पात खान मवालय से बल्कि उद्योग मवालय से भी सम्बन्धित है। यानी कोल की सप्लाई होने के बाद भी बास्तव में जिस उद्योग को कोल सप्लाई होना चाहिए उस के अलावा कोई ऐसी बोगस फर्म खड़ी कर के उन को कोल एलाट कर के जो बड़ी रिश्वतदारी और ब्रजनाचार चलता है, उन्होंने नाम ले कर कहा है लेकिन वह सरकार के दफ्तर में है इस लिये नाम नहीं लेना चाहता। कानपुर के उद्योग निदेशालय से सम्बन्धित जो अधिकारी है जिस के पास सप्लाई का अधिकार है उनके अप्टाचार की वजह से यह उद्योग ठप्प होता जा रहा है तो उस के लिए माननीय मंत्री महोदय पहले हमें आश्वासन दे कि इस की पूरी जाच वे करेंगे। महीने उद्योग जो चल रहे हैं, रजिस्टर्ड फर्म जो हैं जिन को दिया जाता है कोल, यह देख कर दिया जाता है कि कौन कौन रजिस्टर्ड है और उन की किननी आवश्यकता है, यह मारा कुछ देख लिया जाता है तो ऐसी स्थिति में यह धार्षलेवाजी और घपला फिरोजाबाद के बारे में क्यों हो रहा है—इस के बारे में पूरी जानकारी कर के और उन की सप्लाई बन्द न हो इस का आश्वासन आप हम को दे।

जहातक रेलवे का सबाल है, यह तो बिल्कुल असाधारण सी स्थिति है कि कोल की कमी की वजह से 74 रेलगाड़िया बन्द कर दी जाये। उनरी रेलवे में बड़ोदा से भोपाल तक चलने वाली गाड़ी रत्तलाम और भोपाल के बीच में बन्द कर दी गई। यह गाड़ी दिसम्बर में बन्द कर दी गई। उस के बारे में हमने

जनरल मैनेजर को लिखा और मंत्री महोदय को भी लिखा। मजे की बात यह है कि जनरल मैनेजर ने हम को सूचना दी कि अब गाड़ी फिर से शुरू हो गई है किन्तु उस के 15 दिन बाद मंत्री महोदय का जवाब आया कि मैं इस पर विचार करूँगा—यह बात हमारी समझ में नहीं आई। शायद यह हमारा होगा कि हमने पढ़ भेजा हनुमन्तीया जी को, उस को पढ़ा टी० ए० पाई जी ने और आखिर में जवाब दिया एल० एन० मिश्र जी ने। क्योंकि जनरल मैनेजर का जवाब है कि गाड़ी फिर से शुरू कर दी है और मंत्री महोदय का जवाब 15 दिन बाद आता है कि हम विचार करेंगे। तो यह कोल सप्लाई जो रेलवे की होती है जो बताया है स्वयं मंत्री जी ने अपने वक्तव्य में कि फरवरी तक यह काम बिल्कुल ठीक चला और उन्होंने जो कारण बताये हैं उस में एक पावर शॉटेज का है कि हाइडल के बन्द होने से थर्मल के लिए ज्यादा कोयला लगता है लेकिन यह पावर शॉटेज तो नवम्बर से चल रही है—आज से नहीं है। पावर शॉटेज की बजह से कितनी माग बढ़ेगी, रेलवे के लिये कितनी आवश्यकता है यह देखना तो बहुत जरूरी है क्योंकि छुट्टी की बजह से गर्मी के दिनों में आवागमन ज्यादा होता है और शादी व्याह की बजह से भी आवागमन ज्यादा होता है। इतना ही नहीं, सरकार न जो नया निर्णय लिया है टेक्नोवर आफ कूड़ ग्रेन्स उम्म में उत्तरी रेलवे का बहुत महत्व है क्योंकि हरयाणा और पंचाब ग्रेनरी हैं यहां से सारा माल बाहर जायेगा। ऐसी स्थिति में उत्तरी रेलवे में 74 गाड़ियों के बन्द होने से अगर एक गाड़ी में एक हजार पसेन्जर्स ले तो 74 हजार

पसेन्जर्स का बाटा होगा ही। इस के अलावा उत्तरी रेलवे में गेहू का यातायात उधर से दक्षिण की ओर या जहां जहां भी ले जाते हैं होता है। ऐसी स्थिति में इतनी गाड़ियों का बन्द होना ठीक नहीं है।

अब जहां तक कोल सप्लाई का मामला है, पब्लिक एकाउन्ट्स कमेटी की रिपोर्ट देखने लायक है। कोल जो उठाया जाता है उस के बारे में पब्लिक एकाउन्ट्स कमेटी की रिपोर्ट कहती है :

"The total number of wagons programme during that period was 19,759"

जबकि :

"12,644 wagons were actually loaded."

यानी प्रोग्राम था 19,759 वैगन्स को लोड करने का ले किन वास्तव में 12,644 वैगन ही लोड किए गए। और प्रत्यक्ष जाकर पहुंचे 7362 वैगन यानी केवल 58 परसेन्ट ही डेस्टिनेशन पर पहुंचे। बाकी वैगन पहुंचे ही नहीं भगवान जाने कहा गए।

"5282 wagons was the difference between the wagons loaded by collieries and wagons which reached destination as per their original programme. Out of 5,282 wagons, they were able to find 1,635 wagons, that is 30 per cent, which were received by other sheds on the Central Railway. Actually 209 wagons have not been traced by them till the date of the report....received from them"

1972-73 की यह रिपोर्ट है और आखिर स्वयं जब रेलवे कहती है कि यह मामला इतना बड़ा है तो इस को पढ़कर बड़ा आश्चर्य हुआ। इतने बड़े पैमाने पर यह सारा हो

[श्री जगन्नाथ राव जोशी]

और हम कोयले की शार्टेंज की बजह से गाड़िया बन्द करे यह बात समझ में नहीं प्राप्ती है।

जहां तक चोरियों का सवाल है, मैं सिर्फ़ कोयले के बारे में बता रहा हूँ, कोयले की जो चोरिया होती है, रेलवे की वह 1969 में नम्बर प्राफ़ केसेज 4593 और 1970 में वह हो गई 5672 यानी बढ़ गई। 1972 में थोड़ी घटी-4530 (ध्यवधान) 5 चोरी के लिये जो जिम्मेदार है, वह बात भी देखने लायक है। रेलवे एम्प्लाईज जो अरेस्ट हुए—मैं आउटसाइडर्स को नहीं लेता-1969 में 158 और 1970 में 267। यह भी बढ़ रहा है। ता काल की जो चोरिया होती है वह बढ़ रही है।

रेलवे कन्वेनशन कमेटी की जो रिपोर्ट है उस में लिखा है, मैं उद्धृत करना चाहता हूँ :

"During the year 1971-72, the railways carried 16.4 million tonnes of coal for their own use—

क्योंकि रेलवे मवी ने बताया था कि कोयल की शार्टेंज होंगी तो उस पर ध्यान देंगे, चिन्तित होने की कोई बात नहीं है।

" . the railways carried 16.4 million tonnes of coal for their own use. It is not a secret that this coal is equally subjected to pilferage and loss in transit. If the extent of the loss is conservatively estimated, at an average of 10 per cent....

जो रेलवे अपने लिये कोयला लेती है उस में 10 परसेंट की कमी हो जाती है पिलकेज की बजह से। बैगन्स तक गायब हो जाते हैं। 19 हजार बैगन्स यदि जाने हैं तो 12 हजार

बैगन्स भेजे जाते हैं और वह भी सभी डेस्टिनेशन पर पहुँचते नहीं। इस सारी धावली को भुगतता कौन है? सामान्य आदमी ही इस को भुगतता है, जो चीजें वह खरीदना चाहता है, वह उस को प्राप्त नहीं होती है। इसलिए मैं जानना चाहता हूँ कि शार्ट सप्लाई की बजह से हुआ है, धांधली की बजह से हुआ है यह भी पता बले और फिरोजाबाद का चूड़ी उद्योग, जो बन्द हुआ है वह धावली की बजह से हुआ है, भ्रष्टाचार की बजह से हुआ है, रिश्वनखोरी की बजह से हुआ है उस पर रोक लगा कर जो रजिस्टर्ड फर्म हैं उन को ठीक ढंग से कोयला सप्लाई हो और जो मजदूर बेकार है उन की छटनी न हो।

SHRI SUBODH HANSDA: As regards the bangle factories at Firozabad, the hon. Member read out certain notes. I do not know from which source he has got them, but to our knowledge there is no such complaint from the Government of Uttar Pradesh or from the Director of Industries, Uttar Pradesh Government; that there is a shortage of coal for these bangle factories. It may be true that there are certain cases where there are some bogus firms. These bogus firms may be having coal from the coal fields and may be selling it in the black market. But the Government is looking into all these things. I am sure that all these bogus firms should be punished, and they should not get any coal in future. Government will look into it.

SHRI JAGANNATHRAO JOSHI: I can give you the names: Raghav and Nanku Works.

SHRI SUBODH HANSDA: We have no information from the Uttar Pradesh Government and we have also no information that the bangle factories are going to close because of the short supply of coal. We have not received

any information from Firozabad also that they are going to close down the factories or that the workers have been laid off. We have no information at all.

I have already said that we are looking into it. You have mentioned certain bogus firms. We are looking into all these things. We will also see that all these bogus firms are detected and are punished.

If the hon Member is having anything in his knowledge, if he kindly passes on the information to us, we will look into it. So far as the supply to railways is concerned, I have already said that the supply of coal has not decreased. It has increased and I have already read out in my previous statement. Regarding the despatches we have despatched 13,050 wagons in February 1973 and in March we have despatched 14,431 wagons. I do not think that there is any shortage of coal and there is any shortage of coal at the pitheads. It may be true that there are certain reasons because of which the coal might not have reached the railways who are the carriers of this coal. But as the hon Member is aware there are certain emergency matters like the movement of foodgrains. The hon Member knows that there have been severe drought conditions throughout the country and the Government have given top priority to the movement of foodgrains for which all these wagons are used.

Then there is the question of power houses. As you know, there was a strike in Uttar Pradesh and because of the strike the wagons could not be moved. And then the power houses could not be fed, because without coal we cannot run our thermal power stations.

Regarding the steel plants also, we have had to rush the wagons to run the steel plants properly. Therefore, I do not think that because of shortage

of coal all these trains have been cancelled.

श्री फूसदान्द बद्री (उज्जैन) पात्र  
वैगन पहुचे ही नहीं इस के बारे में नहीं बताया भद्री जी ने।

श्री विभूति चिंच (मोतीहारी)  
अध्यक्ष जी, सरकार का जो बयान है इस में विरोधाभास है। यह बताते हैं कि 1972-73 में 75 मिलियन टन होगा। 1971-72 में 72 मिलियन टन तक कहते हैं कि प्रोडक्शन बढ़ गया। यह शायद फिरांज अगर इस साल के किसी महीने की देने तो ममता भेदी की ठीक है। लेकिन सरकार ठीक फिरांज नहीं देती है। आप लिखते हैं कि प्रोडक्शन कुछ कारणों की वजह से भेट्टेन नहीं बर सके। तो सरकार को साफ बनाना चाहिये कि वे क्या वैरियम क्या रीजन्स हैं। सरकार बताय कि कौन से कारण हैं।

अध्यक्ष जी, एक फिरांज इन्होंने दी है कि डेली प्रोडक्शन डेढ़ लाख टन से बढ़कर एक लाख 70 हजार टन हो गया पहली मार्च 1973 को। यह इन्होंने अबाउट फिरांज में लिखा है। इस के माने यह है कि 20,000 टन के बीच इन का उत्पादन बढ़ा। लेकिन जो इनका खर्चा बढ़ गया, बुद्ध देखते हैं कि ड्राउट की वजह से थर्मल पावर स्टेशन बन्द हो रहा है वहा कोयला देना पड़ा। इस के अलावा इन के और खर्चों जो हैं जो बढ़े बढ़े कारबाने हैं उन में जरूर पड़ी तो उम की खपत बढ़ गयी। तो मैं जानना चाहता हूँ कि इन के ऊपर डिमान्ड कितनी है और डिमान्ड के मुताबिक इन प्रोडक्शन का क्या है?

## [श्री विभूति मिश्र]

यह स्टेटमेंट देना चाहिये। आप तो वकील हैं, सदन में बहुल से बड़े बड़े वकील हैं, सरकार को साफ बताना चाहिये कि कितनी माग है और कितनी सम्भाइ है। यह स्टेटमेंट में मैं इन्होंने नहीं दिया।

## श्री नरेन्द्र कृष्णार सास्टे (बेतूल)

अध्यक्ष महोदय, क्या वकील लोग ही समझते हैं इस बात को?

अध्यक्ष महोदय आप दोनों नजदीक बैठे हैं, बताइये क्या बात है?

श्री विभूति मिश्र इन के पास स्टाक कितना है? क्या यह सही है कि सरकार ने जो कोयला खदानों को टेक ओवर किया तो जो लोग इनमें काम करते थे प्राइवेट सैंकटर वाले, और जो प्राइवेट सैंकटर की हास हा से हा भरने वाले ऐप्पलाईज हैं, उन लोगों ने प्रोडक्शन को कम करने की कोशिश की है ताकि सर बदनाम हो। यह बात है कि नहीं?

दूसरी बात यह है कि रानीगंज वर्गीराह, जहा तहा, झगिया में जो इन के कस्टोडियन है वहा पर कुछ धूरा की बात भी चलती है कि नहीं चलती है। यदि चलती है तो कितने रुपए एक ट्रक पर चलती है? और क्या यह नहीं मही है कि प्राइवेट ट्रकों को यह ज्यादा प्रोन्साहन देते हैं। बनिस्बत रेलवे के वैगन्स को लदाने में? रेलवे वैगन्ज को यह कम तरजीह देते हैं और प्राइवेट ट्रकों को ज्यादा तरजीह देते हैं क्योंकि प्राइवेट ट्रक वाले कुछ लेते देते रहते हैं।

अध्यक्ष जी, चाणक्य खुद पता लगाता था, लोगों से पूछता नहीं था। अब हम को वहाँ

कहा फुर्सत कि चोरी का पता लगाये और अगर पकड़ भी ले तो किर कचहरी में गवाही देने जाये। तो यह काम सरकार का है, और सरकार को जनना इसीलिये टैक्स देती है कि सरकार का नियन्त्रण देश में ठीक से रहे और गज काज ठीक से चले। इसलिये इन को पता लगाना चाहिये। तो मैं जानना चाहता हूँ कि क्या सरकार जो कोयले की स्थिति आज है इस को सुधारने की कोशिश करेगी? जो राष्ट्रीयकरण आप ने किया है, जो उस में एटी सोसाइल आदमी है जो उत्पादन को नहीं बढ़ा रहे हैं उन को तुरन्त निकाल बाहर करेंगे? क्या सरकार यह किंगर देगी कि कितनी माग है सरकार के ऊपर और कितनी सम्भाइ आप कर सकते हैं। और यह भी बताये कि जो 74 रेलगाड़िया नार्थन रेलवे ने बन्द कर दी हैं उन को जल्दी से जल्दी कापला दे इरके क्या आप उन गाड़ियों को चलाने की बात सोच रहे हैं कि नहीं?

इस के अनावा जा किंगेजावाद में चूड़ी के कारखाने बन्द पड़े हैं, उन की यही आजीविका है तो क्या सम्भार उन को मुनासिब माग के मुनाविक तुरन्त कोयला देगी कि नहीं ताकि लोग वाग चूड़ी के कारखाने चला सके?

इस के अनावा क्या सरकार का जो उत्पादन है, उस में जो मजदूर है उन को ये इसेटिव देने जा रहे हैं कि नहीं कि जितना उत्पादन करोगे उसी हिमाव से तुम्हारी मजदूरी बढ़ेगी ताकि उन मजदूरों का उत्पादन बड़े जिस से उत्पादन ठीक से कर सके। और

भारतीयी पात यह जानना चाहता हूँ कि इन के पास अभी कितना स्टॉक है ?

SHRI SUBODH HANSDA: The last point which the hon. Member raised was about the present stock position. The total stock position upto 1st March, 1973 is 7.23 million tonnes. Out of that 60 per cent, that is, nearly 4 million tonnes is at the pit-head. He mentioned about the bangle factory. This is a small-scale industry. It is not that the bangle factories are to get coal only from the pit-head direct. But, it has been the policy of the Government now that the State Governments shou'd assess the requirements not only of bangle factories but also other small-scale industries as to their total demands. It is assessed on the basis of the demands of these industries.

श्री विमुति मिश्र : प्रधान मंत्री ने कहा है कि छोटे छोटे कारखानों की मदद करनी चाहिये । जो फिरोजाबाद में कारखाने लगे हैं वे बन्द हो रहे हैं, उन का पहले आप इनजाम सोचे ।

SHRI SUBODH HANSDA: Mr. Speaker, Sir, we have no objection to supply coal to the bangle factories or any other small-scale industry provided they are prepared to get it direct from the pit-head and they have their own transport. We are prepared to get them direct from the pit-head, if necessary.

SHRI JYOTIRMOY BOSU (Diamond Harbour): But, the transport cost is much more expensive.

SHRI SUBODH HANSDA: But, that should be sponsored by the Director of Industries of the State Government. If they are sponsored by him, then they may get the coal direct from the pit-heads for their own consumption.

The hon. Member has mentioned certain other points as well. One was regarding the demand and supply. The total requirement of railways is 50 million tonnes per year. In the Northern Railway, there is a programme to receive 340 wagons of coal daily. Accordingly, in February 1973, for the Northern Railways, their demand was 340 wagons per day while the supply was 382 wagons a day. In March, 1973, the demand was 340 wagons per day while the supply was 236 only. It is slightly less. But, I do not think that because of this, the trains have been cancelled. He mentioned also about certain other things. For example, he said that there are certain unscrupulous persons who were trying to let down the Government. Government is aware of this. The coal-mine authorities are trying their best. They are screening the officials as well as the employees and if anyone is found guilty in the coal-mining areas, certainly, strong action would be taken against all those officers.

SHRI S. M. BANERJEE (Kanpur): Mr. Speaker, Sir, I am aware that the hon. Minister, Shri Hansda is unwell. Still he has come to answer this. According to the Cabinet Minister, Shri Mohan Kumaramangalam's statement, he is trying to get coal from the coal-fields. He says that he will personally look into this and see that there is increase in the coal production as rapidly as possible. But, I am sorry, I have to put certain questions on that.

Mr. Speaker, Sir, I have put this question to the Railway Minister as to why the supply of coal for U.P. including the stock in the pit-heads is so less. The supply of soft coke daily should have been 2,400 wagons. As against that, in July, 1972, only 382 wagons were supplied; in August, 1972, 955 wagons were supplied; in September, 1972, 551 wagons only were supplied, but in October, 1972, 698 wagons were supplied. 272 wagons in November, 733 wagons in

[Shri S. M. Banerjee]

December, 1972 and 628 wagons in January 1973, were supplied. The percentages are as follows:—

U.P. It got 25 per cent of its quota only;

Punjab. It got 32 per cent of its quota;

Haryana. It got 35 per cent of its quota;

J. & K. It got 37 per cent of its quota;

Himachal Pradesh. It got 52 per cent of its quota.

Delhi. It got 89 per cent of its quota.

You can imagine this. Are all the V.I.Ps here using coal? No, they are using gas. But, still, the coal supplied is 89 per cent of the requirements. U.P. got only 25 per cent of its requirements in spite of the fact that it has got more industries than Delhi.

Rajasthan has got 32 per cent of its quota. Out of the total requirement, only 43 per cent of the average requirement is met. Still, the hon. Minister says that there is no coal shortage and that the coal production has increased. Either there is no co-ordination between the Railway Ministry and the Steel and Mines Ministry or there is something wrong somewhere. Whether it is bangle manufacturers of Ferozabad or the brick-makers in U.P. or Delhi, they are made as shuttle-cocks to move between the Ministries of Railways and Steel and Mines. I would like to know from the hon. Minister whether it is a fact that coal is available at the coalpit but there is inadequate supply of wagons only. If you take Mughalsarai, there is dearth of coal. Same is the case with regard to Haryana and other places. As a result of this, the hon. Minister said that some unimportant trains have been suspended. He said that 74 unimportant trains have been suspended. By doing so, thousands of passengers are in a quandary. They have to be moved from the place to another. In-

dustrial units in aKnpur, Banaras and other places are practically on the verge of closure firstly because of power crisis and secondly because coal is not available. Hardly there is any coal available in industrial units in Kanpur. Those who have conserved coal are selling it at black market prices to the small units. I fully, endorse the view expressed by Shri Jagannathrao Joshi that the bangle produce in Ferozabad—this is the main industry in that area—have to pay Rs. 50 or 60 or even 200 more to have coal and keep their units working. I want to know whether there is any coordination between the Railways and the Steel and Mines Ministry. The other day when I represented the case of soft coke, Mr. Shaf Qureshi was kind enough to supply one rake. So, if there is coordination why should there be any lapse on the part of this or that ministry? I want to know whether a fixed quota has been given to those who are producing bangles and other articles in Ferozabad, because their livelihood depends on the production of such articles. I want to know why the requirements of U.P. are not being met and what steps have been taken to see that the wagons with coal do move from Mughalsarai. The minister said that people can lift the coal with their own conveyance like lorries etc. Sir, it is impossible and it will be extremely costly. If people are asked from Delhi, Haryana or U.P. to go to the coalfields and take delivery of coal in their own conveyance like scooter, taxi or lorry or buses, why is this Government functioning at all? I am not warning the minister, but I can tell him honestly that the industrial units in Kanpur, whether small or medium, will have to be closed down for want of coal.

SHRI SUBODH HANSDA: Sir, there is full coordination on between the Railway Ministry and our Ministry, as a result of which we have been able to supply coal to the different parts of the country and also feed our steel plants and power houses. So, there is no point in saying there is no

coordination between the Steel and Mines Ministry and the Railway Ministry. It has been mentioned that 74 trains have been cancelled. It is not a fact. I think only 37 trains have been cancelled and these are local shuttle trains. One train goes and the same train comes back. So, this figure of 74 is inflated, as if something unprecedented has happened. I would remind hon. members that a number of new long distance trains and have been introduced to facilitate the public going from one place to another. As regards fixation of quota of coal for bangle factories, if they can have a planned programme and if they submit it to us, certainly we can see, so that they can have the coal from the pithead for these factories. As regards U.P.'s requirements, if the U.P. Government can give us their total requirements of coal for their State, certainly we will try to supply that amount of coal to them. Government is looking into this matter

SHRI S. M. BANERJEE: About soft coke, I am quoting the U.P. Government—their demand is 2400 wagons per day against which only 700 wagons have been supplied

SHRI PILOO MODY (Godhra): This probably is the only Government which can make its trains run in both directions, because the Minister has just now claimed that the train which is going and coming is the same train and that they have cancelled only 37 trains and not 74 trains.

SHRI SUBODH HANSDA: It is only between Delhi and Ghaziabad and Ghaziabad and Delhi.

SHRI PILOO MODY: According to the Minister 1 Up and 2 Down are no longer relevant because they happen to be the same train going in both directions. I am not at all surprised because this Government have done similar things in the past.

The Government maintains, on the one hand, as the hon. Minister for Steel informed me only the other day, that there is no shortage of coal at all. Naturally, he has to say that, because he has stuck neck and nationalised the coal fields. Having done that, he has to maintain now that everything in the coal industry is hunky-dory and fine. Therefore, he has to maintain that there is no shortage of coal. Yet, when it comes to supplying coal to the end-consumer, the Government have one thousand and one reasons why they cannot supply.

All of a sudden, even in this statement which is made—I do not know why it is called a statement—it is mentioned that these mines were mostly owned by private owners in the past. I can appreciate their wanting to draw attention to the fact that when private owners owned these mines, they did not produce. This, of course, is the philosophy and theory of the Government. One can argue about it but one cannot knock sense into them. At the same time, the statement says that up till nationalisation the supply was well and good and nothing was lacking and it is only after the take-over that something went wrong.

If you accuse them that there is no co-ordination, they say "no, there is perfect co-ordination". You say there is no production, and they say "no, there is plenty of production". If you say the end-user is not getting it, they say "the end-user is getting it". At the most they will only concede "we have not heard any complaints". It so happens that my wife goes to Firozabad quite often and she knows the shop-keepers there, the end-users of this coal in Firozabad; not a single one of the little manufacturing units there, is functioning. Sometimes they work for only two hours a day and sometimes they work for no hours a

[Shri Piloo Mody]

day; at the most they will work for two and a half hours a day, which is the maximum period they can work because of the shortage of not only coal but soda ash, power, in fact every conceivable thing. The only thing that we are not short of is shortage itself.

So, I would like to know the Minister whether he will first concede that there are 74 trains have been cancelled and not only 37. Because, unless we can establish an honest basis for a reply, I do not think that the rest of the reply can have any credibility. So, let him first admit on the floor of this House that there are 74 trains that have been cancelled and not 37. Secondly, I want him to admit on the floor of the House that there is a shortage of coal in the country, despite the best protestations of Shri Mohan Kumaramangalam, the Minister for Steel. Let him admit thereafter that there is no proper co-ordination between his Ministry and the Ministry of Railways. Otherwise, even shortages can be made to go far and wide.

What I presume is happening is that because there is a shortage of coal, all the coal is taken over the shortest possible distance and dumped into the Steel mills. They have also to prove that the steel mills are working.

So, in all this rigmarole of shortage and inefficiency and lack of coordination, what have you, I would like to know what guarantee the Minister is prepared to give on the floor of the House, here and now, to the end-consumer without waiting for his complaint, that he will get his coal, particularly, the small ones, in the shortest possible time without any excuse of shortages, as soon as possible.

SHRI SUBODH HANSDA: Sir, the hon. Member, Shri Piloo Mody, has repeated the same question about our stock position. I would like to

assure him, as I have already said, that the production in 1971-72 was 72 million tonnes and, in 1972-73, it is 75 million tonnes.

As regards pit-head stocks, it is very difficult from here to convince him. I would rather invite him to come to the pit-head and see all these things for himself.

Regarding coordination, as I have already said, we have full coordination with the Railways. There is nothing between the Ministry of Steel and Mines and the Railways that has hampered in transporting coal from one place to another place.

He has rightly said about the Firozabad bangles factories. There are certain difficulties. The power shortage is there; the soda-ash shortage is there. It may be due to these fact that all the factories were closed down. Why should one blame that it is because of shortage of coal that Ferozabad bangles factories have been closed?

SHRI PILOO MODY: So, you say, it is the fault of other Ministries. I do not mind which Ministry or Minister you blame for it.

SHRI SUBODH HANSDA: Since he has said that there is shortage of soda ash and some other things, it may be true that because of the shortage of soda-ash and some other things that the factories were closed down.

SHRI PILOO MODY: Whatever it is, I don't mind which Ministry you blame. But it is there.

SHRI SUBODH HANSDA: It is not because of shortage of coal that the factories were closed down.

As regards the supply of coal to small-scale industries, the Government is seriously thinking over it. As the hon. Member knows, the coal mines have been taken over only at the end of January. Only two months have elapsed. Within these two

months, during this transition period, it is very difficult to reorganise the whole thing. It may take some time to re-organise the whole thing. I can assure the hon. Member that within a short period, all the small-scale industries will get their coal for their consumption from the nearest point where the Government is trying to put up some dumps for their benefit.

SHRI N. K. SANGHI (Jalore): Sir, the subject-matter of this Call Attention Notice appears to be innocuous. It only says, reported serious shortage of coal supply resulting in the cancellation of nearly 74 branch-line trains of Northern India. But this Call Attention Notice has serious repercussions in the country.

Firstly, the cancellation of such a large number of trains gives a feeling to the people all over the country that once a thing is taken over in the public sector, the people who are at the helm of affairs do not handle it properly. This is the very reason why that the public sector is suffering. The Minister should have taken up that matter and cleared that these things do not happen. The answers that are given here are not very convincing.

I would like to draw the attention of the hon. Minister to the reply that he has given. He has said that there has been no shortfall in the production of coal in the country. He says that it is estimated that, during 1972-73, it will be about 75 million tonnes as against 72 million tonnes in 1971-72. This is only an estimate, a guess-work of what we may achieve. But the answer that has been given recently on the floor of the House amply proves that the production has been short after nationalisation. The coking coal mines were taken over on 1st May 1972, and in answer to Unstarred Question No. 4184, on 22nd March, 1973, the Minister told us that the production, prior to taking over, in March was 1,124,000 tonnes and in April it was 1,049,000 tonnes, and

after nationalisation, the production was 1,071,000 tonnes and 1,024,000 tonnes in May and June. Now, let us see the despatches from the coal-fields. They have despatched 825,000 tonnes in March and 728,000 tonnes in April. In May, the despatches were 757,000 tonnes and in June, only 771,000 tonnes. This shows that the production of coal has certainly not been to the extent what it was before nationalisation, and certainly the despatches have not been commensurate with the production; a large amount of coal has been left undespatched every month. This is the situation that is obtaining today.

Now, what has been the effect of the cancellation of the 74 trains on the minds of the people? You may call them branch lines, but if you go through it a little deeply, you will find that most of the trains that have been cancelled area of the border areas. This creates a moral weakness in the people of those areas. Those people who had suffered on the border areas are made to suffer again by these handicaps. Without giving any reason or making alternative arrangements, these trains have been cancelled. I would like to know from the Railway Minister whether, when these trains have been cancelled, they have made any alternative arrangements for those people to go from there to other places. For example, if a person has to go from Delhi to Fazilka, he is stranded at Ferozepur. I want to know whether any alternative arrangement has been made. Some steps have to be taken so that the people living there do not suffer. On the one hand we find that special trains are being run. 'Northern Railway will run special trains during April, May, June and July to clear the summer rush' says a Press release. Is this the way you want to deal with the people of this country? These are branch lines and are not important from your point of view. On the one hand you want to run special trains for the urban people, but the people who are far

[Shri N. K. Singh]

off in rural and border areas are made to suffer-because these trains have been cancelled. This is a very callous attitude on the part of the Railways.

I would like to draw the attention of the Minister to the answer given by him to Shri Jagannathrao Joshi; in conclusion, he has said, 'I do not think, the trains are cancelled due to shortage of coal'. I would like him to go through the reply and tell us whether he has come to the conclusion that cancellation of these trains is not due to shortage of coal. It is for him to check that and tell us the reason why the cancellation has resulted. If the trains have been cancelled for any other reason, the responsibility clearly lies on the Railways to tell us what are the reasons for the cancellation. The quarrel between the Steel Ministry and the Railway Ministry is a different matter.

We have read in the papers that a large amount of coal has been sent to Bangla Desh. We are very happy that coal has been sent, but I would like to know from the Minister whether it has created insufficient stocks of coal to meet our own requirements.

As I said earlier, I would like to know what are the alternative arrangements made by the Railways. Have they taken any effective steps to see that diesel locomotives are brought to operate in far-away places and steam locomotives are utilised near the coal pitheads so that consumption of coal is much less? Have they taken any step in that directions? I would like to know this from the Railway Minister. They have the electrical section in the Northern Railway. Are they not using steam engines for goods train and shunting in the electrical section?

You should do away with the steam engines and go in for electric trac-

tion or diesel engines and conserve coal to see that trains are not cancelled.

Lastly, I would like to ask the hon. Minister for Steel as to whether he has got any programme to see that coal is properly and adequately supplied to different States and stored. The other day, Mr. Kumaramangalam told the House that they are going to make some arrangements for distribution of coal in the urban cities. Have you got any blue-print for making dumps in different States where coal can be brought and conserved and then given away whether to the railways, industries or other consumers.

To-day a greater responsibility lies on this Ministry to see that a proper transportation and supply of coal is maintained in every States. I think it is fair to expect an answer to all these questions from the hon. Minister.

In conclusion, I would like to know whether these trains have been cancelled for want of coal or not. Then what arrangements have been made by the railways to see that coal is conserved so that cancellation of trains does not take place in the manner it has taken place.

I would also like to be assured that with regard to these Branch lines which are equally important where small people and rural people live, you will not repeat this performance and cancel these branch line trains. If you have to cancel some train services, we would like to see the main lines services to be cancelled so that people may know what is happening. We would like to see that the remedial measures are taken quickly.

Finally, I would like to know from the hon. Minister whether he is making necessary arrangements to see that coal is available in different States through railways and other measures.

**SHRI SUBODH HANSDA:** As regards the supply of coal to the different States, a meeting was held with the representatives of various States to find out ways and means how and in what way the coal can be reached to the different urban cities. As the hon. Member is well aware, there was a question raised on the floor of this House whether there was shortage of coal in Delhi. Steps are being taken and already there has been a proposal to set up five dumps in Delhi and probably, one has already been set up and the other four are under way and discussions are going on about the location of these dumps, and we are trying our best to send the coal to the dumps so that people can have the coal from that place.

The hon. Member raised as to what are the reasons for the cancellation of the trains and whether it is due to the fact that there is short supply of coal. I would not say that this is because of the short supply of coal. There is some sort of dislocation in transporting the coal from one site to the other and that is one of the reasons that some of the local trains have been cancelled. But I would like to assure the hon. Member that within the next few days all these trains which have been cancelled, will be restored.

As regards the estimate, he asked as to what is the estimate. I have already said that this is the estimate, this is the actual figure I am giving. The actual daily production of coal in the month of February was 1,50,000 tonnes and in the month of March it was 1,70,000 tonnes. This is the figure which I have got. Therefore, it cannot be said that the production of coal has gone down or there is no stock of coal.

Regarding Bangla Desh, the hon. Member should keep in mind that we have entered into certain contracts and we have to supply coal to Bangla Desh as per the contract and we are

committed to it. Even if we have to send coal to Bangla Desh, it has not affected our supplies to the country.

13 hrs.

#### RE. CRISIS IN POWERLOOM INDUSTRY IN GUJARAT

**MR. SPEAKER:** Now, Papers to be laid on the Table. Shri K. R. Ganesh.

**SHRI P. G. MAVALANKAR:** (Ahmedabad): Sir, the powerloom industry in Gujarat is facing a grave crisis. I have received this morning over 125 telegrams from Ahmedabad. 25,000 powerlooms are paralysed. There has been no yarn allotment made to them and they are facing a very serious situation. May I request you kindly to ask the hon. Minister to look into the matter and see that allotment of yarn is done expeditiously?

**MR. SPEAKER:** Mr. Mavalankar, you should have given some written notice to me earlier.

**SHRI P. G. MAVALANKAR:** Sir, this is a very serious matter. I have received over 125 telegrams so far.

**MR. SPEAKER:** You should not get up abruptly; you should have given notice.

**SHRI P. G. MAVALANKAR:** Sir, the situation is very serious and very severe and already 10,000 workers are without jobs. I request the hon. Minister, through you, to kindly look into this immediately.

**SHRI JYOTIRMOY BOSU (Diamond Harbour):** Let them make a statement, Sir. Three lakhs of people are involved in West Bengal alone.

**SHRI P. G. MAVALANKAR:** Tomorrow is a holiday. The situation is very serious there. That is why I want them to make a statement.

**MR. SPEAKER:** I think you would have done it much better if you had send to me in writing giving some

[Mr. Speaker]

intimation, so that I could also look into it and fix up.

**SHRI P. G. MAVALANKAR:** My aeroplane from Ahmedabad to Delhi this morning was late; that is not my fault.

**MR. SPEAKER:** I have already asked them...

**SHRI JYOTIRMOY BOSU:** You may kindly ask them to make a statement.

**MR. SPEAKER:** I have already asked them about it. This has been coming up for the last 10 days and he has already made statements twice. Still, if you think there is something new, please let me know and I will send it to him. Shri K. R. Ganesh.

13.02 hrs.

**PAPERS LAID ON THE TABLE  
NOTIFICATIONS RE. ANDHRA PRADESH  
ENTERTAINMENT TAX RULES, APPRO-  
PRIATION ACCOUNTS RAILWAY FOR  
1971-72 AND COMPTROLLER AND AUDITOR  
GENERAL'S REPORT THEREON AND  
FINANCIAL ACCOUNTS (GENERAL) FOR  
1969-70.**

**THE MINISTER OF STATE IN  
THE MINISTRY OF FINANCE  
(SHRI K. R. GANESH):**

I beg to lay on the Table—

(1) (i) A copy each of the following Notifications under sub-section (6) of section 16 of the Andhra Pradesh Entertainments Tax Act, 1939, read with clause (c) (iii) of the Proclamation dated the 18th January, 1973 issued by the President in relation to the State of Andhra Pradesh:—

(a) G.O. Ms. No. 459 published in Andhra Pradesh Gazette dated the 10th August, 1972 making certain amendments

to the Andhra Pradesh Entertainments Tax Rules, 1939.

(b) G.O. Ms. No. 469 published in Andhra Pradesh Gazette dated the 10th August, 1972 making certain amendments to the Andhra Pradesh Entertainments Tax Rules, 1939.

(ii) A statement (Hindi and English versions) explaining reasons for not laying on the Table Hindi version of the above Notifications.

(Placed in Library. See No. LT-4774/73).

(2) A copy of the Report (Hindi version) of the Comptroller and Auditor General of India, for the year 1971-72, Union Government (Railways), under article 151 (1) of the Constitution.

(3) A copy of Appropriation Accounts, Railways, for 1971-72. Part I-Review (Hindi version).

(4) A copy of Appropriation Accounts, Railways, for 1971-72, Part II-Detailed Appropriation Accounts (Hindi version).

(5) A copy of Block Accounts (including Capital Statements comprising the Loan Accounts), Balance Sheets and Profit and Loss Accounts, Railways, for 1971-72 (Hindi version).

(6) A copy of the Finance Accounts (Hindi version) of the Central Government for the year 1969-70.

[Placed in Library. See No. LT-4775/73].

**ANNUAL REPORTS OF MONOPOLIES AND RESTRICTIVE TRADE PRACTICE COMMISSION, 1970-71 AND WORKING OF THE MONOPOLIES RESTRICTIVE TRADE PRACTICES ACT FOR 1970-71.**

**THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA):** I beg to lay on the Table a copy each of the following reports (Hindi version) under section 62 of the Monopolies and Restrictive Trade Practices Act, 1969:—

- (i) Annual Administrative Report on the working of the Monopolies and Restrictive Trade Practices Commission for the period August 6, 1970-December 31, 1971.
- (ii) Report on the working and Administration of the Monopolies and Restrictive Trade Practices Act, 1969, for the period from 1st June, 1970 to 31st December, 1971.

[Placed in Library. See No. LT-4776/73].

**EXPORT OF DE-OILED RICE BRAN (QUALITY CONTROL AND INSPECTION) AUDIT RULES, 1973**

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE):** I beg to lay on the Table a copy of the Export of De-oiled Rice Bran (Quality Control and inspection) Amendment Rules, 1973 (Hindi and English versions) published in Notification No. S.O. 878 in Gazette of India dated the 24th March, 1973, under sub-section (3) of section 17 of the Export (Quality Control and Inspection) Act, 1963.

[Placed in Library. See No. LT-4777/73].

**LIGHT DIESEL OIL (FIXATION OF CEILING PRICES) ORDER, 1973**

**THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND**

**CHEMICALS (SHRI DALBIR SINGH):** I beg to lay on the Table a copy of the Light Diesel Oil (Fixation of Ceiling Prices) Order, 1973 (Hindi Ceiling Prices) Order, 1973 (Hindi and English versions) published in Notification No. G.S.R. 189 (E) in Gazette of India dated the 1st April, 1973, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-4778/73].

#### **ESTIMATES COMMITTEE**

#### **THIRTY-SIXTH REPORT AND MINUTES**

**SHRI K. N. TIWARY (Bettiah):** Sir, I beg to present the following Report and Minutes of the Estimates Committee:—

- (1) Thirty-sixth Report on the Ministry of Agriculture (Department of Agriculture)—Special Programme for Weaker Sections and Employment.
- (2) Minutes of the sittings of the Committee relating to the above Report.

13.04 hrs.

#### **PLANE CRASH NEAR PATNA**

**श्री शंकर दयाल सिंह (चतरा) :** अध्यक्ष महोदय, कल पटना के पास रोहतास इंडस्ट्रीज का एक प्लैन क्रैश किया जिस में चार आदमी मारे गए। मैं सरकार का ध्यान केवल इस और आकृष्ट करना चाहूँगा कि उस प्लैन की

[ श्री शकर दयाल सिंह ]

जाव सिविल एविएशन द्वारा होती है या नहीं ? मैं यह भी जानना चाहूँगा कि बिहार सरकार के जो अधिकारी उस में बैठे थे वह किस हैसियत से बैठे थे यद्यपि उन के प्रति हमारी मिम्पैथी है। इस के साथ साथ मैं यह भी जानना चाहूँगा कि यह जो प्राइवेट प्लेन्स उड़ने रहते हैं उन पर कोई रोक लगाने का क्या विचार है ? जब तक उन की ठीक में जाव न हो तब तक उन को उड़ने की पर्मीशन नहीं मिलनी चाहिए। मैं चाहूँगा सिविल एविएशन मिनिस्टर इस सदन के सामने इम मम्बन्ध में अपना एक वक्तव्य दे।

13—4½ hrs

RE. STRIKE BY EMPLOYEES OF  
RESERVE BANK OF INDIA

SHRI DINEN BHATTACHARYYA  
(Serampore) Under Rule 377, I  
wish to raise the following matter  
of urgent public importance

"The employees of the Reserve Bank of India are holding country-wide demonstrations including one day strike today, that is, April 10, 1973, against various schemes introduced by the Bank including installation of computers which would result in elimination of jobs and against new methods adopted for destruction of notes contrary to the normal rules giving rise to wide scope of fraud and also seriously affecting future job potential. Serious resentment has also expressed by the employees against the transfer of employees to other banks."

My request to the Minister through you is to immediately take up the issue, otherwise there will be all India prolonged strike on this issue. The Minister should take note of this situation which is developing throughout the country.

(Interruptions)

13 06 hrs.

RE MODE OF ADDRESSING THE  
SPEAKER

अध्यक्ष महोदय। पिछले दिन यहां पर जब पेट्रोलियम के मंत्री बरुआ जी बोल रहे थे तो वे मुझे सदर साहब कह रहे थे तो मैंने देखा जिसकी मर्जी चाहे कुछ कह देता है, कोई सदर साहब, कोई प्रधान साहब, काई सभापति, तो मैंने उहे रोका कि स्पीकर हो कहिए क्योंकि स्पीकर शब्द के पोछे एक इतिहास है। अगर आप लोगों का इस हाउस में कोई शब्द कहना हो तो वह एक ही होना चाहिए, वह हिन्दी का ही शब्द ले लीजिए लेकिन एक ही होना चाहिए। तो पजाव में एक अखबार है 'प्रजात उमके एडीटर साहब ने कुछ को बुछ बात बना ली, वे कहते हैं कि मैंने यहां मुझे मरदार साहब नहीं कहना चाहिए। (व्यवधान) उन्होंने मदर साहब को मरदार साहब बना लिया और उमको लेकर दा लोडिंग आर्टिकिल लिखे कि देखो, यह अच्छा आदमी है, पजाव में आया है, मरदारा में मैं हूं आंतर अपने आप को सरदार नहीं कहनवाता। जबकि और उमी अखबारों में ठोक लगा "सदर साहब" तो मुझे अजीत अखबार ने मरदार लिखने में जान-बूझी शरारत की। उनको सिवाय स्पीकर के और कोई मजबूत ही तलाश नहीं होता है ? आर भी कोई विषय हो सकता है। इसलिए मुझे इस बात का अफसोस हुआ। (व्यवधान) बहुत डिस्टार्ट किया है। उनका यह काम है लेकिन स्पीकर को तो उन्हें छोड़ देना चाहिए और आपस में कामड़ा रखे। मैंने इस बात

को पसन्द नहीं किया है, मैं प्रेस गैलरी कमेटा के बेयरमैन के पास भेजूंगा कि जानवरकार ऐसी बातें नहीं होनी चाहिए।

मैंने सोचा था कि सारी पार्लमेन्ट्स में स्पीकर ही बोलते हैं, यहा स्पीकर ही ठीक है या और कोई शब्द कहा हो, इस सिलसिले में मैंने एक महापुरुष से पूछा था और उनके बोलने बोलते निकल गया कि समद अध्यक्ष होना चाहिए। एक शब्द होना चाहिए आप कोई भी रख लीजिए लेकिन यह नहीं होना चाहिए कि जब मैं यहा बैठा हूं तो कोई सदर साहब कहता है, कोई सभापति कहता है या कोई नाथ कहे या स्वामी कहे— यह बात गलत है। मैंने सबमें पूछा है, मेरे अपने खदान में जो मॉटले को कमेटा होती है उसको भी अध्यक्ष बोलते हैं। औरां से फर्क डालने के लिए लोक सभा अध्यक्ष के लिए “संसद अध्यक्ष” ठीक रहेगा व वेहतर ही स्पष्टाकर हा दहा करे क्योंकि इक पांछे इतिहास है। (अपवाहन)

MR. SPEAKER: Order, Order. Both of you please sit down.

SHRI LILADHAR KOTOKI (Now-gong): Mr. Speaker, Sir, yesterday....

अध्यक्ष महोदय : आप से मैंने कह दिया वह ठीक है।

श्री शिवनाथ सिंह (भूजन्) : स्पोकर अप्रेजी का शब्द है और हिन्दी में अध्यक्ष कहना चाहिये (व्यवधान)।

अध्यक्ष महोदय : राष्ट्रभाषा हमारी जो है उस वा एक शब्द होना चाहिये, यह नहीं कि जिसकी मर्जी जो कह दे। अध्यक्ष ठीक रहेगा। संसद अध्यक्ष होना ठीक है। यही शब्द मान लेना चाहिये।

श्री एस० ए० समीम (श्रीनगर) : आप के प्रोडिसिसर इन आफिस, सरदार दृष्टम सिंह ने एक दर्दनाक दास्तान लिखी है अखबार में कि टेलीकोन बालों ने उन से रिप्पत ली है, और उन का टेलीकोन मुस्तकिन खराब रहता है। और खामतोर में साविक स्पीकर जो हों वह यह कहे कि टेलीकोन बालों ने 10 मर्तबा उन से रिप्पत ली है, मैं समझता हूं कि बहुगुणा जी की तवज्ज्ञ आप इस तरफ दिलाये। यह बात अगर साविक स्पोकर के साथ ही सकता है तो कर का आप के साथ भी हो सकती है।

SHRI PILOO MODY (Godhra): What is the final decision on the 'Speaker'?

MR. SPEAKER: I think the word should be retained as 'Speaker'. In case you want to use a word in your own language, the only word that should be approved should be the word in the national language and not in regional languages.

श्री राम सहाय पांडे (राजनदगाव) : अध्यक्ष जी, आप चूँकि एक निर्णय देने जा रहे हैं जिस का सम्बन्ध इतिहास, परम्परा और समद को प्रक्रिया से भी है, आरं मैं आप की इस भावना में ओर आदेश में जो अपने दिया, और गब्द व्याख्या के निरू- वेश में जो बहा है कि अध्यक्ष कहा जाय तो उदादा भज्ञा है कि संसद अध्यक्ष कहा जाय क्योंकि जहा उही भी उल्लेख होगा अगर समसद का जाड़ देते हैं तो उस से आप का आर इस सदन की गणिमा बढ़ जाती है। आप ने ठीक कहा कि अध्यक्ष बहुत सी साभारों में हो सकते हैं। लेकिन अगर उही हम सभा में संसद अध्यक्ष कहे तो यह रूप, प्रारूप, व्याख्या यह सब कुछ अपने आन में सम्पूर्ण है। संसद अध्यक्ष ठाक है।

SHRI PILOO MODY: It appears the three words approved are: Sansad Adhyaksh, Speaker and Espeaker.

SHRI S A SHAMIM Adhyaksh is used in Parliament that has special significance, just as we use speaker Speaker does not mean an ordinary speaker Therefore Adhyaksh is correct and we should not add Sansad to that word

अध्यक्ष महोदय अध्यक्ष तो जो भी सभा हो उस में होता है। बाहर भी जो सभा होती है तो उस में अध्यक्ष होता है। मुहन्ने की मीटिंग में भी अध्यक्ष होता है। इस में सभद जरूर आना चाहिए।

श्री एस० एम० बनर्जी (कानपुर) अध्यक्ष महोदय, मेरा निवेदन है कि आम तौर से तो हम स्पीकर कहते हैं। लेकिन स्पीकर शब्द अप्रेजी का है यह हमारे देश का नहीं है। कुछ लोगों को सभद अध्यक्ष कहने में दिक्कत हो सकती है, वह चाहे तो आप को केवल अध्यक्ष ही कहें, क्यों कि अध्यक्ष के माने में जब अध्यक्ष आप को कोई कहना है तो माने हैं कि ससद के अध्यक्ष वन आप ने उद्जवान की काफी तर्जुमानी की

अध्यक्ष महोदय मैं समझता हूँ कि मेरे में बड़ा उद्जवान को तर्जुमानी करने वाला कोई नहीं है।

श्री एस० एम० बनर्जी मैं कह रहा था कि अगर शमीम साहब उर्दू में बोलत है और सदरे ऐवान कहे तो मेरा ख्याल म ऐवान ता हम कहते हैं सदरे ऐवान ठीक है। इसलिये मेरी गुजारिया है कि अगर काई उर्दू में भाषण देना चाहे तो वह आप को सदरे ऐवान कहे, इस कोई एतराज की बात नहीं है।

SHRI PILOO MODY Even in Gujarati it is a bad word

MR SPEAKER Speaker or Sansad Adhyaksh

SHRI P G MAVALANKAR (Ahmedabad) What have you to say Sir, about the telephone difficulties experi-

enced by the former Speaker Sardar Hukam Singh?

SHRI S A SHAMIM He had been charged ten times

MR SPEAKER If the ex-Speaker says it has happened, if he writes to the Minister, the Minister can examine it (Interruptions)

SHRI S A SHAMIM Is there no protection to Sardar Hukam Singh?

MR SPEAKER I shall go to him personally and enquire about it.

—  
13 17 hrs.

DEMANDS FOR GRANTS, 1973-74—  
contd

MINISTRY OF IRRIGATION AND POWER  
CONTD

SHRI LILADHAR KOTOKI (Now-gong) Yesterday, I was dealing with shortage of power and I mentioned that the per capita consumption of electricity in India in 1970-71 assessed at 9 kwh is dismally low compared to the per capita consumption of 4013 kwh in America I also mentioned that four figures of per capita consumption are low, they are staggeringly low in some parts of the country May I substantiate it with some figures? In 1970-71 the per capita consumption in Assam happened to be kwh Andhra 55, MP 55, Rajasthan 46 UP 58, Bihar 65 and on the higher side Maharashtra 157, Punjab 144, Tamilnadu 132 West Bengal 115, Gujarat 135 It shows how uneven it is our country itself I raise this point to remind the planners of what they should do when they talk of removing imbalances in the country

SHRI P G MAVALANKAR (Ahmedabad) On a point of order May I seek your guidance? Cut motions in respect of the Ministry of Irrigation and Power were moved at the fog end of the debate yesterday Would you therefore kindly permit us to move cut motions at this stage because we could not do so yesterday?

MR. SPEAKER: Normally that is the practice we follow. The Speaker gives 15 minutes time and they are moved. If there is departure from that, it will be a precedent for the future; so we shall have to follow that.

SHRI LILADHAR KOTOKI: What is the approach in the Fifth Plan? This has been approved by the National Development Council and laid on the Table of the House and is shortly going to be discussed in this House also. Very welcome and imperative and urgent measures have been suggested such as, removal of poverty, removal of imbalances, catering to the weaker sections of society, combatting the menace of ever increasing unemployment, both urban and rural, more especially the educated unemployed and particularly, unemployed technocrats. How can these things be achieved unless there is power? Electricity is the basic infrastructure of all development and we are going to land ourselves in a crisis in this matter, to which I drew the attention of the House yesterday. We should take serious note of the present shortage. The projections in this perspective of decade 1971-81 will not be achieved for two reasons. Firstly, this document itself says that power generation takes a long gestation period and secondly it is a highly capital intensive thing. Advance action of a considerable size which is necessary has not been provided for. It is precisely because advance action of the needed magnitude was not taken in the earlier plans and in the earlier years of this Plan that we are today in this crisis. How is it we are going to achieve the target of 50 million kw by 1981 when today in 1970-71 our achievement is only 15.10 million kw installed capacity?

There is another aspect in power development. There are various sources—thermal, coal or fuel oil based. Coal and fuel oil, are in short supply. Even though a particular installed capacity is there, the actual generation will not be there unless other raw materials are there. For instance, we

have hydel projects. But we are in the grip of a drought and our reservoirs are drying up, which affects power generation. It is a catastrophe. I am therefore cautioning the Government, the Planning Commission particularly to see that adequate finances and other perquisites including the technical know-how, if necessary, import of machinery, etc. are made available so that power is generated without delay.

I am saying this because in many cases the generation of power is delayed due to the non-receipt of generating machinery or other essential raw material like steel or cement. I am not blaming one or the other; it is the responsibility of this Government and the concern of this Parliament to find out the causes and remove them. The country will not tolerate any delay in economic development, more so the advancement of weaker sections and backward classes.

The other thing is the economical development of power. On page 5 of the document Power Generation of the Decade 1971-81, on their own admission, they say: "hydel resources represent the cheapest source of power in the country and they would have to be the first choice and they would warrant development to the maximum extent wherever possible; in addition hydel projects also afford the highest employment potential" That is what they say. What do we find in their programme?

13.24 hrs

[MR. DEPUTY-SPEAKER in the Chair]

In connection with the economic exploitation of water resources, may I congratulate Dr. K. L. Rao for conceiving a very ambitious and at the same time a very welcome idea of having a national water grid. Many an expert derided this idea. I am glad to find that even the UN experts have recently not only agreed with the idea but have also emphasised that

[Shri Liladhar Kotoki]

this should be taken up expeditiously. What does it mean? Linking Ganga with Cauvery, and again Ganga with Brahmaputra. It will take a long time no doubt but a time has come to take a firm decision that this is a feasible proposition and we must go ahead with it, more particularly I emphasise the Ganga-Brahmaputra canal. In that connection I also link it up with the Ganga-Brahmaputra basin which includes the newly-emerged Bangla Desh. The entire flow of the northern rivers and the southern rivers also, which flow into the Bay of Bengal, the flow of Brahmaputra and the Ganges which constitute huge water resources for our country are allowed to go waste not only that, they create colossal havoc year after year, more particularly after the big earthquake of 1950. I will not go into those arguments, year after year I have raised these things and only last year, on 8 August, we discussed that subject, I am not referring to it at all now. I welcome is the formation of the Joint Indo-Bangladesh River Commission. This is very necessary and I hope it will start the work soon.

About irrigation, I would only refer to the volumes I and II and parts 1 and 2 of Volume III of the report of the Irrigation Commission about the integrated development of the water resources. If you take it in isolation only for hydel power or for flood control or for irrigation, it may be turned down because it may be uneconomic. But if they are taken in an integrated manner it would be found to be feasible. So far as Brahmaputra flood control is concerned, only lately the Governor of Assam in his address to the Assembly has stated that the Assam Government have agreed with the Centre's draft legislation for taking over the Commission by the Centre. This is a long standing demand because it is beyond the capacity of the State Government to cope with this colossal problem. I hope the Government will bring the legislation expeditiously.

Apart from the benefits of flood control and irrigation, and power, if hydro-power is surplus, it can be further processed as feedstock for fertilisers, of which also we are in short supply and we have to import. In Nangal, they have processed hydro-power into feedstock for fertilisers. In Kameng in Arunachal Pradesh, there is a proposal to do so but in the report they have omitted it. So, this integrated development of our water resources for flood control, irrigation and power and if there is surplus power, for feedstock for fertilisers, is the answer.

#### ओ कमल मिश्न मधुकर (केसरिया)

उपाध्यक्ष महोदय इस मन्त्रालय के बजट पर सरकार की कड़ी से कड़ी आलोचना होनी चाहिये इसलिये कि कुछ नई स्थिति पूरे देश में अभूतपूर्व ढग से आ गई है और उसका नतीजा यह हो रहा है कि आज एक तरफ से बिजली की कमी के कारण सारे देश में हाहाकार मचा रहा है। हर क्षेत्र में, चाहे कृषि हो उद्योग हो, राजकीय उद्योग हो, या रक्षा स्थानों में जहा रक्षा उत्पादन होते हैं, वे स्थान हो, पावर लूम हो, तमाम क्षेत्रों में बिजली की जो कमी है उसके चलते स्थिति ऐसी पैदा हो गई है कि मन्त्रालय की कड़ी से कड़ी आलोचना होनी चाहिये। जैसी स्थिति देश में बिजली की कमी से पैदा हुई है उसके लिये इस मन्त्रालय की जितनी भी आलोचना की जाय वह नाकामी है। इतनी बड़ी अद्विवितीय का परिणय इस मन्त्रालय ने दिया है। यह जीम की पत्ती चाहे माननीय मंत्री जी चकायें या उनके अधिकारी लोग चकाये, लेकिन उनके पाज यह जीम की पत्ती चकाने के लिये मजबूर होना पड़ेगा चाहे जितनी भी कड़ी कह कर्त्ता न हो

इस बात को देखा जाय कि पावर शार्टेज आब हिन्दुस्तान मे ही रही है उसके बलते रहने क्या स्थिति हो रही है ? जो आकडे हमें उपलब्ध हैं उनको ही लिया जाय तो महाराष्ट्र मे 50 प्रतिशत, पंजाब मे 60 प्रतिशत, तमिलनाडु मे 75 प्रतिशत, उत्तर प्रदेश मे 40 प्रतिशत, हरयाणे मे 40 प्रतिशत, इस तरह से तमाम राज्यों मे कुछ एक राज्यों जैसे केरल इत्यादि को छोड़कर बाकी तमाम जगह बिजली की अनधिकर कठिनाई हो गई है । नतीजा यह है कि इकोनोमिक सर्वे जो आपका निकलाता है उसमे यह कहा गया है कि

*"The prospect of a serious power shortage hangs like a dark cloud over the growth of Industrial production"*

आप देखिये । यह आपकी ही रिपोर्ट है, उसी मे यह स्थिति आपको बताई गई है । जो स्थिति हो रही है आये दिन लगतार आपके मदन मे भी इस बात पर चर्चा हो रही है ।

इतना ही नहीं बिजली की आपूर्ति मे रुकावटे लो-बोल्टेज, बिजली की दरों मे लगतार बढ़ि, बिजली के कनेक्शन लेने मे घूसखोरी, किसानो के लिये न्यूनतम इस्तेमाल की गारन्टी और उमके लिये निया जाने वाला चार्ज, इन सारी चीजो के कारण किसी ही कठिनाई हो रही है । अबर उसका हिसाब लगाया जाये तमाम लोको मे जो कभी हुई है और जो नुकसान हो रहा है उसको देखा जाये तो करोड़ करोड़ रुपये हम भुक्ताने का रहे हैं ।

आप यह कह सकते हैं बहुत गीरद के साथ कि हमने हिन्दुस्तान मे बिजली के भाग्य मे काफी तरफ़की की है । 1951-52 मे जहा हमारी कमता 1363 मीगावाट थी उसे बढ़ा कर आज 17.5 मिलियन मीगावाट कर दिया है और 1973 के अन्त तक 18 मिलियन मीगावाट तक कमता बढ़ाने जा रहे हैं । पांचवी योजना के अन्त तक 28 मिलियन मीगावाट बिजली बनाने की योजना है । आप यह भी कह सकते हैं कि हिन्दुस्तान मे पांच लाख 66 हजार गाड़ों मे से करीब एक लाख तीस हजार गाड़ों मे बिजली 1973 के अन्त तक पहुचाने जा रहे हैं । लेकिन यह जो आपने काम किया है, जो देश की आवश्यकता है उससे इसका मिलान किया जाये तो आपके ये आकडे सन्तोष के लायक नहीं हैं । जो देश की आवश्यकता है उसको ध्यान मे नहीं रखा भया है जब कि देंग की आबादी का अस्ती प्रतिशत खेत पर निर्भर करता है तो खेती को मैकेनाइज करने के लिये बिजली की आवश्यकता आप पूरी नहीं कर पा रहे हैं तो खेती की तरफ़की भी अगे नहीं बढ़ेगी । आप डिवेलेप देशों को देखे, अमरीका मे 7 प्रतिशत लोग खेती पर है, लेकिन वह देश न केवल कपनी आवश्यकताओं की पूर्ति कर रहा है बल्कि वह आपको भी अब देता है और यह आज इस देश के लिये शर्मिदा होने की बात है, अप्रमावजनक है कि हम अमरीका से अब लेकर अपने घरों लोगों को बिलाते हैं । रुस मे 23 प्रतिशत लोग खेती मे जगे हुये हैं लेकिन यहाँ की तमाम खेती मैकेनाइज है और उसमे बिजली का इस्तेमाल हो रहा है । आकड़ों

## [बी कमल मिश्र मधुकर]

को देखा जाये तो बुनिया की 22 प्रतिशत आवादी 98 प्रतिशत बिजली का इस्तेमाल कर रही है और 78 प्रतिशत आवादी के पास बिजली की बहुत ही कमी है। भारत में सबसे बुरी हालत है। आपकी रिपोर्ट को बान लिया जाये तो 93 किलोवाट बिजली प्रति व्यक्ति की जगत आपके यहां है और उत्तर बिहार में तो 15 किलोवाट पड़ता है। आपकी रिपोर्ट की प्रस्तावना में एक जगह कहा गया है कि Electricity supply is life blood of development. आप सोचिये कि शरीर में ब्लड संकुलेट नहीं होता रहेगा तो कब लकड़ा मार दे इसका कोई ठिकाना नहीं और लकड़ा मार चुका है। इस स्टॉच के चलते आज यह हो रहा है कि आमों के उद्योग खेती, खानी का काम, बिजली से चलने वाली रेल गाड़ियां, ये सारे के सारे काम ठप्प हो रहे हैं। नीतीजा यह है कि आपने जो लक्ष्य निर्धारित किया है बेकारी दूर करने का और समाजवाद लाने का वह पूरा नहीं हो रहा है। इसका कारण यह है कि आपकी नीति न पूजीबादी डेवलपमेंट की है न समाजवादी डेवलपमेंट की है, बल्कि पूरे भूमालय की नीति सामन्ती दृष्टिकोण के गाइड हो रही है। इसमें न कोई योजना है, न दूरविजिता और न भविष्य की कोई परिकल्पना है। आपने जो लक्ष्य निर्धारित किये हैं उह वह जेती के मामले में हों, बाढ़ नियंत्रण के मामले में हों, ग्रामीण औद्योगिकीकरण के मामले में हों, या किसी भी मामले में आपने जो लक्ष्य निर्धारित किये हैं

उनकी पूर्ति नहीं हो पा रही है। मैं आपके ही आकड़े सामने रखना चाहता हूँ। बिजली के उत्पादन का लक्ष्य 1973 के अन्त तक 23 मिलियन किलोवाट आपने निर्धारित किया था। लेकिन वह लक्ष्य आपका पूरा नहीं होने जा रहा है। 1972-73 में 1.5 मिलियन किलोवाट बिजली बैदा करने का लक्ष्य था, उसमें केवल 1 मिलियन किलोवाट पूरा होने की आशा है। वैसे ही बाढ़ नियंत्रण के सम्बन्ध में भी 7.5 मिलियन हैटेयर भूमि की सुरक्षा का लक्ष्य या जिसमें केवल 7.1 मिलियन हैटेयर की पूर्ति आपने की है। वैसे ग्रामीण विद्युतीकरण के लिये 1 लाख 30 हजार गांवों में बिजली लगाने की योजना थी, लेकिन केवल 1 लाख गांवों में बिजली लगाने जा रहे हैं। हरिजन बस्तियों के लिये स्कीम बनाई गई—लेकिन उसका क्या हुआ? गांव-गांव में पोल रख दिये जाते हैं और रिपोर्ट भेज दी जाती है कि बिजली लग गई, परन्तु वास्तव में बिजली नहीं लगती, स्ट्रीट लाइट तक उनको नहीं मिल पाती है। हरिजन बस्तियों के साथ एक तरह से खिलाड़ किया जा रहा है। उत्तर प्रदेश का बोर्ड काम को करना चाहता है, लेकिन उनके साथ न्याय नहीं हो रहा है, उनके फण्ड को डाइवर्ट किया जा रहा है।

इसी तरह से आपका जो सिवाई का लक्ष्य था, वह पूरा नहीं हुआ है—10 मिलियन हैटेयर की योजना थी, 8 मिलियन हैटेयर को कर पायेंगे। गणक, कोसी और दूसरी योजनाओं की यही स्थिति है—नीतीजा यह हो रहा है कि देश को तरक्की के चित्त रास्ते

पर जाना चाहिये था, वह सफलता प्राप्त नहीं हो रही है। उत्तर बिहार, मेरे जहां लगातार पानी देने वाली नदियां हैं, उपजाऊ भूमि है, वहां केवल 15 किलोवाट विजली लोगों को मिलती है। नतीजा यह होता है जहां यूरेनियम, थारियम जैसी चीजें उपलब्ध हैं, उनका इस्टीमाल विजली के उद्गादन के लिये नहीं हो रहा है, यहां तक कि कोयले तक का इस्टीमाल नहीं हो रहा है, जिनसे विजली पैदा की जा सकती है। इसी तरह से केरल मेरी विजली के इनसे साधन है यदि उनका सही रूप मेरी इस्टीमाल किया जाय तो केरल मेरी इतनी विजली पैदा हो सकती है कि अपनी आवश्यकता की पूर्ति के बाद वह अन्य प्रदेशों को भी दे सकता है। उन्होंने आप को इसके सम्बन्ध मेरी एस्टीमेटम भी दिये हैं लेकिन आपका ध्यान उनकी ओर नहीं जा रहा है। विहार के लिये चौथी पवर्वर्धी योजना मेरा 183 करोड़ रुपया इस पर खर्च करने वाले थे, परन्तु अब उसको घटा कर 137 करोड़ कर दिया गया है। 12 हजार 500 गांवों के लक्ष्य को घटा कर 4500 गांवों को विजली देने की योजना चल रही है। बिहार मेरी आपने एक अच्छे चेयरमैन दिये हैं, लेकिन आप उनको कफ्ट नहीं दे रहे हैं, जिसकी बजह से काम नहीं हो रहा है। नतीजा यह हो रहा है कि आपके काम के हर क्षेत्र मेरी गिरावट आ रही है। मेरा सुझाव है कि—

1 देश की न्यूकिलझर एनर्जी से विजली पैदा करने वाली बृहद् योजनाये बनाई जाय। देश के अन्दर पर्याप्त न्यूकिलझर पावर उपलब्ध है, उसका इस्टीमाल किया जाय और ऐसी योजनाये बनाई जाय जो देश की बढ़ती हुई

विजली की आवश्यकता को पूरा कर सकें और वे लगातार चलने वाली योजनाये हों।

2 आप नेशनल बाटर प्रिड बना रहे हैं—जमना-कावेरी को मिलाने की योजना बना रहे हैं, उसी तरह से आप देश के अन्दर विजली के लिये भी अधिक से अधिक प्रयास करें। विभिन्न योजनाओं के अन्दर केन्द्र को अधिक से अधिक भाग लेना चाहिये। हमारा बिहार का अनुभव है—आपने बिहार को बरोनी मेरे एक नया यूनिट देने की बात कही है—लेकिन बिहार के पास पैसा नहीं है, वह यूनिट काम नहीं कर रहा है। इसलिये केन्द्र को आगे आकर उसमे राज्य सरकार की महायता करनी चाहिये। आपको चाहिये इन्टरेस्टेड आपरेशनल प्रोप्राप बनायें, इससे यह लाभ होगा कि जहां सरप्लस हो या जहां कमी हो, उसका ठीक ढंग से इस्टीमाल किया जा सकेगा। उत्तर बिहार ऐसा इलाका है जहां ऐसी पहाड़ी नदियां हैं, जिनमे हर समय पानी मिलता है—वहां आपको अधिक मेरी अधिक पन-विजली योजनाये लागू करनी चाहियें।

3 आज एक नये आउटलुक की चक्रत है। जहां कोई नया प्लाट खोला जाता है, उसमे ब्रेक डाउन होती है, गडबड होती है, उसका कारण यह है कि उनके जो मैनेजर हैं या अधिकारी हैं, उनका दूषिकोण अभी भी पुराना बना हुआ है। मैं समझता हूँ कि इसके लिये उन पर जिम्मेदारी होती चाहिये, उनका प्रभोशन और डिमोशन इसी बात पर निर्भर करना चाहिये कि वे काम को आगे बढ़ाते हैं या उसमे इकावट पड़ती है।

## [श्री कमल भिंग मधुकर]

4. आपको इस बात का ध्यान रखना चाहिये कि आपका मंत्रालय अभी तक स्टेट-मिनिस्टर की हैसियत रखता है, पता नहीं हसी के कारण जो फण्ड आप मांगते हैं, वह नहीं मिलता है या अन्य मंत्रालयों के साथ आप का प्रोपर कोर्डिनेशन नहीं है—यह खींचातानी अब समाप्त हो जानी चाहिये।

5. इस देश में विजली का तमाम उत्पादन राजकीय संस्थानों के हाथ में है। अमरीका तथा दूसरे स्थानों में प्राइवेट संस्थानों के हाथ में है। आप को यह अनुभव करना चाहिये कि जहाँ विजली का उत्पादन तथा वितरण राजकीय संस्थानों के हाथ में है तथा उसमें सब राजकीय पूँजी लगी हुई है—वहाँ पर एक नये किंस्म के मैनेजमेंट की ज़रूरत है तथा वह ऐसा हों जिसमें रूलर और रूल्ड, छोटे अधिकारी और बड़े अधिकारी की भावना न रहे। रूलर और रूल्ड की भावना को, नौकरशाही की भावना को खत्म करना चाहिये, मैनेजमेंट में तमाम वर्कस का पार्टिसिपेशन होना चाहिये ता कि वे महसूस करें कि यह थर्मल पावर प्लांट हमारा प्लांट है। बड़े अधिकारियों और छोटे अधिकारियों के बीच में सहयोग की भावना हो। हम को जो भी प्लांट पूरा करना है—उसमें दोनों की भूमिका समान है, उनमें भेद नहीं होना चाहिये। उसमें ऐसी व्यवस्था नहीं होनी चाहिये जिसमें मतभेद बढ़े। कुछ अफसर आपने आप को बड़ा समझे और छोटे कर्मचारियों को थंड-खास लोग समझे, आदमी नहीं बल्कि जानवर समझे।

6. सेबर ट्रबल क्यों होती है—इसलिये होती है कि आपके मैनेजमेंट का इंजिनियरिंग अभी

नहीं बदला है, नया आउट-फुक उन्होंने एडोप्ट नहीं किया है—इस बात पर ध्यान देना चाहिये।

7. आपको अपने देश में डिजाइन के नये नये संस्थान खोलने चाहिये, कम से कम एक जोन में एक डिजाइन संस्थान अवश्य होना चाहिये।

8. विजली संस्थानों के निर्माण एवं अन्य मुख्य कार्यों में ठेका व्यवस्था समाप्त होनी चाहिये।

9. आपरेशनल ट्रेनिंग की समुचित व्यवस्था की जाय।

10. स्पेशर पार्टस के ऐसे कारखाने खोलने चाहिये, जिसमें अपने देश में ही स्पेशर पार्टस बन सकें। हमें बाहर से मंगाना न पड़ें।

11. ग्रामीण विद्युतीकरण में इस बात का ध्यान रखा जाय कि जिन गांवों में विजली लगा दी जाय, वहाँ ऐसे छोटे-मोटे कारोबार खोले जायं जिनसे वहाँ पर लगाई गई विजली का इस्तेमाल हो सके और वहाँ के रहने वालों को मुनाफ़ा हो सके।

12. छोटे किसानों, श्रमिकों की सहयोग समितियों के द्वारा विजली के इस्तेमाल की व्यवस्था की जाय ताकि ग्रामीण आबादी को नई जिन्दगी के निर्माण का अवसर प्राप्त हो और आप के द्वारा लगाई गई विजली की खपत हो सके और उनको मुनाफ़ा हो।

सिंचार्ट के मामले में आपने जो काम किया है, यद्यपि उसमें आपने कुछ तरकी की है, मैं उसकी प्रशंसा करता हूँ, लेकिन आप देश की जो आवश्यकता है उसका आपने ध्यान नहीं

रहा है। आपने जो रिपोर्ट दी है, उसके अनुसार चीरी पंचवर्षीय योजना के अन्दर आप 1200 करोड़ रुपये खर्च करने जा रहे हैं, लेकिन उससे भी देश का 20 फीसदी भाग निचित होगा। बिहार में 24 1 प्रतिशत, पंजाब में 43 1 प्रतिशत, तमिलनाडू में 41 प्रतिशत और उत्तर प्रदेश में 31 प्रतिशत निचित होगा। यह क्या स्थिति है? सबसे पहले तो आपने देश की तमाम बड़ी बड़ी योजनाओं को राज्य सरकारों पर छोड़ दिया है—जैसे राजस्वान कैनाल योजना है, गण्डक योजना है, काशी योजना है, बागमती योजना है—ऐसी बहुत मारी योजनायें हैं। हिन्दुस्तान में बहुत सारी नियाय हैं—हमारे यहा के पडित नोग हथेली में जल लेंकर—गगा, गोदावरी, कृष्णा, सभी नदियों का नाम लेते हैं और कहते हैं कि सब का जल हाथ में आ गया, लेकिन जरूरत इस बात की है कि मब नदियों का जल हाथ में न आये, बल्कि खेतों में जाय। इसलिये जरूरी है कि आप इन बड़ी बड़ी नदियों की जो स्कीमें है इनको अपने हाथ में लीजिये और इस बात का भी ध्यान रखिये कि जहां बड़ी बड़ी योजनाये पानी देने वाली नहीं हैं, वहा ट्यूब बैल्ज की व्यवस्था कीजिये। जहां ऐसी नियाय हैं, जिनमें लगातार पानी मिलता है, वहा बड़े पावरफुल पर्सिग सेंट्रस लगाये, जिससे कि उन इलाकों की सिचाई हो सके।

मुझे बिहार का अनुभव है—आप गण्डक योजना को ही लीजिये। उसके बारे में मैंने रिपोर्ट भेजी है—गण्डक योजना ने पिछले साल अच्छा काम किया है, लेकिन आज भी गण्डक योजना के इंजीनियर, बहुत ही निराज और हृत्यक्षम हिल है। उनकी प्रमोशन, डिमो-

शन, ट्रांस्फर के मामलों में मन्त्री जी के यहां जीहृजूरी कीजिये, दलाली दीजिये, छूस दीजिये—सब कुछ हो सकता है—इस बात की सूचना प्रधान मन्त्री जी को भी है कि कैसे गड़बड़ी होती है। उनके प्रमोशन के मामले में गड़बड़ी होती है। यदि कोई इंजीनियर या कोई अधिकारी सही ढंग से काम करता चाहते हैं तो उनको आप डिमोट कर देते हैं। ऐसी स्थिति में क्या कोई भी ईमानदार आदमी काम करने लायक रहेगा? इंजीनियर्स के प्रमोशन में आप उनके काम को देखिए, सीनियराइटी के हिसाब से ही मत कर दीजिए। इस बात में उनमें बड़ा असन्तोष है।

बागमती योजना के कार्य में कोई विशेष प्रगति नहीं हुई है। अभी तक अधिकारी एवं स्टाफ की पूरी नियकितयां भी नहीं हो पाई हैं। उच्च सौन कैनाल का काम भी फॉल के अभाव में बिहार में धीमा पड़ा है। पश्चिमी कोसी नहर, नार्थ कोयल, पुन धुन आदि स्कीमें तो पना नहीं यह कांग्रेस का राज्य जाने के बाद ही बनेगी या पहले। यद्यपि कुछ समझौता बैपाल से किया है। पूर्वी कोसी नहर में जो सिल्ट का जमाव हुआ है उसके बारे में चर्चा हुई है। गंडक योजना में भी फॉल चैनल बनाने का काम स्कीम के अन्तर्गत लेना चाहिए। जब तक आम प्रचायतों के अधिकार में दिया जायेगा तब तक कठिनाइयां होंगी। इसलिए जहां पर बड़ी बड़ी योजनाओं को लागू करने का सवाल है उन योजनाओं को सरकार अपने हाथ में ले और राज्य सरकारों को छोटी छोटी योजनाओं बनाने के लिए और ट्यूबबैल बोदने के लिए सहायता दे। बिहार, मध्य प्रदेश, राजस्वान आदि की नदियों का सही ढंग से इस्तेमाल नहीं हो रहा।

## [ श्री कमल मिश्र मधुकर ]

है। सात नदिया हो इसमें माल में आ रही है, बाकी नदिया नहीं आ रही हैं। गगा काबेरी को जोड़ने की बात है उसी तरह से दूसरी नदियों को भी जोड़ने के विषय में ध्वान दिया जाये ताकि राष्ट्र की इस जल सम्पत्ति को इसमें माल में लाया जा सके।

बाढ़ के मामले में स्थिति यह है कि बाढ़ नियन्त्रण पर करीब 253 करोड़ रुपया खर्च करने के बाद भी समस्या का समाधान नहीं हुआ है। असम, पश्चिम बंगाल, बिहार, यू० पी० तथा समुद्री तट से लगे हुए प्रदेश उडीसा, आध्र प्रदेश, केरल आदि पीडित रहते हैं। समुद्री तूफान से उडीसा, तमिलनाडू, आध्र और केरल में करोड़ों रुपए की बर्बादी होती है। पिछले साल केरल में दो करोड़ की बर्बादी हुई। (ध्वान) इसलिए मैं चाहूगा कि इन तमाम इलाकों में बाढ़ नियन्त्रण की स्कीम लागू करने के लिए राज्य सरकारों ने जो मार्ग की है उन पर ध्वान दिया जाये और उनको सहायता दी जाये ताकि बाढ़ नियन्त्रण का काम ठीक से चले।

साथ ही मिकरहना कटाव से पीडित स्थान को आपने स्वयं देखा है लक्षित उस पर अभी तक कोई कार्यवाही नहीं हुई है। योजना फाइल में पड़ी है उसको कार्य में लाया जाये।

आपने गगा फलड कट्टोल बोर्ड कायम किया है उसमें केवल 19 बडे अधिकारी और 54 छोटे अधिकारी बहाल हुए हैं ऐसी स्थिति में गंगा फलड कट्टोल बोर्ड का काम पटना में कैसे चल सकता है? उनको और अधिकारी दोजिए और उनको और अधिक कंणड दोजिए ताकि काम हो सके। इसमें नये इन्स्टिक्योन की

आवश्यकता है उसको समझ कर आप ऐसी योजनाओं पर काम करें ताकि देश में जो विजली को कमी है वह दूर हो सके और सिवाई के साधन भी बढ़ सके।

## 20. गोविन्द वास रिकार्टिंग (झासी)

उपाध्यक्ष जी, मैं आपका आभारी हूं कि आपने मुझे इस सब से अधिक राष्ट्रीय महत्व के मंत्रालय के अनुदानों की भांतों पर बोलने का समय दिया। मैं इन भांतों का समर्थन करते हुए यह अनुरोध करना चाहता हूं कि आज देश के स्वावलम्बन और विकास के इन्स्टिक्योन से विजली के उत्पादन और बाढ़ नियन्त्रण की सब से बड़ी आवश्यकता है। इस देश में जो विधान बना है उसमें एक संशोधन करने की आवश्यकता है। हमारे देश का जो विधान बना उसमें पानी का अधिकार प्रदेशों को दिया गया है जिससे आये दिन दिक्कते और मुसीबतें पैदा होती हैं। मेरा मंत्रालय से अनुरोध है कि वह शीघ्र ही इसमें परिवर्तन करे और पानी के ऊपर देश का और राष्ट्र का अधिकार होना चाहिए। आज इस देश में नर्मदा, काबेरी, सोन, बेतवा आदि बहुत सी नदियां हैं जिनका पानी बहता जाता है और उनके किनारे की जमीन सूखी रहती है। उन प्रदेशों में विवाद है जिनमें से होकर वे नदिया बहती हैं। उन प्रदेशों के विवाद तथा न हो मकाने के कारण उन नदियों का पानी बहता हुआ समुद्र में पहुंच जाता है और देश की जमीन सूखी पड़ी रहती है। इसलिए यह आवश्यक है कि यदि हो सके तो सोक सभा के इसी सब में यह परिवर्तन लाने की कृपा करें। मंत्री महोदय से मैं आपके द्वारा अनुरोध करना चाहता हूं कि इस परिवर्तन को करके

इस देश के विकास में, इस देश की सिवाई योजनाओं को बनाने में जो बड़ी भारी विकास है उसको हूर करे । आप बाढ़ नियन्त्रण के कार्य को प्रदेश पर छोड़ देते हैं लेकिन जिन नदियों में बाढ़ आती है जैसे ब्रह्मपुत्र की बाढ़ का नियन्त्रण करना आसाम व बगाल के बाथ की बात नहीं है, यह उनके काबू के बाहर की बात है । उसी प्रकार से गवा में जो बाढ़ आती है वह उत्तर प्रदेश, बिहार या बगाल के अलग अलग काबू के बाहर की बात है । इस बाढ़ नियन्त्रण के कार्य और दैवी विपत्ति के लिए आप कहते हैं कि यह प्रदेश के अधिकार में है और इसका प्रबन्ध करे । तो मुझे आपसे यह अनुरोध करना है कि आप इसको केन्द्रीय मामला मान कर केन्द्र के द्वारा इसकी सारी व्यवस्था, अर्थात् बाढ़ नियन्त्रण की, करने की कृपा करें । बाढ़ नियन्त्रण करके और सूखे स्थानों के लिए जो हमारे देश में ऐसे प्रदेश हे जहा पानी की कमी है वहा पानी भेजे । बड़ी बड़ी नदियों में ब्रह्मपुत्र और गया बेसिन में देश का दो तिहाई पानी रहता है और बाढ़ द्वारा नुकसान होता है, और समुद्र में बेकार चला जाता है, उसको नियन्त्रित करके देश के ऐसे भूभाग में पहुंचा दे जहा पर पानी की कमी है, और सूखा रहता है इससे बाढ़ पर नियन्त्रण भी हो जायेगा और सूखे का मुकाबला भी किया जा सकेगा ।

₹4.00 hrs.

मैं उस योजना की याद करता हूं जिसकी कल्पना हमारे सिवाई मंत्री ने की है कि गया के पानी को काबैरी से मिला देना चाहते हैं । उससे बाढ़ का नियन्त्रण होगा और साथ साथ देश के उस भूभाग को पानी पहुंचेगा

जहा पर आज सूखा रहता है । यह बहुत अच्छी योजना है, इस पर भी काम होने की आवश्यकता है और इस योजना को याद करते हुए यह कल्पना करता हूं कि किसी समय भगीरथ ने जो काम किया था कि गया का पानी जो हिमालय के ऊपर बहता था उसको उत्तर प्रदेश, बिहार और बगाल में लाकर समुद्र तक पहुंचाया, उसी तरह की यह दूसरी कल्पना है, और जब सरकार होगी तो डा० राव को भगीरथ के रूप में याद किया जायेगा । मैं चाहता हूं कि उसमें शीघ्रता की जाय ।

इसी के साथ साथ विजली के उत्पादन का जहा तक सम्बन्ध है मैं कहता चाहता हूं कि इस बर्बंध जो सूखा पड़ा है उस से यह प्रभावित हो गया कि जहा दूसरे देश द्वारा हम पर आक्रमण होने पर उसका मुकाबला करने में हम सक्षम है, बहा दैवी आपदाओं का मुकाबला करने में, चाहे वह बाढ़ के रूप में हो, या सूखे के रूप में, स्वतन्त्रता के 25 साल बाद भी हम सक्षम नहीं हुए । इस बर्बंध के सूखे ने यह सावित कर दिया कि केन्द्रीय सरकार को इससे सबक लेकर के उसे अपनी दिक्षा को बदलने की आवश्यकता है । और सब से बड़ी चीज़ जो मैं चाहता हूं वह यह कि विजली उत्पादन के लिए आपने छोटे छोटे जलाशयों पर, छोटी छोटी नदियों पर जो बाध बनाये हैं जो एक आधा बर्बंध सूखे के कारण विजली के उत्पादन में कमी कर देते हैं तो उसको छोड़ कर आप ऐटामिक पावर से विजली पैदा करे । इसके साथ माथ आपके पास कोयला अधिक है, जहा पर कोयला पैदा होता है वहा पर आप बर्बंध पावर स्टेम लायें जो कि केन्द्रीय सरकार के अधीन हों, आपके

## [डा० गोविन्द दास रिडारिया]

निवांशण में लगाये जायें क्योंकि जो थर्मल पावर स्टेशन प्रान्तीय सरकारों द्वारा लगाये गये हैं उन पर आये दिन कोयले की विक्रत पैदा होती है, आये दिन केन्द्रीय विभागों में समन्वय न होने के कारण असुविधा होती है और बिजली का उत्पादन रुकता है। इसलिए बड़े बड़े थर्मल पावर स्टेशन जो 300, 400 मेगावाट बिजली पैदा कर सकें, उन को केन्द्रीय सरकार के मातहत लगाना चाहिये। और ग्रंगर प्रान्तीय सरकारों द्वारा लगाये जायें तो समन्वय रखें ताकि सामान समय पर पहुंच सके।

जहां तक बिजली पैदा करने का सबाल है मेरा सुझाव है कि पानी के द्वारा ऐसी जगहों पर बिजली पैदा करें जिन नदियों में हमेशा पानी रहता है। गंगा बेसिन की नदियों पर जैसे बहापुल आदि हैं, जिन में हमेशा पानी रहता है, इन के ऊपर ही जल विद्युत के कारबाने लगा कर या बांध बना कर इनसे बिजली पैदा करें और उस बिजली का एक नेशनल ग्रिड बना कर सारे देश में उस बिजली का वितरण समान स्तर पर करें। जहां पानी होगा वहां बिजली बनेगी, यह योजना होनी चाहिये और उसको सारे देश में लेजें तो अच्छा रहेगा।

साथ ही यह भी व्याप रखें कि जिन प्रदेश सरकारों के द्वारा आप के पास जल विद्युत उत्पादन के लिए योजनाएं भेजी हैं उनको पांचवीं योजना में शामिल करना चाहिये। उत्तर भूखंड में इस बिजली की अस्थान कमी है जिसके कारण उत्तर प्रदेश में बिजली का

संकट है। वहां की आवादी अधिक है इसलिये वहां की सरकार ने चार थर्मल पावर स्टेशनों की योजनायें और चार पानी विद्युत की योजनायें आपके पास स्वीकृति के लिये भेजी हैं। उनके नाम यह हैं: छत्पिंडेप, हरदार जल विद्युत योजना 100 मेगावाट की, भनेरी पानी जल विद्युत योजना 156 मेगावाट की, बिण्डु प्रयाग जल विद्युत परियोजना 262 मेगावाट की, बोबाला नन्द प्रयाग जल विद्युत परियोजना 130 मेगावाट की। और इसी तरह से थर्मल पावर स्टेशन की योजनायें यह हैं: हरदुभांग तापीय विस्तार, बष्ठम चरण 120 मेगावाट की, औबरा तापीय विस्तार तृतीय चरण योजना, 400 मेगावाट की, गोरखपुर तापीय परियोजना 400 मेगावाट की और गैस्टरबाइन परियोजना 100 मेगावाट की। ये योजनायें आपके विभाग में स्वीकृति के लिये उत्तर प्रदेश की तरफ से आयी हुई हैं। मेरा निवेदन है कि जब उत्तर प्रदेश में बिजली का संकट है तो आप के विभाग से इन सारी योजनाओं की स्वीकृति मिलनी चाहिये।

इसी तरह आपके उत्तर प्रदेश और मध्य प्रदेश के बीच जल विवाद तय कराया। उस सूखे भूखंड के लिये जो योजनायें स्वीकृत की हैं जिनमें राजधानी बेतवा नदी पर, उमिल जिला हमीरपुर में और ग्रेटर गंगड़ जिला बांदा में, ये सिवाई की योजनायें आपने स्वीकार करायी हैं। 14 अप्रैल को प्रधान मंत्री राजधानी योजना का सिलान्यास करने जा रही हैं, जो योजनायें हैं उनकी भी आप राजधानी की तरह से व्यवस्था

करें कि पांचवीं पंचवर्षीय योजना में वे पूरी ही सके। आप इन योजनाओं की इस तरह से व्यवस्था करें जिसकी योजना के अन्दर ही इनका काम हर हालत में पूरा हो सके।

सुरक्षा के बाद अग्र देश के लिये किसी चीज़ की आवश्यकता है तो विजली उत्पादन की है जिसके द्वारा हम गरीबी की लड़ाई जीत सकते हैं क्योंकि विजली द्वारा सिचाई के साधन बढ़ते हैं। इसलिये मैं केन्द्र से अनुरोध करना चाहता हूँ कि उनको अपनी योजनाओं की प्राथमिकता बदलने की आवश्यकता है। मैं चाहता हूँ कि सदन कहे कि सरकार अपनी प्राथमिकता बदले। सुरक्षा के बाद यदि दूसरे किसी विभाग पर ध्यान देने की आवश्यकता है, ऐसे की व्यवस्था करने की आवश्यकता है तो वह सिचाई के लिये, विजली के लिये और बाढ़ नियन्त्रण के करने की आवश्यकता है क्योंकि गरीबी से लड़ाई लड़ने का आधार है अभ का उत्पादन।

दूसरे देश जब हमारी अवस्था में थे, वह और चीन, उन्होंने भी जिस समय विकास किया तो सब से अधिक ध्यान विजली के उत्पादन पर दिया था। इसलिये हमारी केन्द्रीय सरकार भी अपनी पंचवर्षीय योजना की प्राथमिकताओं में परिवर्तन ला कर तर्च प्रक्रम स्वाम विजली उत्पादन के लिये थे। यही आपसे मेरा अनुरोध है।

\*SHRI E. R. KRISHNAN (Salem): Mr. Deputy Speaker, Sir, on the demands for grants presented on the

House by the hon. Minister of Irrigation and Power for the year 1973-74, I would like to say a few words on behalf of Dravida Munnetra Kazhagam.

I would first refer to irrigation facilities in our country. Till March 31, 1973 our Government have invested on major and medium irrigation schemes an amount of Rs. 2770 crores. As a result of implementation of these schemes, the Government have been incurring losses continuously and the losses are increasing year after year. In 1968-69, the loss incurred by the Government was to the tune of Rs. 80 crores. In 1972-73 the loss went upto Rs. 140 crores. It is not what I say; Dr. Minhas, a member of the Planning Commission has given these figures recently

Sir, it is not enough to have a few irrigation projects. The Government have to ensure that proper link canals are so provided that the small farmers are able to derive full benefits out of these schemes.

Since we have in our country "Free for all irrigation system", it is found that only 10 to 15 per cent of rich farmers in the upper reaches of the canal system are able to enjoy the fruits of the irrigation projects. Sir, this is not a statement from me; it has been made by no less a person than Shri Jagjivan Ram, our Defence Minister.

It has been said Sir, that we have in our country 588 major and medium irrigation projects. It is not enough just to feel proud by saying this. The annual report of the Ministry of Irrigation and Power should contain the information as to how many small farmers have actually been benefited as a result of these 588 irrigation projects.

\*The original speech was delivered in Tamil.

[Shri E. R. Krishnan]

Sir, the irrigation Commission has made many useful and valuable recommendations in its report to the Government of India. I would urge upon the hon. Minister that these recommendations should be taken up for implementation without any delay.

Sir, there is a proverb that even though water flows in a river the dog has to lick only to drink water. Sir, the same is the situation so far as utilisation of river waters in our country is concerned. The total volume of water that flows in the various rivers of our country has been estimated by the experts in the field to be of the order of 17 crores hectare meters. It is understood that the total utilisation of the river waters at the end of the 4th Five Year Plan period would only be 8.5 crores hectare meters. Thus Sir, a very huge volume of river water goes thoroughly unutilised. It only points out that not much has been done by the Government in harnessing huge river water resources in our country. Inspite of very good availability of water for irrigation purposes in our country since irrigation projects have not been properly formulated and implemented, our country has to go through the sufferings caused by drought in various parts of our country and every year the Government is compelled to spend huge amounts of money by way of drought relief. In the year 1972-73 the Government had to spend Rs. 297 crores for mitigating the rigours of drought. Our country has been facing the twin problem of floods and droughts every year. It is due to the inefficiency, incompetence and the lack of advance planning of the Ministry of Irrigation and Power that our people are continuously afflicted by the phenomenon of floods and droughts. We have been hearing the complaints and accusations of the Ministry of Irrigation and Power against planning Commission and vice-versa. The mutual charges against each other are in no way going to help the millions of people who are suffering for want of proper irrigation and flood control

measurers. Under the head irrigation, for "Surveys and Investigations" an amount of Rs. 192.5 lakhs were allocated for the year 1972-73 but the revised estimates of the year show a reduction of Rs. 9 lakhs under this account. If the amount meant for conducting surveys for irrigation is not spent to the extent of Rs. 9 lakhs, however are we to think that this Government is fully alive to the irrigation needs of our country

In the course of 18 years that is from 1953 to 1971, our country has sustained a huge damage due to floods. During that period the value of crops damaged was Rs. 419.6 crores; the value of property lost was Rs. 78.0 crores; the public utility like roads etc suffered a damage to the tune of Rs. 129.1 crores. Thus the damage caused by the floods amounted to Rs. 628 crores in all. As many as 587 lakhs of people were affected by the floods. Sir, the amount spent for the flood control measures was not more than Rs. 288.30 crores till March 1971. It seems that Government are only making half-hearted attempts to protect the people and the crops from damage of floods. I wonder how many decades it will take for this country to rid itself from the devastations that are periodically caused by the floods. Sir, the Tamil Nadu Government sent to the Central Government two important flood control schemes for approval. They are (1) Varattu Pallam scheme and (2) Thodahalla Scheme. I regret to say, Sir, that so far the Tamil Nadu Government have not received any response from the Central Government regarding these two schemes. I would therefore appeal to the hon. Minister of Irrigation and Power that immediate clearance should be given by the Centre to these two schemes. Sir, we find that Northern States of our country are frequently affected by floods while the Southern States are afflicted by drought. To combat this problem the only permanent solution seems to be the link up of the Ganges and the Cauvery. This is not any new pro-

posal; many years ago Sir C. P. Ramaswamy Iyer mooted the scheme. Had it been implemented then the country would not be facing the problems of droughts and floods as it does today. In fact, the project could have been completed at a very low cost. Because of the dithering and indifference of the Central Government, the project has not taken any shape till today and the present estimates are around Rs. 2,000 to 3,000 crores. Be that as it may, I would appeal to the hon. Minister that the Central Government should expeditiously complete all the preliminary work connected with the implementation of the most important and vital project is taken up on hand at the earliest possible time.

Sir, most of the rivers in our country flow through the territories of more than one state. As a result many inter state water dispute have arisen. The only way to ensure that all the waters of the rivers are fully utilised for the best national interest is to nationalise all the rivers and to bring them under national water grid to be controlled by the Central Government.

Sir, I would now refer to the power situation that is obtaining in our country. Till March 31, 1973 the total investment on power projects by the Central Government was Rs. 4700 crores. But it is estimated that the State Electricity Boards would incur a loss of Rs. 36 crores during the year 1972-73.

At this juncture Sir, I would like to refer to one important point. After 25 years of independence, let us see the progress made in the field of rural electrification. As you are aware Sir, there are 5 lakh villages in our country. According to a Government Plan for the decade, 1971-81, 2.5 lakhs villages would be electrified. The news item giving this information further states that even this would be achieved only if the necessary finances are made available. Sir, inspite of investment to the tune of Rs. 4700

crores on power projects, 44 crores of our people living in the rural areas are going without electricity and there seems to be no immediate hope of their getting electric facilities.

On 27-3-1973 in reply to a question hon. Minister of Irrigation and Power, Dr. K. L. Rao said that 1,22,094 villages have been electrified till 1972. At this rate, it will be no wonder if it takes 60 years to provide electricity to all the 5 lakh villages of our country.

Till 1972, 19,00,895 pump sets have been energised. I am proud to say that Tamil Nadu accounts for 30 per cent of the pump sets.

The population of Tamilnadu is about 4.1 crores. 1.2 crores out of this number live in 448 towns. The number of villages in Tamil Nadu is 61396. During the period of Congress rule, that is from 1947 to 1967 the number of villages electrified was only 20250. But during the short period from 1967 to 1972, when the DMK was in power, the number of villages electrified was 38524. Sir, the number of villages yet to be electrified is only 2622. Our Chief Minister, Dr. Kalaignar Karunanidhi, is determined to see that these villages are also electrified before the end of 1973. Similarly, Sir, out of 23096 harijan colonies of Tamil Nadu only 4354 were electrified during the 20 year rule of the Congress Party. During the DMK rule as many as 18036 harijan colonies were given electric connection leaving a balance of 706 yet to be electrified. I can assure you that even this would be electrified very soon.

Sir, in Tamil Nadu so far 6 lakh pump sets have been energised. With the complete utilisation of the Cauvery waters flowing into Tamil Nadu from Mysore State and with the energising of 6 lakhs pump sets, the Tamil Nadu Government have done its best for augmenting agricultural production and also to provide the necessary facilities required by the farmers in Tamil Nadu.

[Shri E. R. Krishnam]

Sir, in the Southern States, the requirement of electricity per day is as follows:—Kerala, the need is 60 lakh units; Andhra it is 90 lakh units, Mysore needs 130 lakh units and Tamil Nadu needs 225 lakh units of electric power.

As a result of economic and balanced distribution of electric power without much of transmission loss Tamil Nadu has made good strides in the field of agriculture and industry. At the same time the State Government has tried to augment the generation of electricity which is increasingly in demand in Tamil Nadu. Sir, in 1966-67 hydel power generated was 21 lakh units per day. In 1971-72, the hydel power produced was 37490 lakh units. Sir, so far as thermal power is concerned, in the year 1966-67 it was 4050 lakh units, in 1971-72 it went upto 6180 lakh units. At the end of the first plan period, the quantum of electricity generated was 110 megawatts. At the end of second plan, it came upto 315 megawatts. The end of the third plan saw generation of electricity at the level of 510 megawatts. During the period 1967-72 the electricity generated came to 625 megawatts. Not content with this generation of electricity, the State Government of Tamil Nadu formulated a few more power projects and have forwarded them to the Central Government for approval. These projects are:—

- (1) Kodai H.E.C. with an estimated cost of 14 crores was sent to the Central Government on 18-4-69.
- (2) Upper Tambaravarani H.E.S with an estimated cost of Rs. 6 crores for Mundanthorai unit. It was sent to Central Government on 5-9-70.
- (3) Nellithorai H. E. S. with an estimated outlay of Rs. 6.70 crores. It was sent to Central Government on 28-12-70.

(4) Paralayar H. E. S. with an estimated cost of Rs. 4.73 crores. It was forwarded to Central Government on 13-5-71.

(5) Shanmuga Nadhi H. E. S. with an estimated cost of Rs. 9.02 crores. It was sent to Central Government on 29-5-1972.

(6) Kalpakkam 3rd unit. It was sent to Central Government on 7-6-1972.

(7) Neyveli 2nd Thermal power station. Sent on 9-6-1972.

(8) Upper Amravati H. E. S.—Kumbhar Unit with an estimated cost of 5.55 crores.

(9) Tuticorin Thermal Power station with an estimated outlay of 73 crores.

(10) Mettur Thermal power station with an estimated cost of 65 crores.

All these projects are still pending for clearance with the Central Government. I appeal to the hon. Minister of Irrigation and Power that he should give immediate clearance to these projects

Sir, according to the original schedule the two units of Kalpakkam atomic power station should have gone on stream during the year 1971-72. But because of the indifference of the Central Government it appears that they will generate electricity only from 1976. Sir, if these two units had been completed in 1971-72, you would agree that Tamil Nadu would not be facing the serious power crisis as it does today. Tamil Nadu Government has been acting with great deal of foresight and imagination. Dr. K. L. Rao has himself said that the Tamil Nadu Government have been distributing electricity economically and without loss in transmission. The hon. Minister had also pointed out that the

failure of monsoon was the main cause for the present power crisis in Tamil Nadu and also the inadequate power generation in the Thermal power stations under the control of Central Government had greatly contributed towards the power crisis in Tamil Nadu. Inspite of all this, merely because an opposition party is in power in the State, persons belonging to the ruling party at the Centre namely the Congress Party have been accusing the State Government for the power cut that has been imposed in the State. It is indeed regrettable that political capital should be made out of a situation which has arisen due to natural causes.

In reply to a starred question on 27th February, 1973 the hon. Minister for Irrigation and Power Dr. K. L. Rao explaining the causes for power shortage in Tamil Nadu stated that the failure of monsoon resulting in low level in hydel reservoirs was one of the factors for low generation of electricity. He added that due to shortage of lignite supply from Neyveli to Thermal power stations, the production of power in those stations became less. Thirdly, Dr. Rao had stated that shortage of cooling water supplies to Ennore and Basin Bridge Thermal power stations was another factor leading to power crisis in Tamil Nadu.

Sir, the Tamil Nadu Government have been demanding for a long time now that there should be second mine cut in Neyveli lignite project. This demand has fallen on the deaf ears of the Central Government so far and the Central Government have not taken any initiative in this respect. But Dr. K. L. Rao has suggested that if the thermal power generation in the Neyveli station is to be increased then instead of lignite, 280 tons of oil should be used per day in the power stations. I would like to know from the Government what action has been taken by the concerned Ministry.

Sir, from what I have so far stated it would be amply clear that the Tamil

Nadu Government could not be blamed for the power crisis prevailing there. In spite of a very clear statement made by Dr. K. L. Rao as to the contributory factors to the power crisis in Tamil Nadu, I regret to say that the ruling Congress Party members are accusing the State Government for partisan political ends and are indulging in a virulent false propaganda.

As an example, I would like to refer to the speech made by a responsible Minister of the Central Government Shri Mohan Kumaramanglam in a public meeting at Vellore on 25th February, 1973. Sir, he said in that meeting that the Central Government was in no way responsible for the power crisis faced by Tamil Nadu. He also added that the Central Government had not received any official communication from the Tamil Nadu Government regarding the shortage in the supply of coal leading to power crisis even till 10 days ago. When this matter of power crisis came up in Tamil Nadu Assembly our Chief Minister Dr. Kalaignar Karunanidhi explained on 2nd March, 1973 the reasons for the power crisis. Rebutting the charge of Shri Mohan Kumaramanglam that the Central Government was not apprised of the shortage of coal supply to Tamil Nadu Thermal Power station pointed out that this matter was taken up with the Central Government many months before the crisis overtook the State. In fact, on May 26, 1972, the Chairman of the State Electricity Board wrote a letter to the Deputy Chairman of the Central Water and Power Commission and also to the Department of Mines. It was stressed in the letter that as there was delay in the supply of coal from Singareni mines of Andhra more Railway wagons should be made available. Again Sir, the Central Government was requested in the matter that coal from Bihar and Bengal should be supplied through ships. This matter again figured at a meeting on 30th May, 1972 at Delhi when the Chairman of Electricity Board met

[Shri: E. R. Krishnan]

the representatives of Department of Mines, Ministry of Railways and Ministry of Irrigation and Power. It followed it up by a letter on 3rd June, 1972 to the Department of Mines. At a meeting held at Delhi on 30th September, 1972 the matter was raised with the representatives of the Department of Mines, Irrigation and Power and Railway Board by the Chairman of the State Electricity Board who drew pointed attention to the shortage of coal supply in Tamil Nadu. On 7th October, 1972 and on 11th October, 1972 letters were again addressed to the Central Government. The Department of Mines was again addressed in the matter on 12th October, 1972 and on 18th January, 1973. The Chief Minister himself wrote a letter on 10th February, 1973 to Shri Mohan Kumaramangalam explaining the shortage of coal in the State and requesting supply to 1 lakh tons of coal at once. Thus it will be seen what the hon. Minister Shri Mohan Kumaramangalam had stated at Vellore was not the correct position. He seems to have been motivated by the fact that an opposition party is in power in Tamil Nadu.

Sir, if this was the behaviour of a Central Minister, I would refer to the type of speeches made by the responsible Congress leaders in Tamil Nadu. In the Triplicane beach meeting on 26th February, 1973 Shri Ramaiah the Tamil Nadu Pradesh Congress Committee President demanded that the DMK Government should resign as it did not anticipate the power shortage. I would like to remind the House that the power crisis is not confined to Tamil Nadu alone. The power cut in Haryana was to the extent of 80 per cent; in Punjab it is 75 per cent; in UP 40 per cent; Rajasthan 50 per cent; West Bengal 15 per cent and in parts of Gujarat 100 per cent. Sir, will the Central Government and the Congress leadership would advise the Governments in these States to resign. It is highly regrettable that responsible leader like

Shri Ramaiah should make statement of this nature.

Sir, we the people of Tamil Nadu and the State Government hold Dr. K. L. Rao, the hon. Minister for Irrigation and Power in high esteem. But I would like to invite the attention of the House to what Shri Ramaiah has said about Dr. Rao in a meeting on 2nd April, 1973. His speech has appeared in a Congress daily, the Swadesmitram, whose honorary editor is Shri M. Bhakthavasalam the ex-Chief Minister of Tamil Nadu. He said that he opposed the agreement of Tamil Nadu with Kerala in 1968 as harmful to Tamil Nadu. Though Dr Rao belonged to his party he would like to state the truth about Dr. Rao. According to Shri Ramaiah, Dr. Rao could do no good to Tamil Nadu. Though he is a Minister in the Central Government, all his attention is on Andhra crisis. Our Chief Minister might not know about Dr. K. L. Rao. Dr Rao was an Assistant Engineer at one time in Mettur project. At that time he was interested in collecting material for the separation of Andhra from the composite Madras State. Therefore, he would not believe that Shri Rao would be helpful to Tamil Nadu what Shri Ramaiah said about our esteemed Minister of Irrigation and Power. If such an irresponsible statement had been made by any of our party members then immediate disciplinary action would have been taken against him. However, I would assure Dr. Rao that we hold him in great esteem and we have immense confidence in him. I regret that just to discredit the opposition party which is in power in Tamil Nadu all kinds of statements are being made by the ruling Congress party members which do no good to the Congress party in Tamil Nadu. Before I conclude Sir, I would once again appeal to the hon. Minister for Irrigation and power that he should expedite the clearance of the schemes for power generation submitted by the Tamil Nadu Government and are pending with the Central Government. With

these words I conclude.

SHRI D. N. TIWARI (Gopalganj): Mr. Deputy-Speaker, all my praise is due to Irrigation Minister and his junior colleague for making tireless efforts to make irrigation and power potential of the country a success. But, it is a misfortune that in spite of very good experts being in this Ministry, I want to know as to why our targets are not being fulfilled? What is the hitch? Why is the department not able to colate this target? Has the procedure not been so streamlined as to cope with the task that the minister has in mind?

We have got here two reports of the Ministry of Irrigation and Power—one report contains 164 pages while the other contains about 90 pages. But, we do not find anything in these reports with which we want to deal. They are full of extraneous matters—not concerning the fulfilment of the projects that have been taken in hand. Nowhere it has been mentioned in this report as to how much work has been done in regard to one or the other projects and what remains to be done or when is the project going to be finalised? These details are not given here. Is there anything worthwhile contained in these reports which we, the Members of Parliament, want to discuss in the House? No one can find any material with regard to shortcomings, shortfalls or successful completion of the projects that have been undertaken by the Ministry. These reports could have been put together and could form part of one volume by adding some more pages. Why so much money is to be spent at all for making two reports? What is the use of that? For example, in the performance report, on page 62-63 it has been mentioned that all India per capita consumption this year is 93 k.w. It means that in some States, as has been said by some other friends, the per capita consumption of power

is only one sixth. That means in some States, the per capita consumption of power is very low. Why is this regional imbalance? Dr. Rao has been in charge of this Ministry for more than ten years. What has he done to remove this imbalance? Disparities are increasing and along with that, the regional imbalance is also increasing. The per capita consumption of power is too low—20 or 25 k.w.—in Bihar, especially, North Bihar, which is a tract inhabited by more than 2 1/2 crores of people. Their per capita consumption of power is less than 10 or k.w. If he cannot immediately bring us on par with the other advanced States, even if he brings us at least to half of the level of these States, I shall be very happy. What is he going to do about that? And in how many years is he going to bring us to the level of other States? During the last 12 years that has been in-charge of this Ministry, what has he been doing to remove this imbalance? What is standing in his way? Why is he ignoring the States which are very and very backward in the matter of power?

I shall take North Bihar. This is a very backward area which is mostly dependent on agriculture. 86 per cent of its population depends on agriculture. There are two irrigation projects—Kosi and Gandak. In these reports, Gandak Projects has been totally backed out. No mention is made here about this project. What has been done by this Ministry for this project? In the performance report, a casual reference has been made that so much allotment has been made. But what part of the work has been done and what part is yet to be done has not been given. How can we rely on these reports and discuss these matters? In North Bihar, there is no industry worth the name except a few out-dated sugar factories. Then, how can the 86 per cent of the population eke out their livelihood if even for agriculture sufficient arrangement is

[Shri D. N. Tiwari]

not made for irrigation and power? Do you want them to starve? There is often failure of the pumps due to power shortage. They are not being energised and they cannot give water to the fields. Has anybody given thought to this as to how these people will live? That area is called Gandak valley area. It has an average 1020 persons per sq. mile. It is one of the most densely populated areas of the country. It is one of the most fertile agricultural tracts of India both in North Bihar and Nepal. It produces almost all crops. The Gandak project is an international as well as inter-State project for development of irrigation and power. This project is going to irrigate as much as 3.68 acres of land, which is more than what your biggest dam, Bhakra Nangal can irrigate, only 3.5 acres. This can irrigate more than the Rajasthan Canal or Nagarjunasagar. It is the biggest canal in India and cheapest too. Its first estimate was Rs. 52 crores. Due to delay, it has gone up by more than four times, and you are making it dearer still by delays. Had it been completed in time, if not Rs. 52 crores, Rs. 60 or 65 crores would have sufficed. But due to this time lag and increase in cost of materials and other things, the per-acre cost of this project has also gone up several fold.

In 1964, in the Governors' meeting, the Bihar Governor told the Government of India that Bihar was not able to execute this work due to its slender resources. Again the Governor wrote about it to Shri Asoka Mehta when he was Planning Minister. Again a letter was written to Shri Morarji Desai, who was then Deputy Prime Minister and Finance Minister. But all were turned down and that tract of North Bihar has been left to suffer for all time to come in the matter of both irrigation and power.

Coming to my district of Saran, it is more than 12 years that the work

began on this project. On 3rd December, 1972, water was brought to some part of Saran, over a mile or so. Now it is April, 1973. In these four months the water has not gone a step further. In Saran, it will irrigate 14 lakhs acres. At this rate, it will perhaps take 10 or 15 years to achieve the target of irrigation in the districts of Saran and Siwan. The water goes through UP. In reply to my query the Minister said that UP is not releasing water for Saran. I am not blaming UP or raising inter-provincial rivalry. I blame the Irrigation Ministry for this lack of initiative and promptness in making available resources for completing this project.

There are many other projects in North Bihar. None of them is working according to schedule. Even the Western Kosi Canal, on which several crores of rupees have been spent, is not achieving anything. If it takes further time, I am afraid the estimate will have to be again revised. From the original estimate of Rs. 60 crores, it will go up to Rs. 300 crores.

A word about the National Project Construction Corporation, which does contract work for Government, especially in the construction of barrages. There are thousands of employees serving this organisation for the last ten years. Those who have joined this organisation when they were 23 or 24 are now 34 or 35. They are still temporary and there is no certainty of their services being continued. This organisation is incurring loss every year. If this goes on, I am afraid it will have to be closed down one day. Then, what will you do with these employees? Will you spoil their lives or will you give them some alternative employment so that they may not go on the streets and suffer? I want a definite answer because this concerns the lives of thousands of people working in this organisation.

**श्री ग्राह० बी० बडे (खरणोन) :** माननीय उपर्युक्त महोदय, इरिंग शन तथा पावर मन्त्रालय की डिमार्ड पर जब हम बोलते हैं कि वह उस की टीका करते हैं, तो वह डा० राव की अप्रिक्ततम टीका नहीं करते हैं, हम उन के डिपार्टमेंट की टीका करते हैं—इस बात को ध्यान में रखें।

अभी एक माननीय सदस्य ने कहा था कि आप को भागीरथ समझा जायेगा जो गगा को ले आये थे, लेकिन मैं कहता हूँ कि कुछ लोग उन को राजस भी समझेंगे। अभी हमारे मध्य प्रदेश में भेरी कास्टीचूएन्सी से नर्मदा नदी जाती है। मध्य प्रदेश के 90 प्रतिशत क्षेत्र से नर्मदा जाती है और 0.10 गुजरात को छूती है, लेकिन गुजरात के बास्ते आप 530 फुट कंचा बांध बना रहे हैं। हमारे प्रदेश में नर्मदा नदी के दोनों बाजू की जमीन, करीब 3 लाख एकड़, ऐसी फर्टाइल जमीन है, जहां चार चार फसले होती हैं तथा जो कुएं, मकान पुराने बड़े भा रहे हैं, वे सब इस से प्रभावित होंगे। सब पानी में धूब जायेंगे। वहां से उन लोगों को उताड़ा जा रहा है और कहा जा रहा है कि उन को काठकारण जे जायेंगे जो यहा से 500 मील दूर है। अपने पूर्वजों के मकान, पक्के बघे छुए कुए, उपजाऊ जमीन सब छोड़नो पड़ेगी—वे लोग बहेंगे कि हमारे डा० राव मिनिस्टर थे, वे राजस थे, भागीरथ नहीं थे। मैं यह नहीं कहता हूँ कि डा० राव कि कोई खराब भत है? वह अच्छा करना चाहते हैं, उनके गुड इन्टेन्स्न्स है लेकिन मैं कहना चाहता हूँ डा० के० एल० राव से कि हमारे यहां रीजनल इम्बैलेन्सेज है, हमारा मध्य प्रदेश सबसे बैकवड़ प्रदेश है। जबकि दूसरे प्रदेशों में सिचाई का एवरेज 23 प्रतिशत है तो हमारे मध्य प्रदेश में सिचाई केवल 7 प्रतिशत है। हमारे यहां जो मालवा पठार है, जहां पर ये होता है वहां के लिए आपने क्या किया है? आपने कहा कि सिव ती

योजना जोकि एक बड़ी योजना है वह स्वीकृत हो चुकी है लेकिन दो चंबर्वीय योजनाये हो गई अभी तक उसपर कार्य शुरू नहीं हुआ। मैं उसको सिंधी की परियोजना कहता हूँ उस पर काम कर्म नहीं शुरू किया। तो मालवा का जो पठार है वहां पर आपने कुछ नहीं किया। वहां से सिव नदी जाती है वहां पर परियोजना स्वीकार की है लेकिन दो योजनाये निकल गई, अभी तक कोई काम शुरू नहीं किया गया। इसी प्रकार से भील-बाड़ा में तीन करोड़ की योजना है वहां भी काम शुरू नहीं हुआ है। इस प्रकार से जो रीजनल इम्बैलेन्सेज है वह कैसे दूर होंगे। चंबल की जो योजना है, ठीक है वह राजस्थान से जाती है लेकिन मालवा के पठार के बारे में आपने क्या किया है? इसोलिए मैं कहता हूँ कि आप जो इम्बैलेन्सेज दूर करने की बात कहते हैं रिपोर्ट से उसमें कोई तर्क नहीं है। आपके जो लक्ष्य हैं वह दक्षिण की तरफ है या उत्तर की तरफ है लेकिन मध्य में आपका कोई लक्ष्य नहीं है। मध्य प्रदेश जो एक बैकवड़ एरिया है जहां आदिवासी रहते हैं वहां के लिए आपकी कोई स्कोर्प नहीं है।

दूसरे जहा तक नर्मदा योजना का सम्बन्ध है, उसमे गुजरात का हित हो लेकिन मध्य प्रदेश का भी हित हो। इस प्रकार का कोई रास्ता निकाला जाये जिससे गुजरात भी नाराज़ न हो और मध्य प्रदेश भी नाराज़ न हो। डा० राव से हम लोग भी मिले और वह लोग भी मिले और प्रदान मन्त्री जो ने भी कहा कि आपका नुकसान नहीं होगा लेकिन हम को इस बात मे विश्वास नहीं है।

जब हम आपके बजट को देखते हैं तो मध्य प्रदेश में पहले एलेन्ड्रूसिटी का जो बेस का वह कोल था लेकिन बाद में आप हाइड्रिल पर आये लेकिन उसमे मानसून की बजह से आपका काम नहीं चला।

## [ श्री आर० बी० बडे ]

आप मानसून पर गैर्डलिंग कर रहे थे। अगर मानसून फेल हो यह तो आपने पावर पर कट लगा दिया। आपने पंजाब में 50 परसेट कट लगा दिया, गुजरात में 50 परसेट लगा दिया, हरियाणा और तमिल-नाडू में 30 परसेट का कट लगा दिया। इस प्रकार से जो आपने बिजली में कट लगाया है उससे उद्योगों में उत्पादन नुकसान हुआ है यह तो आप जाने क्योंकि बहुत से कारखाने बन्द हो गए। एप्रीलिंग के लिए इरीगेशन बन्द हो गई। हाइडल पावर होने की वजह से यह नुकसान हुआ है। इसके कारण जो आपके लक्ष्य थे उसमें फर्स्ट प्लान में 20 परसेट की कमी रहा, सेकेण्ड प्लान में 36 परसेट की कमी रहा, थर्ड प्लान में 35 परसेट की कमी रही और फोर्थ प्लान में 38 परसेट की कमी रही। हाइडल पर ज्यादा भरोसा होने की वजह से आपके टार्गेट्स कम हो गए और आज इतना नुकसान हो रहा है। मैं नहीं जानता हाइडल पावर को चेन्ज करने के लिए आपने कुछ सोचा है या नहीं। मैं समझता हूँ इसके बारे में आपको सोचना चाहिए। यदि आप न्यूकिलियर पावर शुरू करते तो बहुत ज्यादा फायदा होता। आपने अभी जो न्यूकिलियर पावर शुरू की है उसका इस्तेमाल नहीं किया है। न्यूकिलियर पावर होने पर आज जो हाइडल पर आप गैर्डलिंग करते हैं वह चीज नहीं रह जायेगी।

इसके अलावा आज आपने जो ग्रिड सिस्टम किया है उस में 35 परसेट कास नुकसान होता है द्रान्समीशन पर। अन्य देशों में यह नुकसान केवल 4 परसेट ही होता है। फिर क्या कारण है कि इस देश में 35 परसेट का नुकसान द्रान्समीशन पर होता है? इस नुकसान को अब रोका जा सके तो 35 करोड़ का लाभ हो सकता है। आप बाकी देशों के आकड़े देखें कि द्रान्समीशन में क्या नुकसान होता है। मेरे पास वैक्य आफ इंडिया का बुलेटिन है जिसमें लिखा है:

"A factor which has hampered the maximum utilisation of the generated power is the energy losses in the grid systems. According to a recent review by the Ministry of Irrigation and Power, Government of India, such losses are estimated to have increased to about 18.5 per cent in 1971-72; in some States, the losses are as high as 30 per cent. It seems that for every one per cent reduction in these losses, the revenue benefit would be about Rs 5 crores."

तो यह जो बहां पर द्रान्समीशन में बिजली का नुकसान होता है वह ज्यादा क्यों होता है और बाकी देशों में केवल 4 परसेट ही क्यों होता है—इस बात को आपने ज्ञान देखा है या नहीं?

इसरे इसी प्रकार से इस योजना में शार्ट टर्म और लाय टर्म मेवहूँ का बात है। शार्ट टर्म मेवड़त के निःनिवा हुआ है:

"A thorough study of the working of the existing plants both thermal and hydel be undertaken and the ills that are afflicting each one of them should be identified. As pointed out earlier, the hydel plants are working below capacity because of poor water storage in the dams consequent upon failure of rains this year and there is not much that one can do to improve their working this year. However, break-down in the plants where water is available should be minimised by taking measures to keep the plants in good condition."

इसका मतलब यह है कि हाइडल पावर का उपयोग किस प्रकार से करता चाहिए वह देखना चाहिए। एच. ई. एल., भोपाल को जो ग्राउंडस देते हैं वह बरबार निलंते नहीं हैं। भोपाल में मजाहूरी का झगड़ा रहता है। उन पर भी आपने ध्यान नहीं दिया है। मध्य प्रदेश में भोपाल में बिजली के द्रान्सफार्मस-

तैयार होते हैं लेकिन वह बाबर मिलते नहीं हैं। यह रिपोर्ट में भी कहा जाया है। आपने रिपोर्ट में कहा है

"The reasons for this shortfall are mainly delay in the supply of generating equipment by indigenous manufacturers, shortage of essential materials like steel cement, etc., and inadequacy of funds. In order to maximise the output from the existing power stations by reducing their outages, two expert groups have been set up—one for hydro and the other for thermal stations—to visit the power station and advise on measures to be taken for improving the performance of the existing plants to get more power"

पेज 4 पर आपने रिपोर्ट में यह कहा है कि भोपाल, हैदराबाद और हरिद्वार के जो मशीनरी मिलती है वह ठीक में मिलती नहीं है, यहां पर प्रोडक्शन ठीक नहीं होता है। इसके बारे में भी ध्यान देना चाहिए।

लाग टर्म बोर्डस में जितने विजली के बोर्ड हैं उनको आपने कन्ट्रोल में लेना चाहिए। जैसे मध्य-प्रदेश, महाराष्ट्र के जो बोर्ड्स हैं वह अलग अलग हैं और उनकी अलग अलग आठोनामी चलती है।

और सब बोर्डों का कन्ट्रोल आपके हाथ में रहना चाहिए। यदि ऐसा होगा तो उसका परिणाम ही अलग होगा। इसलिए लाग टर्म और शाटर्ट टर्म, दोनों आपको लेना चाहिए।

पर कैपिटा कजम्पक्षन देखिए कि वह हमारे यहां सबसे कम है। यू० एस० ए० में ८०५३ के० उत्तर्य० ए० है, स्वीडन के ५,११३ है, यू० के० में ३,३५५ है, बैस्ट

जर्मनी में २,८०० है और हयी में १,१८५ के० डब्लू० ए० पर कैपिटा कजम्पक्षन है, जबकि हमारे यहां केवल ७१ के० डब्लू० ए० है। यह इतना कम क्यों है इस पर कभी विचार किया है कि नहीं। मेरे ख्याल से इसका कारण यह है कि किसी एक गांव का नक्शा बना कर भेजने हैं तो पहले वह कनेक्टर के यहां जाता है कुछ समय उनके यहां कागजात पड़े रहते हैं और कनेक्टर के यहां से बांड बा जा जाता है और हर योजना ५ ६ महीने वहां पड़ी रहती है वभी डमका कारण आपने सोचा है कि नहीं? इसलिए मेरा निवेदन है कि बोर्ड पर आपका पूरा कन्ट्रोल होना चाहिए।

इसी प्रकार से आप देखे कि ८० परसेट विजली इडस्ट्रीजलिस्ट्स को मिलती है और २० परसेट रुरल एरियाज में लोग को मिलती है। मेरे पाम एक किताब है 'Power for the Villages—A Perspective' इसमें लिखा है कि विजली विजली देश में होती है, एक तो बेस हीकम पैदा होती है, और जो होती भी है उसका ८० प्रतिशत इडस्ट्रीज और अबैल एरियाज को मिलता है और २० परसेट विजली रुरल एरियाज में लोग को मिलती है दूसरा कारण यह है कि आप इडस्ट्रीज के लिए ५० परसेट किस्काउन्ट बेसे हैं, जबकि हमको विनियम चार्जेज देने ही पड़ते हैं चाहे विजली इस्तेमाल करे या न करें। इस बात पर ध्यान देंगे तभी आपका सिचाई और पावर का जो उद्देश्य है वह पूरा होगा बरता नहीं। पूरे भारत

[श्री आर० ए० बडे]

को एक ग्रिड करदे जिससे कि वे आपके बंगाल से बिजली निकले तो सीधे गांवों में जाय तभी आपका सपना साकार होगा। काश्तकारों को बिजली महंगी मिलती है और कम मिलती है इसकी तरफ आपको ध्यान देना चाहिए।

SHRI PRABODH CHANDRA (Gurdaspur): Mr. Deputy-Speaker, Sir, I am deeply grateful to you for providing me an opportunity to say a few words on a subject which is of tremendous importance not only to India but to the mankind. There is not a facet of our life that is not affected by irrigation and power. Till 1947, it was the intention of the British empire or the Britishers to keep us poor so that they could get cheap recruits, but then after the end of the First World War, to provide raw materials for their industries and to settle the demobilised soldiers of India, the Britishers gave some attention to the irrigation field. The records that are available show that the first canal in India was built on the Cauvery in the Second Century; there is a mention about the canal on the Yamuna in the 14th Century. It was 90 years back that, on a systematic scale, the Britishers built the Ganges Canal and then the Upper Bari Canal, not for the good of the Indians but for the good of the mill-owners of Lancashire and Birmingham for whom they wanted to have cotton and other raw materials so that their industries could work.

14.54 hrs.

[SHRI K. N. TIWARY in the Chair.]

But, Sir, immediately after independence to be spent on that a large portion of our resources had to be spent on importing wheat and other eatables from abroad;

About Rs. 745 crores had to be spent by India on importing only

wheat from America and other countries. So, they took very seriously towards irrigation and power.

The total resources of India, so far as water, is concerned, are 1345 million acres ft. and at the moment only 90 million acres feet are being used for irrigation purposes. The others are either allowed to flood the country-side or go straight to the sea. I do not say that the whole of our water resources can be utilised for irrigation, but at least, 33 per cent, i.e. about 450 million acres feet of water can be utilised for irrigation purposes which will irrigate another 30 per cent of the land which can be easily irrigated.

I would draw the attention of our worthy Minister to the fact that greater attention should be given towards utilising the river waters for irrigation purposes. But, it is a pity that, on the one hand, we have done away with the princes but on the other, we have created a new type of Nawabs and princes in different States that we are today noticing. A river may flood one State but they will not allow the neighbour State to utilise that water because they feel that the water belongs to them only. Every State feels that water or electricity or whatever is produced by them or by the Central Government belongs hereditarily to them or to their ancestors. This spirit of provincialism must be done away with immediately if we have to properly utilise the resources of water or power of our country.

Only yesterday our Prime Minister talked about the integration of the country. Integration of the country cannot be brought about simply by words and conferences. Integration can be brought about only if we feel in terms of Indians and take whatever India has, whether it be in Rajasthan or Madhya Pradesh or Punjab, as belonging to the whole of India. In this connection I would

suggest to Dr. K. L. Rao one thing. A reference has been made about to his qualities of head and heart. We are proud of him. At the same time, we are also sorry that when a man like him is at the helm of the affairs, we have not been able to make as much progress as we should have done.

I will not repeat what has been said by other speakers. I will only confine myself to some of the features that have not been discussed by any friends here. The multi-purpose projects started with Bhakra Nangal in 1948. The idea was mooted about 20 years ago but since the Britishers were not interested in giving water to this side of the Punjab and they wanted only that side which is now lying in Pakistan to be irrigated, so, instead of Bhakra Nangal, they gave preference to the Thal project, Haveli project and other canals that were irrigating those areas where the Muslims were residing or those areas from which most of the soldiers were recruited.

In 1948 we started with Bhakra Nangal and within a period of seven years—all credit goes to our engineers—the Bhakra Nangal was inaugurated by our revered Panditji in 1955. That was the beginning of the multi-purpose projects. But of late, as I have stated, a sort of tendency has crept up in different States that 'Because this dam is situated in my area, I must have all the benefits of it.' This sort of provincialism, the sooner it is done away with, the better it is for the country.

Sir, the Punjab Government mooted the Thein dam in 1968 because we expected that by the end of 1970, the Beas dam will be completed. We know that 10,000 work-charged men and 4000 regular labour will be thrown out on the streets if no new project was taken up. So, we mooted the idea of the Thein Dam. But,

unfortunately, the Punjab was divided and because of certain constitutional obligations, the Punjab is not allowed to take the work on hand. Now, it has been entrusted to the Centre for completion of the Thein dam. I would most respectfully request the hon. Minister that till the Centre is prepared to go ahead with the construction of the Thein Dam, they must permit the Punjab Government to start the work so that most of the people who are retrenched from the Beas Dam are not thrown out on the road and they are employed at the Thein Dam.

MR. CHAIRMAN: The hon. Member may please be brief.

15 hrs.

SHRI PRABODH CHANDRA: Sir, I have just started. I have a feeling that those people who are obstinate get the better of it....

MR. CHAIRMAN: You will be given not more than 10 minutes. You have finished 3 minutes. You may take another 3 or 4 minutes.

SHRI PRABODH CHANDRA: Another point which I would like to bring to the notice of the hon. Minister is about the bogey of autonomy of the Electricity Board. The Electricity Boards were constituted with a purpose so that the engineers could give their wholehearted attention to the production of electricity. But, Sir, they have become hot beds of corruption. Only in March, 1973 there has come out a Government publication which says:

"A number of diesel generating sets with capacity ranging from 5 KV to 310 KV have been lying idle for the last many years, some of them for 10 to 12 years at five different stations."

I am sorry that our hon. Minister made a statement that only six generating sets were not working, while it is a fact that more generating sets

are lying idle. In 1971 we got some generating sets to generate 6 lakhs units of electricity. And now the total amount of electricity generated by the generators is not more than 1,25,000 units. I am sorry that he made a mis-statement to say that only six generators were not working.

While coming to the next point of States' imbalances, I would like to point out that I am an Indian first and Indian last. I do not only speak for Punjab. I speak for the whole of India. I know my principal saying: First deserve, then decide. I had on my letter head: Know thy rights and have them. But the Principal of my College, instead of having that, wrote: Know thy duties and perform them. This is what has happened in Punjab; Punjab has performed its duties admirably well during the last three wars. So we have the sympathy of the whole country. We gave ourselves so that the country may be free. We sacrificed so that the country may be protected. Millions of our people were uprooted. But we did not grieve. It is below my dignity, it is below the dignity of a Punjabi, to ask for any favour. But, I would plead only because of the fact that there is no public sector enterprise. Our people are agriculturists; we have got only agriculture. Unless you give us enough power we cannot supply enough of wheat and other staple crops to the people with the result that Government will have to spend much more. I know, obstinacy and insistence has a premium in this House. People who defy the Chair have the better of it. But I shall not defy the Chair. I will sit down within a minute.

I would like to bring this to the notice of the hon. Minister. About 8 years back I was at Nangal Dam. I had the privilege of meeting the Admiral of the Navy who was there with some naval divers to see how much silt collected at Bhakra-Nangal. He told me this. The life of

Bhakra-Nangal was expected to be 250 years. If the rate of the silt that is being collected goes on at this rate, he says, it will be lasting only for 70 years. What is a boon for Punjab and Haryana will become a bane after some years. The hon. Minister should look into this aspect of the problem and he should give attention to the de-silting of these dams. When I sought the reasons, I was told, this is because of the catchment area lying in Himachal Pradesh. If the goatwallahs and shepherds are not allowed to graze their cattle, if they are stopped from grazing, they will go against the Government and Himachal Congress will lose four seats. I was told they will be losing 4 constituencies. Actually, we are losing a project which cost us about Rs. 300 to Rs. 400 crores, just to save four Assembly seats.

At the end I would request the hon. Minister to see what is the reason when the estimates are made they are for Rs. 20 crores but when they are revised they become Rs. 40 crores and by the time the project is finished they become Rs. 50 crores. I would not use the word 'corruption' but it is a picture of inefficiency, mal-administration and bad planning. Somebody is to be blamed either in the beginning, middle or at the end. With these words, I thank you very much.

DR. KAILAS (Bombay South): Mr. Chairman, Sir, I rise to support the Demands of Ministry of Irrigation and Power. This Ministry is mother for industrial growth and for assisting the higher production of goodgrains in the Country. Till the task of balancing the economic growth is fulfilled, there cannot be social justice for which we are trying to strive. Hence, Dr. Rao has got great responsibility for which he has drawn a ten years plan and I hope he will stick to it. Until and unless he works on war-footing and repeatedly pursues into the implementation of 10 year plan, I think, the usual story will be that the projects have

been delayed unusually long raising the cost of the project itself and the other cost also going up of acquisition of the land for paying compensation.

I want to ask the Minister why this indigenous capacity utilisation, construction of Pong Dam, rural electrification, loans for power from World Bank, the transmission project, the Kosi Canal and other dams have been delayed so long. Maharashtra, minus Bombay and Poona, is as backward as any other State in this country. The irrigation potential opportunities are there in Maharashtra but we are denied the facilities which we want. Maharashtra is the second lowest in the rung as compared to the all-India figures of irrigation. Why this is happening, I do not know? We have submitted our projects but they have not been cleared by the Government of India, the Planning Commission or the Central Water and Power Commission. Perhaps, they enjoy delaying the clearance of the projects which amounts to loss of production of foodgrains and retarded growth of small scale industries and agro-industries resulting in the increase of unemployment of large number of people which are increasing year after year.

Maharashtra has to suffer scarcity year after year. Even the irrigation projects upto the allocated waters from disputed rivers have not been cleared. Why, this has happened?

I wish to inform the House that the projects costing Rs. 5 crores require clearance from the Ministry of Irrigation and Power and Planning Commission. The medium projects costing less than Rs. 5 crores but not less than Rs. 25 lakhs need also clearance from the Government of India and the Planning Commission. But exhaustive projects are not to be submitted.

As many as 57 irrigation projects from my State have been sent for

clearance to the Central Water and Power Commission but they are lying in the cold storage from one year to eight years. We have sent detailed schemes of some 10 hydro power projects for clearance to the Government of India; two of them have also substantial irrigation potential. These hydro projects of power generation and irrigation will benefit thousands of hectares of land and hence these should be cleared as early as possible. We have Hirankesh power generation project of 653.5 MW, irrigation potential 45,916 hectares of land. This was submitted for clearance on 10th May 1966. The second was Kasari power generation project, 336 MW with irrigation potential of 22,424 hectares. This was submitted on 9th June 1966. Papers regarding the Sahasrakund project were submitted on 23rd March 1964; Bhandardare was submitted on 12th September, 1968; Girna was submitted on 18th June 1970; Pravana canal project was submitted on 22nd May 1965; the Kas project as submitted on 6th October 1969; the Jalsindhi project was submitted on 31st July 1976; the Vaitarna project Stage II, with which I am connected, because the water supply and transmission relate to the constituency from which I come, namely, Bombay, was submitted on 7th October 1971, and the Pawne project was submitted on 17th January 1970.

The Government of India's clearance is not obligatory under any statute. But the Central Government and the Planning Commission do not even agree to the inclusion of projects in the annual plan without a clearance. Why should we not change this outdated and outmoded concept that the expenditure incurred on these uncleared projects is not treated as plan expenditure on which central assistance is calculated? How can Maharashtra, nay, the whole country, progress when the hold-up on clearance has been from 3 to 7 years? Thereby the cost of the projects goes up. I demand that these

[Dr. Kailas]

projects must be cleared within one year.

The Government of Maharashtra has chalked out a programme for 1973-74 to spend about Rs. 8.58 crores on uncleared projects and the stage has come when either we have to slow down the projects or start losing on central assistance. We receive typical replies in regard to these projects that there are river disputes and till they are settled, the projects cannot be cleared. May I impress and urge upon the Minister, Dr. K. L. Rao, to bring the Bill declaring rivers as national property before the House this session itself?

SHRI PILOO MODY (Godhra): National wealth.

DR. KAILAS: National wealth. I want an assurance that this Bill will be brought before this House during this session.

SHRI PILOO MODY: Nationalise the rivers.

DR. KAILAS: Disputes concerning the Krishna, Godavari and Narmada should be settled finally. Otherwise, these will linger on for many more years to come for want of statutory provision.

Maharashtra, as I have earlier said, is the second lowest in the country in terms of irrigation. Here I would like to tell the Minister that two assurances were given in this House. One was by the late Prime Minister, Pandit Nehru, which I will quote a little later. But I would request Dr. Rao to kindly see that the Dudhganga project, pending since 1964, the Kukadi project held up since 1966 and the Upper Wardha pending since 1964 should be cleared immediately. Even projects like Surya, Bhatia, Suki and Aner, in respect of which there is no river dispute or tribunal, are not being cleared. The Minister may kindly tell me why they are not being cleared.

Pandit Nehru had written a letter to the Chief Minister of Maharashtra on 31st December, 1963 which said:

"So far as your irrigation projects are concerned, all waters that you required for them would be supplied."

Further, a statement was made in Parliament on 23rd March, 1963 that Maharashtra can have all irrigation projects on Godavari and may draw by 1978 about 400 TMC in the Godavari. Why then are the projects on the Godavari not being cleared at least up to the limits of the balance of the allocation of water, which I have mentioned a little earlier?

I do not know why the completion of the Pong dam, to be delayed by one year, is being pressed by my friends. Why not the Himachal Pradesh Government depute a senior officer to see that each and every oustee who is going to be displaced gets the land, when 2.5 lakh acres of land are there, and also get compensation? By delaying the Pong dam, perhaps we will lose in many ways. Firstly, we lose by way of agricultural produce, and then the Rajasthan Government loses crores of rupees for paying compensation, while the cost of the project goes higher and higher year after year.

I am told that there a compensation is being asked for, for the trees. Naturally compensation for the trees also should be paid because the trees are now three to seven years old and an amount of Rs. 5 crores has to be paid. Further, an interest of nine per cent which is charged will affect the Rajasthan Government. That is another reason why the cost of this project are going up. Why Rajasthan should suffer any more?

Let us think of the country as a whole and let us see that all the oustees get what they were assured from time to time. But let us see that

the Pong dam is completed this year

During the fourth Plan, we have fixed a target of generating capacity to be 23 million kw after leaving the old and obsolete generating plants. But perhaps we did not determine the manufacturing capacity of HEIL, Bhopal, BHEL of Hardwar, and BHEL of Hyderabad, and hence, 43 million kw of equipment have to be imported. I am sorry to note that there is so much of foreign exchange which has got to be utilised. The only answer for industrial growth and agricultural production is that we must have more thermal generating stations rather than depend on hydel projects.

So, I would request Dr. Rao to personally look into the delays in getting the equipment, delay in the completion of civil works, delay in erection and delay in the finalisation of agency to supply the equipment.

Rural electrification has not been so satisfactory as it should have been after 25 years of independence, so many villages still remain without electricity. Harijan bustees have been kept apart. Even when the whole village gets electricity, the Harijan bustees nearabout do not get electricity. I am sorry to note that though the Plan is there, the electrification of the Harijan bustees is not done. I hope Dr. Rao will apply his mind and see that we celebrate the 25th year of the independence of our country in a dignified way by electrifying all the villages, including the Harijan bustees.

**SHRI H M PATEL (Dhandhuka):** Mr Chairman, Sir, I had looked forward to reading the achievements of the Ministry of Irrigation and Power with considerable interest, and I must confess that I was a little disappointed because what the Minister has had to say both in regard to irrigation and power is that there has been a considerable shortfall in achievement in both cases.

In regard to power the Ministry says that in 1951 we had 2.3 million

kw of power and today we have 18 million. It is of course a matter for some satisfaction, but then, when we look to the targets that have been set for ourselves, we find that we had hoped to achieve 23 million kw of power by the end of the fourth Plan period, and we except perhaps that with some luck we shall reach the figure of 20 million kw. That means a considerable shortfall of three million kw at the end of the fourth Plan. Today, already, we are short by over a million kilowatts. The report goes on to say that in the fifth Plan, we hope to double this that is to say, we hope to have 41 million kw of energy an additional established capacity of a little over 20 million kw. How is this going to be achieved? The shortfall that was there has been attributed to the failure of indigenous manufacturing capacity to supply sufficient equipment, secondly, shortfall in resources—not enough financial resources. Thirdly, failure in the establishment, maintenance and operation. The point about the indigenous capacity is very important. If the Fifth Plan target is to be realised, then one decision will have to be taken right from the outset and the Ministry of Irrigation and Power should press for it right from this moment—whatever the indigenous capacity is unable to cope with should be allowed to be imported. The indigenous capacity today is no more than 8 million kws, perhaps if pressed very hard they may claim to be able to do 10 million kws. Where then is this gap of 10 million kws to be filled from clearly through imports, there is no other way in which we can achieve this target that we have set before ourselves. The demand for power rises rapidly; in fact in our country it doubles itself every five years; In an advanced country it may take ten years. That is why the Ministry has rightly said that during the Fifth Plan we must establish another 20 million kws and that is why I would urge the Minister to take a strong line in regard to im-

[Shri H. M. Patel]

ports of equipment required which the indigenous manufacturing capacity will be unable to fulfil.

The indigenous manufacturing capacity has in fact a great deal to answer for. It knew what its limitations were; nevertheless it came in the way of import of equipment in good time. That is why we have to pass through tremendous shortages in power all over the country, last year. The cost of that has been incredible loss of industrial production, loss of agricultural production and so many other difficulties into which the whole country was placed; these were entirely because of the shortfall in power generation which shortfall was due to no small extent to the obstinacy of the indigenous manufacturing capacity. Even to this day they insist that they can manufacture everything that the country requires. Quite rightly, we should aim to be self-reliant. But there is no point in shutting our eyes to the fact that indigenous manufacture can only produce certain amount of equipment and no more. If we are satisfied that our requirement is of a certain order, we must see to it that the rest is imported and the foreign exchange necessary for it is found.

I would now like to say a few words in regard to irrigation.

In fact, the Irrigation Ministry takes a great deal of satisfaction from this fact that since independence, we have brought under irrigation 10.7 million hectares of land—far more than anything that was done before that date. That is undoubtedly a matter for satisfaction. But, this report goes on to say that we have so far utilised not more than one-seventh of the available irrigation potential. Why have we not been faster? You yourself say that irrigation facility is one of the foremost and important of infrastructures that is required. If that is so, it would mean that we should do something more in this regard. Water or whatever be the irrigation facility

available is a national resource. This is a point which my hon. friend, I am glad to say, has emphasised. Emphasising must also mean that he proposes to see that this laudable objective or principle is realised in actual practice.

You referred to a number of projects which are still virtually still-born. And Narmada is one which is one of the most important rivers which has remained unharnessed during the last twenty-five years. It carries as much water, I am told, as Sutlej, Beas and Ravi together carry. Water to-day is going into the sea whereas the water of those three rivers has enabled Haryana, Punjab and parts of Rajasthan to achieve the green revolution. Why are we continuing to do this? It is true that the matter is now referred to the Prime Minister for a decision. The Chief Ministers of the four Governments have agreed to refer this to her by withdrawing it from the Tribunal. I hope that the decision will soon be taken. It should be realised that if what Gujarat asks for is agreed to, then it will enable seventy lakhs of acres of land to be irrigated. Only if the height of Navagaondam is of the order which Gujarat has asked for, would it be possible for the Narmada water to reach Rajasthan. Otherwise, what is the point of allotting 500 thousand cusecs of water to Rajasthan? Only if the height of the dam is of that order, call the canal take off from the Narmada reservoir at a high enough level, and then only would you be able to take water upto Rajasthan. In fact the allotment of water to Rajasthan pre-supposes the acceptance of the principle of having a canal system capable of taking the Narmada water right up to Rajasthan borders. The position is simple. But, the point that I would like to mention is this. We have already got the Khosla Committee Report. The Committee was composed of engineers of the highest repute. It is a great pity that we should have allowed so much water to go into the sea and not taken a

decision at the earliest possible moment. If I may venture to make this suggestion for the Prime Minister's consideration it is this that whatever may be the decision in regard to the height of the dam that you may decide upon, let the foundations be laid for the full height that Gujarat requires so that later on we may not say that it was a pity that we have made this mistake in not laying the foundations capable of taking the dam up to the full required height. If the foundations for the full height are laid now, even at that late stage, you can allow the dam to be built upto the right height.

I wish to say one more thing. The hon. Minister, in reply to a Calling Attention Motion regarding Bihar, said something about the tremendous problem that silt creates for all our irrigation works. That is due, very largely, to the fact that not much progress has been made in regard to soil conservation in the catchment areas and afforestation is not proceeding at the pace that is necessary. This, I think, is something to which greatest importance should be attached and I think that it should be taken up in earnest. The programme of afforestation should be taken up on a war footing. That is the only way by which we can, perhaps, prevent the floods from increasing year after year. It will be noticed that every year, a significant increase in floods is bringing in greater destruction. This is the only answer to this

श्री राज लक्ष्मण पांडे (राजनवनगाव): सभापति जी, विद्युत और सिचाई मन्त्रालय की मांगों पर मैं समझ नहीं पा रहा हूँ कि मैं भन्नी जी को बधाई दूँ या उनके प्रति संबोधना प्रकट करूँ। संबोधना इसलिए कि जितना बड़ा दायित्व, जितना बड़ा भार, देश की हरित कान्ति का भार, उनके कन्धों पर है उतना उनको सशक्त नहीं किया गया। न तो वे उतने सशक्त

हैं और न उनका मन्त्रालय उतना सशक्त है। मैं भनुभव करता हूँ कि अगर सिचाई और विद्युत के विकास के सन्दर्भ में भार-फूटिंग पर इस मन्त्रालय को सशक्त नहीं किया गया तो फिर हम गरीबी हटाओ नारे को एक कल्पनामाल ही समझेंगे। किसान आपसे कुछ नहीं चाहता है, किसान श्रम की भजनि देना चाहता है, श्रम की साधना के माध्यम से भरती की पूजा करना चाहता है और आपसे केवल पानी चाहता है। भरती की बंदना में हमने सुजलाम् सफलाम् का नीत गाया है। यदि भरती सुजलाम् नहीं है तो सफलाम् नहीं हो सकती है। भरती यदि पानी से परिपलावित नहीं है तो फिर उससे यह आशा नहीं कर सकते कि वह हमे खाद्य सामग्री दे, फल दे। इस सन्दर्भ में मैं प्रधान मन्त्री जी से निवेदन करना चाहता हूँ, प्रार्थना करना चाहता हूँ कि पाचवी योजना के माध्यम से अधिक से अधिक धन का प्रावधान करके इस हरित कान्ति की परिकल्पना के सन्दर्भ में इस मन्त्रालय को सशक्त करें। डॉ राव बड़े योग्य भन्नी है, उनका मन्त्रालय भी बड़ा योग्य है लेकिन कर्मठ होना एक बात है और साधनों को बटोर कर समृद्धि की ओर लगाना दूसरी बात है। मैं आप से निवेदन करना चाहता हूँ कि 12 हजार करोड़ का सिचाई का प्रावधान चौथी योजना में था और पाचवी पंचवर्षीय योजना में उसको बढ़ाकर 21 सौ करोड़ किया जायेगा। यदि आप हमारी स्थिति को देखें तो इस देश में, संसार में जितनी भरती वर जैती होती है उसकी दो प्रतिशत भरती यहां पर है जिसपर जैती होती है लेकिन हमारी प्राचारी

## [श्री राम सहाय पांडे]

संसार की कुल आबादी का 14 प्रतिशत है। लेकिन इन्द्र भगवान की कृपा से संसार का जल जो हमको प्राप्त है वह दस प्रतिशत है यानी दस प्रतिशत जल, जो संसार में ऊपर से बरसता है वह हमारी धरती को प्राप्त होता है। लेकिन जो पानी बरसता है वह पानी नाली में, नालों में, नहरों में, नदियों में, बड़ी-बड़ी नदियों में बहकर समुद्र में बिलीन हो जाता है। उस पानी का हम केन्द्रीयकरण नहीं कर पाते हैं, उस पानी को हम इकट्ठा नहीं कर पाते हैं। यही कारण है कि जब हर हर करके पानी बरसता है तो नदियों में बाढ़ आती है, हम पलड़ कन्ट्रोल नहीं करते और वह पानी समुद्र में चला जाता है। यदि हम संसार के पानी के इस दस प्रतिशत भाग को, जो ऊपर से बरसता है, उसका संयोजन कर सकें तो क्या हमारी धरती भूखी रहेगी? प्यासी रहेगी? हम समझते हैं कहीं न कहीं फाल्टी प्लानिंग है जिसके कारण हर जगह धरती प्यासी है, प्यासी है, किसान भूखा है, किसान भूखा है—यह नारा लग रहा है। यदि आप चाहें, धरती को पानी दे सकें तो बेकारी दूर कर सकते हैं, अनाज की समस्या का समाधान कर सकते हैं और वहां पर और तमाम विकास के काम हो सकने हैं।

मैं इस सन्दर्भ में आपने प्रदेश पर आ जाना चाहता हूं क्योंकि आपकी छंटी का मुझे बड़ा डर है। मध्य प्रदेश इस देश का सबसे बड़ा भाग है जिसका कुल क्षेत्रफल 4,34,452 वर्ग किलोमीटर है जोकि हमारे देश का 13.5 प्रतिशत भाग है और आबादी 7.5 प्रतिशत है। आप सिचाई की स्थिति

को भी देखें। यह सबसे बड़ा दुर्भाग्य है, आपसे क्या कहूं जब मैं कहता हूं कि दुर्भाग्य है, हमारा प्रदेश पिछड़ा हुआ है तब न तो हमें यह कहना अच्छा लगता है कि हमारा दुर्भाग्य है और न यह कहने में बड़ा गर्व होता है हमारा प्रदेश पिछड़ा हुआ है लेकिन बस्तुस्थिति यह है कि मध्य प्रदेश पिछड़ा हुआ है। साधन होते हुए भी, पानी होते हुए भी, नर्मदा, तापती, सोन, महानदी, गोदावरी इन नदियों के होते हुए भी जिनकी धाराये हमारी सीमा के बीच से होकर निकलती हैं, इतनी नदियों का नैसर्गिक प्रसाधन हमारे पास हो उसके बाद भी हमारे प्रदेश में केवल 7.5 प्रतिशत सिचाई हो जबकि और स्थानों पर 23 प्रतिशत हो। (व्यवधान) इस सिचाई की न्यूनता और कमी के कारण हमारा उत्पादन, देश भर में जितने प्रदेश है उनमें सबसे कम ह क्योंकि सिचाई हमरे यहां है केवल 7.5 प्रतिशत। इसी के कारण हमारे यहां जो चावल का उत्पादन होता है वह केवल 841 किलोग्राम पर-हेक्टर होता है और गेहूं 760 किलोग्राम पर-हेक्टर होता है। अब और प्रदेशों की जो स्थिति है उसकी तुलना में आप देखें कि चावल के लिए सिचित क्षेत्र 13.3 प्रतिशत और 1970-71 में उत्पादन 841 कि.ग्राम प्रति हेक्टर जबकि तामिलनाडू में 93 प्रतिशत चावल का क्षेत्र सिचित और उत्पादन 1974 किलोग्राम प्रति हेक्टर। इसी प्रकार से गेहूं में मध्य प्रदेश में सिचित क्षेत्र 10.6 प्रतिशत और उत्पादन 1970-71 में 760 किलोग्राम प्रति हेक्टर जबकि पंजाब में गेहूं का सिचित क्षेत्र 70 प्रतिशत और उत्पादन 2215 किलोग्राम प्रति हेक्टर। इसी प्रकार से और प्रदेशों में भी होता है। इससे मैं यह सिद्ध करना चाहता हूं कि पानी होते हुए भी पानी प्राप्त नहीं होता है। सिचाई के साधनों की कमी

के कारण हमारा उत्पादन कम होता है। हमारा ज्ञेय बड़ा है। और यदि आप नदी नाले और बड़ी बड़ी नदियों जिनका मैंने उल्लेख किया उनके पानी को बांधकर उसकी जलधारा बेती की तरफ उत्सुख कर दें तो पंजाब के अनुपात में, हरियाणा के अनुपात में और तामिलनाडू के अनुपात में हम भी आ सकते हैं। इस विपन्नता और अकिञ्चनता की स्थिति में भी हम तीन चार वर्ष पहले सरप्लम थे। इन तमाम परिस्थितियों को देखते हुए मैं निवेदन करना चाहता हूं कि आप प्रधान मन्त्री जी से कहिये मध्य प्रदेश की ओर से, कि एक हजार करोड़ का विशेष प्राविष्टि तन करने का प्रयास करें। इस एक हजार करोड़ के लिए यदि हम रेगिस्ट्रान में बसे होते तो कह सकती है कि एक हजार करोड़ क्षयों दें लेकिन जहां पानी है—मध्य प्रदेश में 50 इंच पानी बरसता है—जहां गेहूं के लिए मालवा की भूमि है और चावल के लिए छातीसगढ़ की भूमि है, गेहूं भी है, चावल भी है और दाले भी है, वहां यदि एक हजार करोड़ का विशेष रूप से प्राविधान किया गया और जो हमारे प्रोजेक्टस अधूरे हैं नदियों के बह पूरे कर सकें, तमाम पानी का संयोजन करके बेतो की तरफ बहा सकें—यदि इस प्रकार की सहायता आप हमारी करेंगे तो हमारे प्रदेश के पिछड़ेपन को भी दूर करेंगे जहां कि हर तीसरा आदमी अदिवासी है, हर तीसरा अवित हरिजन है। आज हमारा प्रदेश पिछड़ा हुआ है, जंगलों में है और बेती के तमाम साधनों और उपकरणों का हम उपयोग नहीं कर पा रहे हैं। यही हालत बिजली की भी है, उस पर भी मैं आरंभा।

इसके साथ साथ मे नमेदा नदी के सम्बन्ध में भी निवेदन करना चाहता हूं। यह नदी हमारे यहां से निकली है, इसका उद्गम हमारे यहां से है। उसका कुछ जगड़ा गुजरात से है। यह जगड़ा नवगाव बांध की ऊंचाई कितनी हो उसके सम्बन्ध में है और यह मामला प्रधान मन्त्री जी को सौप दिया गया है। मैं आपके माध्यम से माननीय मन्त्री जी से निवेदन करना चाहता हूं कि वह प्रधान मन्त्री जी से कहें एक-दो महीने मे उसका निर्णय दे दे, बड़ी उत्सुकता से मध्य प्रदेश और गुजरात उसकी प्रतीक्षा कर रहे हैं। यह जो डिस्प्लॉट है वह कही न कहीं जाकर हल होना चाहिए। एक चम्मच पानी हम उसका इस्तेमाल नहीं कर पाये हैं। यह एक पेरीनियल रिवर है जोकि समुद्र में जाकर बिलीन हो जाती है किन्तु दुर्भाग्य की बात है कि उसके जल का हम उपयोग नहीं कर सके तो फिर हम भूखें रहेंगे ही। हमारी प्रधान मन्त्री बड़ी सशक्त हैं, आज के समय की वह नेता हैं, हमारे देश की कण्ठधार हैं, हम निवेदन करना चाहते हैं कि इसका तुरन्त निर्णय वह दे।

बिजली का जहा तक सम्बन्ध है, हमारे यहां सस्ता कोयला है, घटिया क्वालिटी का कोयला है यहां पर सुपर थर्मल पावर स्टेशन्स लगा दिये जायें। डा० राव बतायेंगे, हमने उनको बाहर भेजा स्टेट की तरफ से और कहा कि पिटहेइस पर आप पावर स्टेशन लगा दीजिये। हम ने नाम दे दिये। अब मालूम नहीं क्या कठिनाई है, शायद अन्ततोगत्वा यही कहेंगे कि इनके पास पैसा नहीं है, साधन नहीं है। लेकिन

[श्री राम सहाय पाठें]

हम कहते हैं कि साधन हमारे पास है, पैसा आप लगा दीजिये । हमारे पास साधन है, इनकीरियर ब्यालिटी का कोयला हमारे पास है, हम ने उनको गिनाया है कि अगर इस पिट हैड पर पावर स्टेशन लगा दे तो आपका बाम बहुत आसान हो सकता है, और पावर और स्टेट्स को हम सस्ती बिजली दे सकते हैं अगर पिट हैड पर सुपर पावर स्टेशन लगा दे । सतपुड़ा में 6 यूनिट लगा दे तो 1200 मेगावाट बिजली हम पैदा कर सकते हैं, कोरबा में 5 यूनिट लगा दे तो 1000 मेगावाट बिजली पैदा कर सकते हैं और सिगरौली में 5 यूनिट लगा दे तो 1000 मेगावाट बिजली पैदा कर सकते हैं । इस तरह मे हम 3,200 मेगावाट बिजली पैदा कर सकते हैं अगर इन तीनों योजनाओं को आप पूरा कर दे । इस तरह मे बिजली पैदा करके हम भारे प्रदेशों को बिजली दे सकते हैं केवल आप पिट हैड पर सुपर पावर स्टेशन लगा दे । और इसमें क्या क्या होगी कि ट्रांसमिशन टावर मे बिजली जाये अपनी अपनी स्टेट्स में ट्रांसमिशन टावर लगा लें, और हम गेलवे की भी मदद कर सकते हैं जो एक्सट्रा बैंबल्स गेनरेशन होते हैं कोयला से जाने मे उनकी बचत होगी अगर पिट हैड पर आप पावर स्टेशन बना दे तो । पिट हैड पर पावर स्टेशन लगाने के बाद हम यह कहेंगे कि वहाँ से सस्ती बिजली सप्लाई करेंगे, और अलग-अलग स्टेट्स अपने ट्रांसमिशन टावर लगा दे । बैंबल्स की भी बचत हो जायेगी ।

हमारे यहा॒ क्या चिन्हित है? हमारे यहा॒ 1,90,191 लिंचाई के कूप बन पाये, जब कि

कालो-कालो कूपों के लिए कूप पम्प्स की आवधकता है । आप तमिलनाडु, पजाब और हरियाणा को देख लीजिये कि बिजली की कम्ह हे वह ज्यादा पानी बोन सकते हैं, सब-लीसल बाटर उनके यहा॒ मिलता है । हमारे यहा॒ यह सब सोल्स बाटर उत्तरा नहीं है, हमलिए हम को ज्यादा बहराई मे जाना पड़ता है । अब जरा यह भी देखो कि जेनी मे हमारे यहा॒ कितनो बिजली लगती है? केवल 4 ब्रांशन बिजली लगती है जब कि हरियाणा मे 34 प्रतिशत, तमिलनाडु मे 25 प्रतिशत, पजाब मे 24 प्रतिशत, आध प्रदेश मे 21 प्रतिशत । जरा देखिये तो मध्य प्रदेश हे कहा॒ कही नहीं । भूगोल मे तो बड़ा दिखता है, लेकिन लिंचाई मे कही नहीं दिखता है ।

हमारे मध्य प्रदेश मे 70,414 गाव हैं उनमे मे हम केवल 9,273 गावों मे बिजली दे सके हैं । जबकि हरियाणा मे जितने गाव हैं अतिम गाव को बिजली देने की मेरेमनी प्रधान मती ने अपने हाथों मे की, यानी 100 प्रतिशत । तामिलनाडु 96 परसेट, महाराष्ट्र 40 परसेट, मैसूर 42 परसेट आनंद 35 परसेट, गुजरात 27 परसेट और उत्तर प्रदेश 23 परसेट, गावों मे बिजली पहुचायी जा चुकी है । लेकिन मध्य प्रदेश मे केवल 13 परसेट गावों मे बिजली पहुचायी जा सकी है । अब श्रीमन्, हम किससे रोये? का पर कर्त्ता सिंगार, पिया भोर आंध्र । ऐसी चिन्हित हमारी हो जायी है ।

हानाकि हमारे मती जी बड़े योग्य हैं, लेकिन कोई सुनने वाला नहीं है । मैं कहता हूँ कि आप बंद्रालय को सलक्षण कीजिये, पैसे का आविक्षण कीजिये, योजनाओं को सलक्षण कीजिये ताकि देश की हरित अविन्दि की

कल्पना को सफल बनाएं। और मध्य प्रदेश जो पिछ़ा हुआ है, शरीब है, निर्वन है, अर्किवर है, तमाम साधनों से ओर-प्रेरण होते हुए भी उसका कटोरा खाली है। धर्ती परासी है, उसकी प्यास बुझाइये जिससे हमारी धरती सुखलाम हो ताकि मुक्ताम हो सके। धन्यवाद।

15.44 hrs.

[DR. SARADISH ROY in the chair.]

श्री शशु राम मिश्र (भाग्नौर) : सभापति जी, देश का सिंचाई और विजली मंत्रालय एक बहुत ही महत्व का मंत्रालय है और इसके जरिये देश को बनाने का सबसे अच्छा तरीका है। स मंत्रालय की कार्यवाहियों से क्योंकि १५८८.६ रुपी विजली से कृषि का उत्पादन बढ़ता है और देश के अन्दर उत्थोग का उत्पादन भी बढ़ता है। इसलिए इसकी मांगों का समर्थन करना जरूरी है, और मैं उसका समर्थन करता हूँ। पर मांगों का समर्थन करते हुए कुछ फ़ैसले जो हमारी केन्द्रीय सरकार को करने हैं, और जिसमें इस मंत्रालय को भी अपना हिस्सा अदा करना है, उनका जिक्र करना चाहता हूँ। उनमें सब से अहम फ़ैसला तो यह है कि हमारे देश की नदियों का पानी का उत्थोग, जो कई राज्यों से हो कर गुजरती है, उन योजनाओं का, जो कफ़ी असें से विवाराधीन पड़ी हुई हैं, इमप्लाईमेंटेशन नहीं हो पाया। और वह इसलिए नहीं होता कि कई तरह के विवाद हमारे राज्यों के बीच में खड़े हैं। उनको निपटाने के लिए कई व्यवस्थाएं हमारे विभान में हैं, पर के व्यवस्थाएं जो विश्वास में हैं वह काफ़ी उत्कृष्ट नहीं हैं, काफ़ी सक्रियाएं नहीं हैं,

231 L.S.—11.

जिसकी बजह से उर विवादों को निपटाया जा सके। इसलिए कांस्टीट्यूशनल अमेंडमेंट करने का निश्चय केन्द्रीय सरकार ने किया है। और वह दिन आगे च हिर या इस सदन में। पिछलो दफ़ा नहीं आया, इत बार भी आयेगा कि नहीं पता नहीं। पर मैं खास तौर से डॉ. राव से कहना चाहता हूँ, और आप की मार्फत केन्द्रीय सरकार से निवेदन करना चाहता हूँ कि जब कांस्टीट्यूशन अमेंडमेंट होता है तो राज्यों से पूछते हैं कि आप लोग अपनी राय दीजिये। कुछ राज्यों ने जवाब भेजा है, लेकिन कुछ ने नहीं भेजा है। मैं सोचता हूँ कि अगर जरूरत पड़े तो प्रधान मंत्री को राज्यों को चिट्ठी लिखनी चाहिए और इस सदन के उठने से पहले कांस्टीट्यूशनल अमेंडमेंट बिल पास होना चाहिए क्योंकि उसको बिना पास किये कई विवादप्रस्त मामले जो पड़े हैं वह नहीं निपट पायेगे। उनको निपटाने के लिए एक ताकतवर कांस्टीट्यूशनल प्रोब्रौजन जब तक हमारे पास नहीं होगा तब तक उन विवादों को नहीं निपटाया जा सकता। नेशनल प्रिड का आइडिया बड़ा अच्छा है क्योंकि जब सारे देश का है और उसका उत्थोग भी सारे देश के लिए होना चाहिए। लेकिन वह काम ठोक ढंग से तभी कर पायेगे जब कांस्टीट्यूशनल अमेंडमेंट बिल पास हो जाये, और वह इसी सेशन में पास होना चाहिए। इसलिए मेरी मांग है कि केन्द्रीय सरकार उस बिल को इसी सेशन में लाये। पालियामेंट्री मंत्री जी से निवेदन करना चाहता हूँ कि वह हमारे देश के लिए बहुत ही जरूरी और अहम कानून है और उसको जल्दी से जल्दी इसी सेशन में पास करना चाहिए।

## [बो नाथ राम मिश्री]

सभापति जी, खास तौर से अब मैं देश के सुखाग्रस्त इलाकों की तरफ सरकार का ध्यान दिलाना चाहता हूँ कि किस तरह से बिजली और पानी को व्यवस्था न होने की वजह से इस देश का करोड़ों रुपया खर्च हो जाता है हर साल अकाल की समस्या को सुलझाने के लिये । करीडों रुपया राजस्थान में खर्च होता है, गुजरात में खर्च होता है, हरियाणा के उन इलाकों में खर्च होता है, महाराष्ट्र में खर्च होता है । उन इलाकों के अन्दर पानी और बिजली की व्यवस्था को जमाना है तो जिन नदिया का पानी आ सकता है राबी, व्याम और सनलज जिन के जरिये खालडा बना और उस के बाद राजस्थान कैनाल बन रही है ऐसी योजनाओं को चालू करना पड़ेगा जिस से सूखे की समस्या का मुकाबला किया जा सके और जो करोड़ों रुपये हर साल खर्च करना पड़ता है उस को बचाया जा सके ।

राजस्थान कैनाल प्रोजेक्ट के बारे में खासतौर से जो काम एक विवाद खड़ा हुआ था काल अटेंशन के जरिये कि जब तक उन विस्थापितों को न बसा दिया जाय तब तक पानी स्टोर न करो पींग बाध में । तो यह गर्त सगाना, मैं सोचता हूँ उचित नहीं है । जिस योजना से 10 लाख टन अनाज पैदा होने की गृजाइश है, बाध बना हुआ तैयार है, पहले भी उस में बहुत देरी हो चुकी है, उस में अब और विलम्ब नहीं होना चाहिये । राबी, व्यास और सतलुज के पानी का उपयोग राजस्थान के उन इलाकों में करने जा रहे हैं जहाँ कि आज पीने का पानी भी नहीं है । 10 साल

में एक साल बरसात होती है, 9, 9 साल अकाल पड़ता है । राजस्थान कैनाल के अन्दर मैंने निवेदन किया है कि उस का सारा पानी पश्चिम को और ढाल है जो पाकिस्तान बोर्डर की तरफ है, तो उस पानी को लिफ्ट इर्रिगेशन स्कीम्स के जरिये पूर्व की तरफ लाया जाय । उस के लिये हम ने तीन लिफ्ट योजनाय रखी है, पहली तो छत्तीसगढ़ से नौखा होते हुए नागौर और नागौर से जोधपुर तक की योजना है । इस लिफ्ट से करीब 50,000 एकड़ की सिंचाई बीकानेर जिले में होगी, डेढ़ लाख एकड़ की सिंचाई नागौर जिन में और 1 लाख एकड़ भूमि की सिंचाई जोधपुर जिले में करने से इन तीनों जिलों की अकाल की समस्या समाप्त हो सकता है । दूसरी लिफ्ट स्कीम है नर्चना रमदवरा पार ८१ मिनियाना, फलमूड तक । इसी नहर के जरिये कना द्वारा बाड़मेर जिले के निलवाडा गाव तक पाना पहुँचाया जा सकता है । आगे तीसरी योजना रामगढ़ से पाकिस्तान बोर्डर के किनारे फ्लो के जरिये इसी पानी को बाड़मेर की चौहाटन तहसील तक पहुँचाया जा सकता है । जब तक इन स्कीमों के जरिये एक एक जिल की डेढ़, दो लाख एकड़ भूमि को सिंचाई का स्टेबिलाइज़ नहीं करेगे तब तक इन इलाकों के अन्दर और कोई पानी की व्यवस्था नहीं हो सकती है ।

वहाँ पर कुछ पोकेट्स में भूमिगत पानी है, उस पानी को निकालने के लिये उन डेढ़र्ट के ह लाकों में बिजली पहुँचानी पड़ेगी । बिजली बोर्ड अपनी बौद्धि इकोनामिक्स

में उन इलाकों में बिजली पहुंचाने में सक्षम नहीं है। इमलिये बिजली के प्राविधान को रखने के लिये केन्द्रीय सरकार को बड़े पैमाने पर उन इलाकों में काम अन्तर्ने हाथ में लेना चाहिये जिप में वहां पर टट्टूब वैल चलाये जा सके। उन इलाकों में बिजली की बड़ी-बड़ी लाइन लगाने और उम के डिस्ट्रिब्यूशन का काम केन्द्र को करना चाहिये जिस से हर साल जो करोड़ों रुपया अकाल राहत कार्यों में खर्च करना पड़ना है, उस की बचत हो सकती है, और समस्या का स्थायी हल भी निकल सकता है। अगर इन योजनाओं को सबसिडाइज़ करना पड़े, ग्रान्ट देनी पड़े तो भी मेरी समझ में यह एक प्रोफ़ीटेविल प्रोपोज़ीशन रहेगा और नब जा कर के हम उन इलाकों के अन्दर बिजला पहुंचा मर्केंगे भूमिगत पानी लेने के लिये।

इसी तरह से गगा-कावेरी लिंक का नेशनल ग्रिड का जो आइडिया है वह बहुत अच्छी स्कीम है। उस के बारे में यू० एन० ओ० की टीम ने कहा है कि हिन्दुस्तान में इस काम को करने की सक्षमता है, योड़ी भी बाहर से कुछ बातों में सहायता लेनी पड़ेगी। इसलिये जब हमारे पास सक्षमता है तो हम को उस पानी को कावेरी तक जोड़ना चाहिये जिस के कई उपयोग है जैसे ट्रांसपोर्टेशन होगा, बिजली जैनरेट होगी जिस से बड़ी भारी सिचाई होगी। जमीन में पानी की रिसाई होने से जहां जमीन में पानी नहीं है वहां पानी बढ़ेगा। इस तरह से वह बड़ी इम्पार्टेंट योजना है। राजस्थान के लिए भी नर्बंदा से फायदा पहुंचाने की

बात है। लेकिन वह तभी सम्भव हो सकती है जबकि हम नर्बंदा पर जो बांध बन रहा है नवगांव में उसकी हाइट का फैसला तुरन्त करें। मैं प्रधान मंत्री जी से निवेदन करूँगा कि वह इसका फैसला तुरन्त करें और उमकी हाइट को बढ़ायें। तभी उस पानी का उपयोग राजस्थान के बाड़मेर तथा जालौर के सूखे जिलों में हो सकेगा जहां हमेशा अकाल की वजह से करोड़ों रुपया हर वर्ष खर्च करना पड़ता है। गुजरात का भी बहुत सा इलाका नवगांव और नर्बंदा के पानी के उपयोग से सैलाब होगा और करोड़ों रुपये का देश को लाभ होगा। यह बहुत जरूरी है। वह बहुत महत्वपूर्ण प्रार्जेक्ट है। इसको बनाना चाहिये यह कोई काल्पनिक नहीं है, प्रविटीकल प्रोजेक्ट है। इस डृष्टिकोण से हमें चाहिये कि इस नैशनल ग्रिड के आइडिया को हम देश में जल्दी में जल्दी लागू करने की कोशिश करें। उस पानी का उपयोग होना चाहिये।

बिजली के लिए खास तौर से मैं निवेदन करना चाहता हूँ कि सूखे इलाकों में बिजली पहुंचाने के लिए हमें आज भी देश में थर्मल पावर पर ज्यादा जोर देना होगा। कोटा में सौ मैगावाट का पावर स्टेशन लगाने की बात भी है।

लैकिन उसका अभी तक सबै भी नहीं हुआ है। आपको चाहिये कि आप उसके अन्दर जल्दी से कार्रवाई करें और साथ ही राजस्थान सरकार को भी जोर दे कर इसके बारे में लिखे कि वह इस काम को जल्दी पूर्य करे। सिचाई और बिजली के अन्दर हमें बहुत

[स्वी नाशु राम मिश्री]

सूक्ष्म बूझ से और निश्चित नीतिया लागू करके चलने की आवश्यकता अधी काफी देर तक रहेगी और उस में थर्मल पावर पर ज्यादा जोर देना होगा ।

आप समझते हैं कि एटमिक पावर सस्ती पड़ती है । चार सौ मीगावाट का कोटा में आपने एटमिक पावर प्लाट लगाया है । उम्मको आप ज्यो ही चालू करते हैं उसका बैयरिंग निकल जाता है और वह चल नहीं पा रहा है । उम्मको जल्दी दुरुस्त किया जाये ताकि देश की समस्याओं का कुछ हल निकल सके । जो कैनेडियन एक्सपर्ट्स हैं उनको आप कहे कि वे इम काम को जल्दी सं जन्दी पूरा करे । साथ ही थर्मल पावर पर आप ज्यादा जोर दे क्योंकि जैसी स्थिति आज इस देश में पैदा हुई हैं वह और भी आग पैदा हो सकती है । एटमिक पावर पर आपका नौ दस पैसा खर्च आता है जबकि थर्मल पर दस म्यारह पैसा आता है । थोड़ी सी थर्मल पावर महगी जहर पड़ती है लेकिन बत्तमान स्थिति में यह मान कर आपको चलना होगा कि थर्मल पावर पर जोर दिया जाए । कारण यह ह कि देश में कोयला बहुत है । कोयले से जैनरेशन चाहूँ पिट है इज पर करे या नजदीक से नजदीक कही पर कोयले का ट्रास्पोर्ट करके करे, आपको इसके बारे में कोई न कोई व्यवस्था करनी होगी ताकि पावर की कमी की बजह से जो इनस्टेबिलिटी आती रहती है वह न आ सके ।

बंधा में से फलड के दिनों में पानी प्राप्त किया जा सकता है और बास तोर से नरीरा के, पास बीस तीस हजार क्यूसैक पानी लिपट करके लगान्हूँ लाया जाए । कुछ

हिस्से में लिपट और कुछ हिस्से में कलो से वहा इस पानी से मिचाई की व्यवस्था की जा सकती है । नागौर चल, बाडमेर, जालौर, जोधपुर आदि में कलो से इसका उपयोग खरीक फसल के बक्त मिचाई कर के किया जा सकता है । पटने के पास जो पानी आप लेना चाहते हैं कावरी के लिए उसका भी कोई विरोध नहीं है । वह पानी भी सरपनस गगा में है । इस तरह से गंगा के पानी के बारे में हरियाणा सरकार ने यह तजबीज की कि फलड के दिनों में जो पानी अवलेबल है उम्मको हरदार के पास से बैरेज बना करके गगा कैनाल, यमुना कैनाल को छास करते हुए जो उन्होंने अपनी आगमेटेशन कैनाल बनाई है, उम्मके साथ महेन्द्रगढ़, गुडगाव आदि के सूखे इलाकों में पानी से मिचाई की व्यवस्था वह करना चाहती है । इसके लिए वह दस हजार क्यूसैक पानी लेना चाहती है । मैं चाहता हूँ कि इस योजना को पाच हजार क्यूसैक और बड़ा कर राजस्थान के नौहर मादार आदि के इलाकों की भी फ्लो के जरिये मिचाई की व्यवस्था की जाए । गगानगर आदि इलाके राजस्थान "नाल" से नहीं आते हैं इनको ऐसा करके 80-90 दिन तक सैलाब किया जा सकता है और उत्पादन बढ़ाया जा सकता है । सूखे इलाकों के लिए जो आप प्रतिवर्ष करोड़ो रुपया खर्च करते हैं उसका एक विविध तक्षण आपके सामने होना चाहिये । आज जो आप सोचते हैं कि फालतु खर्च अकमल के बक्त आप कर रहे हैं उससे आप बच जायेंगे और इन योजनाओं के अन्वर प्रभार पैका लगाया जाएगा तो यह पैसे का सहुपयोग होगा ।

SHRI VIKRAM MAHAJAN (Kangra): To-day we are discussing the Demands of the Irrigation and Power Ministry. Sir, to-day, in view of the certain conditions prevalent in the country, I have to submit that a new look, a new approach and a new planning is needed to solve the problems facing the country.

The entire country is facing a power shortage and I would request the hon. Minister to scrap all the previous approaches and have a fresh look at the entire power system in the country. The maximum power in the next five years can be developed in Himachal Pradesh if a crash programme is gone through and I am sure, for the next 20 years, the power shortage can be met only from that small region. Therefore, the entire programme or at least the major programme should be diverted towards developing the power potential of Himachal Pradesh where minimum land will be utilised for the dams and the maximum power can be generated. Not only this, efforts should be made to complete the power projects in the shortest possible time instead of wasting the time in spreading out the projects over five or seven years. I will quote the instance of Seul project in the Himachal Pradesh. The project was supposed to be completed within a year but it was delayed and, not only there is delay in the production of power, but the cost also has mounted up. Instead of one shift, if three shifts have been put in, then, by this day, the project would have been completed and the cost would have been much less than what it will be when the project is ultimately completed. Not only this, the country would have got more power by now than it would get later on and the industries which have suffered and irrigation which has suffered, would not have suffered to that extent.

Therefore, what I am submitting now is that if a new look, a new approach is made and if you select only

a few projects and complete them at the earliest possible time by putting in three shifts so that the country gets the maximum power within the shortest possible time, that is the approach that is needed. We do not want spreading out 20 projects and each one taking 20 years. We need a few projects and maximum amount should be put in and they are completed and they are put in execution and more power is generated so that more industries come up. So, what we need is a new approach.

Sir, one of the biggest blunders which has been committed is the construction of the Pong Dam. I will give three major reasons why it is the blunder of the 20th century. 50,000 acres of irrigated land which produce half a million tonnes of foodgrains is going to be dammed up, is going to be submerged in water for the production of a million tonnes of foodgrains. I have never heard a greater blunder in the history of irrigation, where land producing half a million tonnes of foodgrains is going to be submerged for the production of a million tonnes of foodgrains. It is what the project is ultimately going to cost us. This is what the Minister has stated in the House yesterday that the irrigation which the water that will come out on account of this dam will produce a million tonnes of foodgrains.

Not only this, this project is mainly meant for the benefit of the Rajasthan State. Now this project is wholly meant for the benefit of the Rajasthan State and I for one, would try to give the maximum benefit to the people of Rajasthan because it is an area which is regularly facing famines and there is no water and maximum help should be given to Rajasthan. But, at the same time, the people with whose tears the particular project is made, should be given a humane treatment. There should be a humanistic approach and all the efforts should be

[Shri Vikram Phalajan]

to minimise the misery of these people. These two different points of view should be fused in such a way that minimum misery is caused to the people affected and maximum benefit accrues to the nation. That should be the objective. From this point of view, Dr. K. L. Rao did take in the early stages a very humanistic view. Thrice he gave an assurance in the House that he will reduce the miseries to the minimum, by saying that these oustees will be rehabilitated first and then the water will be impounded. In a sense, that was his approach then but I don't know how suddenly he has changed his view. His entire approach now is this, he has now started thinking like this, that he will have to impound the water whatever the consequences may be. This he is going to do in this very year. As I mentioned yesterday, if such assurances are not implemented and are not kept up, what happens is, such things bring congress party to ridicule, the Minister who gives such assurance to ridicule, it does bring the Government to ridicule. Therefore every effort should be made to implement these assurances which are given in this House. This is my respectful submission, Sir.

16 hrs.

A point was made that if we do not impound the water in this dam then we will lose millions of tonnes of foodgrains and all that. I have another point to make. This very land which is going to be submerged under water is producing about half a million tons of foodgrains. Therefore, if the same water is taken to Rajasthan in the next two years one million tonnes of foodgrains is not going to be produced. At the moment it will be quarter million in 1974 and half a million in 1975 and so on, it will be a gradual rise. The hon Minister should maintain the assurance which he has given in this House. He should implement such assurances. He should

see that they are rehabilitated and then only he should impound the water. This will not harm the interest of Rajasthan at all. Because, whatever the gains made there are the losses in this particular region. We have to take both the factors into account. Therefore, I submit, water should not be impounded at all for another 6 months or one year till rehabilitation takes place. It will not cause any damage to the foodgrain production in the country. Actually it will cost less to the Government of India and to the country. It is because the amount which is spent on temporary rehabilitation of these people, 70,000 of them, will be much more than the corresponding benefit which will accrue if the water is impounded. I have no quarrel with the representatives of Rajasthan. I do think that if hon. Members from Rajasthan had taken deep interest in this problem they would have solved it by this time and this situation would not have arisen at all. It is only because the bureaucracy in Rajasthan has been feeding them with wrong facts and information that they are taking this particular attitude. I want them to form a Committee, a Committee consisting of Rajasthan MPs who should see that these people who are going to be thrown out for the benefit of Rajasthan, are given proper treatment in Rajasthan.

The rainy season will be coming in June, 1973. The impounding of water will start. There will be enough water coming and difficulty will be faced by these 70,000 people, because there is no other source of income for them. Whatever nominal compensation has been given is not enough. It has been said that majority, 80 per cent, have got compensation and an impression has gone round to the effect that huge amounts have been given to the majority of the people. It is not so. I represent that area. I know that area. I can assure the House that they have not got compensation of more than 20,000. What can you get

for Rs. 20,000? For Rs. 20,000 you cannot get a single irrigated acre of land at all. It costs about Rs. 25,000 to get a good perennial acre of land and it is this class of people that I am speaking for. If there are five to seven persons who have got huge land Dr. Rao can amend the law and deny the entire compensation to them but I am speaking for 80 per cent of people who are small farmers. Therefore, I entreat Dr. Rao to treat their case in a way that the misery which is going to be caused now is reduced to the minimum. Therefore, I submit that he should keep up the assurance which he has given to this House so that all of us are not put to ridicule.

Lastly, he should make an attempt to coordinate the entire power in the country from whatever source it is. They should have a broader outlook and coordinate the three systems so that maximum electricity is produced and each region is given the proper share.

SHRI RANABAHADUR SINGH (Sidhi): Mr. Chairman, Sir, I suppose that in this era of shortages Dr. Rao would happily combine qualities of a statesman and an engineer. We would have, of course, plenty of occasions to be exercised over the conditions as this country is passing through but at the same time, I feel, that for a country like ours that we are experiencing a power shortage at the moment is the first indication that we are entering the age of progress and development. As such, this is not the time when we should be overwhelmed by the difficulties that we are facing. I submit this is the time when the qualities of a statesman should be used and helped by the qualities of an engineer should take a long-term view of the difficulties that we face. I think the projection of 52 million KW of power needed in 1980-81 might again turn out to be conservative as our projections in the previous years turned out to be far short of what we are needing now. So, I plead that

it is time that we take a broader perspective of this particular problem.

At this time our country is mainly dependant on hydel electricity and thermal power. We are just entering the atomic age of power generation. I submit respectfully, because Dr. Rao is a specialist in this field, would it not be possible, and I am afraid reading the present Report of the Ministry there are no indications to this effect, and cheaper also to start thinking of harnessing the geo-thermal power that we have in our country. As per the latest publication of a scientist we have a geo-thermal vein running parallel to the Himalayas in the North and then crossing over to the South in Tamil Nadu. These areas happen to be most endemically short of power and if we were able to do something in this field there might be a solution to our problem there.

At the same time, this is an age which snowballs in its progression rate, when we recall that what happened in the last 500 years in this country has been repeated in ten years and, may be, in the coming five years, that will repeat itself. The projects that may be made for the future have to take into account the gradually accelerating pace of the world as such.

So may I respectfully therefore submit that it is time that apart from these orthodox energy sources that we have been using so far, this geo-thermal power that is capable of being used was also taken account? Again, I am told—this is as per one of the papers I have with me—that the source of energy for the future is going to be hydrogen gas. It might sound rather too utopian to think about it in the present context of the economy, but what I mean to submit is that when we look at this power position in a pragmatic way, we have to take into account these factors which might help us in the future,

[Shri Ranabahadur Singh]

and there is no point in closing our eyes to these possibilities.

At the same time, incidentally, what we are going to face as a problem gradually over the years is and will be environmental pollution. When we talk about geo-thermal and hydrogen gas power, we obviate the possibility of this danger.

Closer to home, as my hon. friend, Shri R. S. Pandey, has very ably put it, the area of Singrouli, which is very rich in low quality coal, is an ideal setting for a super-thermal power station. The shortage points of North India would be ideally commanded by a super-thermal power station that can be located at that place. It is a matter of satisfaction that in answer to a question recently, we are told that particular suggestion of the State Government to set up a super-thermal power station has reached this Ministry, and I am sure that they would give quick clearance to that.

I wish also to draw the attention of Dr. Rao to the fact that one thing which is exercising almost all the farmers in my region is the question of tariffs. Our Electricity Board has set about the task of charging the farmers for the electricity that they consume on their farms in a very complicated manner. I do not wish to go into that particular complication because there is no time, but I would entreat Dr. Rao here to take this matter up with the Electricity Board and see whether it is possible to simplify the tariffs so that they become comprehensible to the small farmers. Right at this moment, they are incomprehensible and the farmer is hard put to understand them. Consequently, he is also exploited and he sometimes loses more money than the electricity he uses.

As far as rural electrification goes, this is one particular aspect of the Ministry which is extremely grati-

fyng in performance. I say that it is particularly this aspect of this Ministry that can really do something for the backward regions as such. All this talk of removal of the imbalances and of bringing up the backward regions can be put into effect by this one particular Rural Electrification Corporation scheme but for the fact that this particular Corporation is now starved of funds. I would make a very sincere plea that Dr. Rao should take all the precautions necessary to see that the Rural Electrification Corporation is not put back due to shortage of funds.

In the same context, I feel that this new mini project that has been brought out by the Rural Electrification Corporation is a very meaningful one and it should be put to use. Villages of 2,000 to 2,500 population spread out over the whole country which, in spite of the assurances given on the floor of the House and in other State Assemblies, have remained unelectrified, should be given electricity by taking advantage of this mini project.

Also, I have come across one particular aspect of the functioning of the REC which I would like to bring to the notice of the Minister, and it is this. The REC has two types of programmes; one for the normal regions and one for the backward regions. The programme for the backward region takes account of the fact that those areas are predominantly Adivasi and have very little paying capacity and so they stagger the amount which is recoverable from the farmer or from the Electricity Board. I have been facing this problem that some of the Electricity Boards initially started out by sending all the schemes, even for advanced regions, as backward schemes. The result has been that the Corporation being a careful authority started to reject those schemes. Now, the reverse procedure has set in. Now, even schemes meant for backward regions are processed in the State Electricity Boards as schemes for advance-

ed regions and subsequently the people who are backward initially are new saddled by the schemes which are meant for advanced regions. I would contract that this aspect should be looked into, and in case there is a machinery that is possible to be set up, those areas which have been sanctioned the advanced area schemes might be again classified as and given the advantage of backward area schemes.

Now, my learned friend Dr. Karni Singh has requested me to put before the Minister his views which I shall read out from his letter. He says that for many years he has been making the request on the floor of Parliament that the Rajasthan canal project should be taken over by the Centre. "Since I am going to be out, I shall be grateful if you can read out this particular thing and say that the hon. Minister might look into this matter in the context of the famine problem in that area at the moment." I support this request in view of the famine conditions prevailing in that region and also the magnitude of the project.

He goes on to say:

"The hon. Minister had also assured me that the Churu district of Rajasthan which suffers from acute water shortage would be explored by the survey team of the Ministry of Irrigation and Power to find out if the Rajasthan canal project water could be lifted to the Churu district, or, alternatively, the Ghaggar flood water can be brought down to the Churu district. I hope that this survey will be done and if already done, the Government may kindly inform the House of the results of the survey."

MR. CHAIRMAN: The hon. Member's time is up.

SHRI RANABAHADUR SINGH: I shall just take one more minute. One full year has gone by and we the people of Rewa region have waited an-

xiously for the Ban Sagar Project. This is a unique project. It is something like the new schemes for air travel; where you go now and pay later. In this scheme, a slight amount of money is put up for a barrage and then you divert the floodwaters into a certain canal to generate electricity and the rest of the dam will be built by the revenue that will accrue from the electricity. Each year that is lost, apart from the fact that nearly six and a half million acres are losing the capacity of doubling their production, nearly 10 crores of rupees of revenue that is possible from the electricity is also being lost. I do not mean to hasten the process wherein we have been fully assured of Dr. Rao's encouraging attitude to this thing. What I mean to mention is only a fact that a backward region has many ramifications.

If an advanced region is denied something which it wants, it can raise a strong voice, but a backward region does not even have the capacity to raise a strong voice. It can only pray that a sympathetic and early decision would be reached on the matter and the only possibility that appears to us is to reach a decision is this: Whereas the amount of water-flow itself ranges from—according to the Khosla Committee Report—42,888 million cubic metres. It goes down in another estimate to 30,000 million cubic meters and the Bihar Government's own assessment is nearly 50,000 million cubic meters. In such a situation would it not be possible for him to accept this suggestion to set up a high power national body of experts which could evaluate the availability of water correctly and having done that, could evolve an equitable distribution formula.

I hope that Dr. Rao will study this suggestion for whatever it is worth I did get a shock of my life when on 6 March Dr. Rao answering starred question 201 failed to mention Ban-sagar project as a project under dis-

[Shri Ranabahadur Singh]  
pute. My feelings could only be described by a certain based in his *sher*:

गुल रखेंगे लेहद पर  
जिनसे यह उम्मीद थी  
सीने पर पत्थर रख कर  
चल दिए दफनाने के बाद ।

I hope that situation will not arise, and by next year when we meet again to discuss this Ministry's demands the Ban Sagar Project shall have been formally launched.

ओ विश्वनाथ राय (देवरिया) : सभा-पति महोदय, आज भी देश की 80 प्रतिशत जनता कृषि पर निर्भर करती है और कृषि के लिये सिवाई भृत्यन्त आवश्यक है। हमारे देश में जल की कमी नहीं है, नदियाँ हैं, पानी भी बरसता है लेकिन उसका सिर्फ सातवां हिस्सा ही उपयोग होता है और बाकी पानी समुद्र में जाता है या ऐसे ही सूख जाता है। ऐसी हालत में यह प्रश्न उठता है कि क्यों नहीं पहले से और काम किए गए। मूँ तो 1951 में पहली योजना आरम्भ होने के बाद 588 बड़ी और छोटी योजनायें चलीं लेकिन वह पूरी नहीं हो पाई। अभी तक सिर्फ 361 पूरी हुई और बाकी अभी चल रही है। जैसे गंडक योजना है, राजस्थान योजना है, ऐसी योजनाएं जो बहुत उपयोगी हैं वे अभी चल रही हैं। इसलिये यह सवाल उठता है कभी-कभी क्या प्रदेश की सरकारें उनको पूरा करने में, उनको अच्छी तरह से चलाने में अयोग्य हैं और केन्द्र को उन्हें लेना चाहिए या नहीं लेना चाहिए बहरहाल इस विवाद में मैं पहला नहीं चाहता लेकिन यह अवश्य चाहता हूँ कि केन्द्रीय सरकार जैसे

गंडक योजना है जिसको पूरा करने में 12 वर्ष समय लग चुके हैं उस पर विशेष ध्यान दें और जो योजनायें आरम्भ हो चुकी हैं के पूरी हो जायें। केवल 361 नहीं बल्कि 588 जो पहली योजना के शूल के बाद प्रारम्भ हुई वह पूरी हों।

इस सम्बन्ध में मैं अपने प्रेदेश—उत्तर प्रदेश के बारें में कहूँगा कि वहाँ 54 जिले हैं जिनमें से 27 जिले बैकवर्ड हैं। प्लानिंग कमीशन की तरफ से जो रिपोर्ट निकली है उसके हिसाब से 27 जिले पिछड़े हुए हैं। पहली और दूसरी योजना में तो कोई प्रोजेक्ट वहाँ चला नहीं और उसका नतीजा यह हुआ कि वह प्रदेश दस साल पिछड़ गया। अब उसको पूरा करने के लिये प्रदेश भी उत्सुक है और केन्द्रीय सरकार का ध्यान भी जा रहा है। इस सम्बन्ध में उत्तर प्रदेश सरकार ने 7-8 छोटी छोटी योजनायें केन्द्रीय सरकार के पास भेजी हैं जो इस मंत्रालय के सामने विचाराधीन हैं। इसमें पहली 400 मेगावाट की गोरखपुर के पास एक योजना है जिसमें दो मशीनें लगेंगी जो कि दो दो सौ मेगावाट की होंगी। इसके लिये 61.84 करोड़ रुपए की आवश्यकता होगी। पांचवीं योजना में यह पूरी हो सकती है और इससे लाभ होने लगेगा। इसलिये यह योजना न० एक पर है। दूसरे ओवरा का जो प्रोजेक्ट है उनको बढ़ाने के लिये है। उसमें भी दो दो सौ मेगावाट की दो मशीनें लगनी हैं। उसको लगाने से वहाँ पावर जेनरेटिंग का काम भी बढ़ सकता है। इसी तरह से हरदुआगंज का जो प्रोजेक्ट है जिस पर पहले से काम हो रहा है, उत्पादन भी हो रहा है, वहाँ 120 मेगावाट की दो मशीनें लगाने की योजना प्रदेशीय

सरकार ने केन्द्रीय सरकार के सात भेजी है। इसी प्रकार से विष्णु प्रयाग और नन्द प्रयाग में जो नदियों का जल आता है उसकी भी योजनाएँ हैं। ऋषीकेश के पास भी छोटी-मोटी योजना शुरू करते की बात है। सब मिलाकर 8 छोटी मोटी योजनायें पाचवी योजना में चलाने के लिये उत्तर प्रदेश सरकार का आपसे अनुरोध है। मैं इस बजह से जोर नहीं दे रहा हूँ कि मैं उम प्रदेश से आता हूँ वल्कि जनसभ्या की दृष्टि में देश का सबसे बड़ा प्रदेश होने हुए भी जैस वहा प्रति व्यक्ति आय कम है वैसे ही प्रति व्यक्ति विजली की खपत भी बहुत कम है। अतिम तो नहीं लेकिन देश से जो पिछड़े हुए प्रदेश है उनमें नीचे से दूसरे या नीमरे व्यान पर उत्तर प्रदेश का नम्बर आता है। इस बजह से जो प्रदेश और देश के भाग बहुत पिछड़े हुए हैं उनके सम्बन्ध में प्लानिंग कमिशन ने यह नीति अपनाई है कि जो पिछड़े हुए हो जिनकी आवादी अधिक हो वहा पर धन के दृष्टिकोण से विशेष ध्यान दिया जाये। यदि उसी नीति को आप भी अपनायें तो उत्तर प्रदेश के लिये पावर और सिचाई के सम्बन्ध में विशेष ध्यान देना पड़ेगा क्योंकि वहा पिछड़ापन कम नहीं है वल्कि 27 जिले ऐसे हैं जिनके लिये प्लानिंग कमिशन ने कह दिया है कि वे पिछड़े हुए हैं। यह तो मैं नयी योजनाओं के सम्बन्ध में अनुरोध कर रहा हूँ।

अब जो योजनायें पहले से चल रही हैं उनके सम्बन्ध में बतलाऊं। हमारे देश में प्लड़ की जो समस्या है वह एक राष्ट्रीय समस्या है। 1951-52 के बाद आपकी रिपोर्ट के अनुसार औमतन 126 करोड़ रुपए की सम्पत्ति

की बर्बादी हर साल बाढ़ से होती है। अब तक आप ने बाढ़ से रक्षा के लिये कुल मिलाकर जो खर्च किया है वह केवल 266 करोड़ है। इसका मतलब यह है कि जहा करीब 22-23 सौ करोड़ रुपए की बर्बादी अब तक बाढ़ से हुई है उसकी सुरक्षा के लिये आपने अब तक सिर्फ़ 266 करोड़ रुपए ही लगाए हैं। यह इस देश की एक ऐसी बड़ी समस्या हैं जिसका आपके मन्त्रालय में भीष्मा सबन्ध है। यदि आप इसके लिये कदम नहीं उठायेंगे तो जैसे कभी किसी एक साल में ही लगभग 4 सौ करोड़ की बर्बादी बाढ़ के कारण हुई थी उसको वैसे रोक सकेंगे। मैं इसलिये इसकी चर्चा कर रहा हूँ कि मैं एम्बेलाके से आता हूँ जहा बहुत सी नदिया है। इस समय भी जो बड़ी गड़क है उसका कटाव बड़ी तेजी पर है। उसकी बजह से दो चीनी की मिले खतरे में हैं और रेलवे भी खतरे में हैं। पार साल रेलवे लाइन कट भी चुकी थी। यही तक नहीं आपकी गड़क योजना जो है जिसमें 129 करोड़ से अधिक लगने जा रहा है, अगर कटाव उसी तरह से जारी रहा तो जो आपकी नहर है वह किसी बक्त धारा के रूप में परिवर्तित हो सकती है। इसलिये मैं आपका व्यान विशेष तौर पर दिलाना चाहता हूँ कि आप प्रदेश सरकार पर उम गड़क के कटाव को न छोड़ें, इस रूप से न छोड़ें कि वह बढ़ते बढ़ते रेलवे लाइन भी निगल जाये, जोकि पार साल कट भी चुकी थी—उम रेलवे लाइन की उतनी फिक नहीं है—लेकिन बात यह है कि इस योजना पर जितना रुपया खर्च हुआ वह और विहार और यू.पी. की मिचाई के लिये जिससे लगभग साड़े पाच लाख एकड़ की सिचाई होगी, वह योजना भी नदी

## [भी विश्वनाथ राव]

के रूप में परिवर्तित हो जायेगी तथा धन जो संगा है उसका भी नुकसान हो जायेगा और जो आमदानी हो सकती है, जो उत्पादन बढ़ सकता है उसका भी नुकसान हो जायेगा । इसलिये मेरा मंत्री जी से आश्रह है कि उस कटाव के रोकने के कार्य को केन्द्रीय सरकार के हाथ में लें और उम पर विशेष ध्यान दें । इस साल की बात है, जहा से खबर आई है कि कटाव बड़ी तेजी पर हैं उसको रोकने के लिये लगभग पांच सात करोड़ रुपये लग गए । उत्तर प्रदेश का जो रुपया लगता है उससे जब तक एक ठोकर बनती है तब तब दूसरी जगह तेजी में कटाव होने लगता है । इसलिये उस पर मेन्ट्रल गवर्नर्मेन्ट विशेष तौर से ध्यान दे ।

जहा तब बिजली का सम्बन्ध है, जैसा कि मैंने पहले कहा, हमारा प्रदेश बहुत पिछड़ा हुआ है ही इस सम्बन्ध में दो बातें फैल रही हैं । मत्री जी एकमपर्ट होने के नाते बतलायेगे । एक बात तो यह है कि पानी कम बरसने से देश में बिजली पैदा करने में दिक्कत हो रही है एक राय यह है । दूसरी राय यह भी है कि जो बाध है, जो बड़े डैम्स हैं उनमें सिलिंग बहुत हो गई है जिसकी बजह से उसकी गहराई उतनी नहीं रह गई है, उनमें पानी कम होना जा रहा है । जितना काम वह दे सकते हैं उसके लिये उनमें उतना पानी नहीं रह पाता है । दूसरी बात यह है कि जो थर्मल प्लान्ट्स हैं उनके बारे में कहा जाता है कि वह बहुत पुराने हो गए हैं और उसकी बजह से उनका काम अच्छी तरह से नहीं चल रहा है । उसकी बजह से इस साल बिजली के उत्पादन में विशेष दिक्कत हुई है । तो इन बातों के बारे में, जो

आपके स्पेशलिस्ट्स हैं वे सारे देश में जाएं और देखें कि जो थर्मल प्लान्ट्स हैं वा जो ईंधा हैं जिनमें सिलिंग हो रही है उनकी हालत कैसी है । जैसे कि नशल के बारे में ममी पंजाब के एक सदस्य जी ने कहा था कि उनकी उत्तर केवल 70 साल रह जायेगी । तो ऐसी स्थिति और जगह भी हो रही है, उस सम्बन्ध में देखना चाहिये ।

गांवों में बिजली पहुंचाने के सम्बन्ध में जो कार्य हुआ है वह ठीक है, उमसे हम सन्तोषजनक कह सकते हैं । लेकिन एक बात है कि वह बिजली जो उद्योग धधे के लिये सस्ती जाती है वह कृषि उत्पादन के लिये महगी दी जाती है । इसके सम्बन्ध में बार बार यहा प्रश्न उठना है लेकिन तब भी सरकार अपनी पौलिशी में बेज नहीं करती है । यह छायाल करे कि केवल इडन्ट्रीज से ही देश की उन्नति हो जायेगी, ऐसा नहीं है । देश की उन्नति में कृषि उत्पादन का भी महत्वपूर्ण म्यान है क्योंकि गण्डीय आय का 50 प्रतिशत कृषि से आता है और 50 प्रतिशत में श्रीर बाकी मार्गी चीजें हैं । ऐसी दशा में जो उद्योग धधे के लिये दी जाने वाली बिजली और सिलाई आदि वे लिये जेतों में उत्पादन बढ़ाने के लिये दी जाने वाली बिजली के रेट्स में इतना अन्तर हो यह उचित नहीं है । सरकार को इस बारे में सोचना चाहिये और इतना अन्तर नहीं होना चाहिये ।

आखिरी बात में गड़क प्रोजेक्ट के बारे में कहना चाहता हूँ । सबसे पहले मैंने 5 मार्च, 1953 को इस प्रोजेक्ट के बारे में प्रश्न उठाया था और बिहार के एक सदस्य ने उसका

समर्थन किया था। उत्तराने बताया कि 12 कर्ष बदले हो गये लेकिन अर्थी तक वह योजना पूरी नहीं हुई। उत्तराने यह कोडा पानी पहुंचा है लेकिन हमारे यहां देवरिया जिसे से गोरखपुर होकर के, जो परिचमी कैनाल कह लाती है, वह जाती है। परन्तु हमारे पक्ष उस से एक एकड़ की भी सिक्काई नहीं हुई। जहां साढ़े पाँच लाख एकड़ की सिक्काई होती है वहां उससे एक एकड़ की सिक्काई नहीं हुई, जब कि हमारे दो जिलों को पार करके दूसरी ओर बिहार में पानी पहुंचता है। तो आप इजीनियरों से कहे कि जिधर से पानी आता है उधर भी पानी देना चाहिये उसके बाद आगे पानी पहुंचाये तो किसी को कोई आपत्ति नहीं होगी।

**SHRI R V SWAMINATHAN (Madurai)** Sir, while supporting the Demands of the Ministry of Irrigation and Power, I would like to place certain aspects before the Government. If an agricultural country like India is to prosper, irrigation comes first and foremost. Top priority should be given to it and an assured water-supply should be made available to the agriculturists. But Irrigation and Assured water-supply under irrigation system always remains as a scarce commodity because they are not available all over the country. Only one-third of the cultivable land in this country has got assured water-supply under irrigation systems and two-thirds are rain-fed. Even taking into account all the water resources like tubewells, rain water, tanks, etc., not even 50 per cent of the cultivable land gets irrigation facilities. A major portion of the land still depends on rain. This is the fate of agriculture in our country.

The National Commission on Agriculture has come up with a proposal that irrigation should be modernised.

Modernisation means improving the efficiency of the existing irrigation systems, remodelling the headworks, raising the level of the crests, augmenting the channel capacity and reinforcing the bunds of the channels to prevent seepage of water.

In Tamil Nadu, it appears most of the river projects have been tapped and we have to look to other sources. Of course, there are certain rivers on the borders of Kerala whose water is flowing waste into the Arabian Sea. I know it is very difficult to convince the Kerala Government to help Tamil Nadu by supplying some water.

Even one ordinary scheme, the Upper Periyar Scheme, which is only to raise the crest of the dam is hanging fire with the Government for a very long time. We do not know what is the reason for the delay. Is it because the Kerala Government stand in the way since they have also got a say in this Upper Periyar Project?

In Rannad we have got a beautiful irrigation system on account of which water is not wasted. There are a number of tanks, one adjacent to the other, in such a way that the outlet of water from the tank flows to another tank. Even the drainage water flows to the tank. This system is prevalent from the Western Ghats to the Bay of Bengal, from West of Madurai to East of Madurai because the slope of the land in that region is also favourable for such a system. In Tamil Nadu invariably the ayacuts under these tanks comes to only 50 acres to 500 acres. Of course, in some cases the tank irrigation caters to 1,000 to 2,000 acres. As these tanks are depending on rain water, there is shortage of one or two wetting for the crops resulting in low yield. If we provide some tube-wells by deepening the tanks by 1,000 to 1,500 ft. we will be able to provide the farmers one or two more wetting which will help them in getting a good yield. This is a stupendous task and the State Government will not be able to afford it. So, this should be taken up by the Central Government.

[Shri R. V. Swaminathan]

and executed immediately. I am very sorry to mention that I am disappointed that Hon. Minister Dr. Rao did not come forward with a token grant for the Ganga-Cauveri scheme, which is the dream of our people for a very long time. Many experts and politicians have talked about it. In the olden days, Sir C. P. Ramaswami Aiyar and Shri Satyamurthi top congress leaders talked about this project. While Shri Satyamurthi was contesting a seat for the old Central Assembly during the year 1936, he assured the people that he will bring the Ganga-water to the south if he is elected, in the same way as Bhagirath brought Ganga to the earth. We have been talking about this for a very long time. Very recently foreign experts came, investigated the matter and made an aerial survey and declared it as a feasible proposition. The hon. Minister has not come forward even with a token grant.

Here I would say that this project should be renamed and hereafter called Ganga-Kanyakumari project and not as Ganga-Cauveri project. In the olden days in the south Cauveri was the only source and it was flowing in the Trichy and Tanjore districts. The politicians who came to the Central and State legislatures were the vociferous leaders from Tanjore and Trichy who were benefited by the Cauveri. Further, there were no river projects beyond Cauveri north to mention at that time. Therefore, they thought of Ganga-Cauveri scheme. Now, they are the projects of Periyar Vaigai and Tambrabarani beyond Kaveri extending upto Kanyakumari. Therefore, the Ganga project should be taken up and extended to Kanyakumari. I think the hon. Minister, Dr. K. L. Rao will agree to my suggestion to re-name this project as Ganga-Kanyakumari Project. This project, if it is taken up, will be a multi-purpose project. Firstly if the project is put through, it will control floods and reduce devastation, provide irrigation for several States in the country by bringing several lakhs of acres under cultivation and it will

also provide a suitable inland water transport system from the North to the South, from the foot-hills of Himalayas to Kanyakumari. This is a very important project. Maybe one of the biggest in the world. I do not know why the Government has not done anything about it so far. We have been talking about this; hon. Members from both sides of the House have been asking for this project for a very long time. In the Congress Election Manifesto, it was mentioned that this project would be taken up. Therefore, the Minister who represents the Congress Government, should give an answer to this.

I would like to mention another important thing. This is about water disputes. The hon. Member, Shri H. M. Patel mentioned about the dispute over the Narmada waters. There is also the dispute over the Cauveri waters. In order to solve this problem, we must have an autonomous National Irrigation Commission. This Commission should function independently on the lines of the Election Commission and the Attorney General and their verdict should be final and binding on all concerned. Had this Commission been established before, many of the disputes could have been solved long long ago.

I would also like to mention about the power crisis. This has affected the whole country. It is much worse in Tamil Nadu. Seventy-five per cent power cut has been imposed in Tamil Nadu. I am very sorry to mention here that the Tamil Nadu Government has been sleeping over this matter. They have not looked into the future position and assessed the shortage. They have not anticipated the deficit. I would request the hon. Minister to look into this and come-forth with immediate as well as long-term solutions. In fact, not only the Tamil Nadu Government, but the Central Government has also been lethargic over this subject. The Hon. Minister should enlighten us as to what is being done to solve the power crisis in Tamil Nadu immediately.

We have been clamouring for major power projects. We cannot depend only on hydel sources. Hydel sources have been fully tapped in Tamil Nadu and now we have to go back to the thermal power sources. As far as thermal power is concerned, I understand, Tamil Nadu Government have sent about 11 new proposals for a total power generation of about 500 MW. I like to know how these new proposals stand. The Central Government, besides implementing the Kalpakkam Scheme, and bringing the installed capacity at Neyveli to 600 MW. and commissioning of Kalpakkam Atomic Power Station should establish two thermal power stations one at Tuticorin and also one at Madurai. They should also establish two Atomic Power Stations in the coastal area of Tamil Nadu, one Tanjore and the other at Ramand.

With these words, I conclude my speech.

**SHRI P. VENKATASUBBAIAH (Nandyal):** Mr. Chairman, Sir, I am very much conscious of the time-limit and I would like to lay stress on certain points and complete my speech.

Several hon. Members have very rightly stressed about the desirability of bringing in a constitutional amendment so as to make water as a national asset. In the Report, they have said:

"Water is a national asset and we have to develop this concept in the interests of proper utilisation of our resources. As a first step, it would be necessary to amend some of the existing provisions of the Constitution to reflect the concept of water as a national asset and to provide for the settlement of water disputes by conciliation, arbitration or otherwise."

So, it has only remained a pious wish and I do not know when Dr. K. L. Rao and the Government as a matter of fact, will bring forward

this important issue before the House and see that what they have envisaged in their Report will become a reality.

They have also said in the Report:

"Despite the rapid strides made in developing irrigation, it has been possible to utilise only about a seven of the available water resources of the country so far."

So, the position remains that the majority of the water potential that is going waste into the sea has not been fully utilised.

As a matter of fact, every State has developed a sort of vested interest and there have been endless disputes with regard to sharing of waters. Referring disputes to arbitration or appointing tribunals has not accelerated the solution but has delayed it.

For years together, for instance, Krishna-Godavari water dispute has been going on endlessly with the result that millions of people are suffering. Also, there is no project that could be made available with the result that disparities and regional imbalances have been growing from day to day.

Coming to my State, it looks as though we have been denied power as well as water but we have been given a Minister incharge of irrigation and power. Dr. K. L. Rao being an eminent Minister as well as an engineer has got many schemes at hand. But I do not know whether they will be a bit hesitant when it comes to economic conditions of Andhra Pradesh. I only request him not to be hesitant but to do justice to this neglected area.

About the power position in Andhra Pradesh, I would only quote an editorial that has been brought out in the *Hindu*, date March 31st. *Hindu* is a reputed daily whose editorials are read with respect. The

[Shri P. Venkatasubbaiah]

editorial has said about the completion of the Srisailam hydro-electric project in Andhra Pradesh. The editorial says—I quote:

"In the light of the Union Minister for Irrigation and Power, Dr. K. L. Rao's statement in the Rajya Sabha the other day that there was no proposal for the Centre to take over the Srisailam power project in Andhra Pradesh, it is highly doubtful if the schedule of 1974-75 for commissioning the project can be kept up. The installed capacity is 440 MW in four units of 110 MW each. With nearly Rs. 30 crores spent on the scheme so far out of an estimated cost of Rs. 74 crores (the cost of transmission lines is another Rs. 10 crores), the project has absorbed enough funds already and reached a stage when further delay beyond 1974-75 would not only mean a rise in cost, but a grievous loss of revenue from use of power from the project. The indications are not encouraging. The annual expenditure incurred by the State Government is about Rs. 4 crores and at this rate where is the question of adhering to the time schedule? The financial position of Andhra State is not very comfortable. It has gone through some agonising months of agitation, destruction and administrative disruption that whatever resources it can muster would go to meet the immediate needs of bringing the State to normal working condition. Nor is it well placed in the matter of power generation and, in the context of the travails of power shortage experienced in large areas of the country now, the self-interest of each State is likely to predominate over the large need to share any extra power with more vulnerable neighbouring States.

Some kind of Central assistance seems to be called for. Any expeditious power generation adds to the well-being of the country.

Allocation of funds is said to be not yet finalised. If the Central Government cannot take over the Srisailam project to accelerate the work on some technical grounds, it should certainly underwrite the expenditure in this regard. Indeed, the budgetary position of Andhra Pradesh is such that the State Government is unable to find funds for even some of its important Plan projects. In the case of the Kalinadhi scheme in Mysore, the Central Government has agreed to finance the first phase of the project outside the Plan during the remaining period of the Fourth Plan and during 1973-74, the Mysore Government expects Rs. 23.42 crores as Central assistance, the balance of Rs. 37 crores promised for 1972-73 and 1973-74. A similar approach in the case of the Srisailam project can help its early completion."

They have said in the editorial elaborately that this project must be financed by the Central Government as they have done in the case of Kalinadhi Project of Mysore. They have clearly said in the editorial that, if there is no Central assistance coming outside the State Plan and as Andhra Pradesh, as it is now in a turmoiled state, would not be able to finance the project, this project will not be completed even during the Sixth Plan period. So, they have very strongly pleaded that this project must be taken up by the Central Government as they have done in the case of Kalinadhi project. (Interruptions). They have given extra financial assistance during the first phase of its execution. Therefore, it has been pleaded that Srisailam project should be treated on par with Kalinadhi project of Mysore.

About acute power shortage, Andhra Pradesh occupies a pride of place next only to Assam. It is far below the all India average. Today, in that State, there is acute power shortage. Only 40 per cent of the

installed power capacity in the State is done by hydel projects and the rest by thermal projects. I do not know whether the continuing schemes of Srisailam, Upper Sileru and Nagarjunasagar will be completed by the end of the Fifth Plan. Upper Sileru is a project where the infrastructure is ready, everything is ready; with Rs. 30 to 40 crores of Central assistance, that project can be commissioned soon; it has a generating capacity of 400 megawatts.

Andhra Pradesh is one State where thermal projects can be executed without any difficulty. Coal is in abundance there—the coal suited for generation of thermal station. I do not find any reason for the Planning Commission or for the Government of India to sanction schemes outside Andhra Pradesh where they have to depend on Andhra Pradesh for the raw material, coal. Instead, they can as well start a thermal plant in Andhra Pradesh. For instance, they can straightaway sanction the thermal plant envisaged at Vijayawada where cheap coal is available. That will not only feed Andhra Pradesh but also the other power-hungry States in the south. I only plead with Dr. K. L. Rao that this thermal plant must be accelerated. Otherwise, as and when the other States advance in power generation, there will be a wide gap between Andhra Pradesh and other States and it would be said that because of certain circumstances, they were able to get more power than Andhra Pradesh through Central assistance. The Neiveli Power Station and the Kallpakkam Atomic Power Station were purely Central projects and the benefits have gone to Madras. Likewise, we reasonably feel that there should be an atomic power plant in Srisailam. I am told that they are selecting certain atomic power plants. I would request Dr. K. L. Rao that the proposed atomic power station that has been thought of for being located in the south be located in an ideal place like Srisailam.

Coming to the irrigation aspect, I feel that these river water disputes must be taken out from the purview of the Tribunal and they must be settled soon. With regard to sharing of Krishna waters, I plead with Dr. K. L. Rao to implement the recommendations of the Khosla Committee. The Khosla Committee, while recommending the Nagarjunasagar Project, have said that 250 TMCT of water must be spared for irrigation purposes for Rayalaseema. The Srisailam Hydro-electric project is purely a power project and it should be converted into an irrigation project. That project alone will be able to irrigate the drought-affected and famine-stricken areas of Rayalaseema.

Now, coming to another project which has been envisaged as a gigantic project—the Ganga-Kaveri link, I think it will take shape soon. While implementing or surveying that project, I am sure Dr. K. L. Rao will keep in mind that the alignment should be in such a manner that it covers the drought-affected and poverty-stricken areas in the country which include Rayalaseema also and I do not know what the alignment as at present envisaged is, but I want him to bear in mind this aspect.

There are certain medium irrigation projects about which we have made representations, for instance, the Varadarajaswamy project, the Gazuladinne project and the Pulivenndla canal in Rayalaseema. Unless we pay more attention for bringing irrigation to the drought-stricken and famine-stricken areas, the backward areas will not be brought on par. Other irrigation projects also need very urgent attention. For instance, the Godavari Barrage which has been constructed hundreds of years ago. The barrage is about to collapse. I do not know what is going to happen to the delta districts of Andhra Pradesh if the repairs to the Godavari barrage are not attended to soon. So also, the Pochampahad project and the Vam-

[Shri P. K. Kalagubhaiah]  
sadhara project. They must be looked into.

Coming to the Nagarjunasagar project, it has become yet another white elephant, as white elephant as the Rajasthan Canal, with the result that the financial resources of the State Government have been spent on the Nagarjunasagar project and consequently other minor irrigation projects and some other which will give immediate benefit to the people have been held up for want of resources.

I would again plead with the Planning Commission, with the Central Government and with Dr. K. L. Rao that a way has to be found for these huge river valley projects which are eating into the financial resources of the State Governments, they must be taken out from the purview of the State Governments and tackled at the national level so that they become national projects. The power generation hydel projects at Vijayawada and Lower-Sileru project, like the thermal plant should be given top priority. All the irrigation projects must be taken on hand as early as possible and then the all India National Grid must be put into a concrete shape as immediately as possible. I am sure every section in this House will whole-heartedly support this because we have suffered enough for the last 25 years because of these river disputes from State to State, each State behaving as if it is an independent sovereign State. It is a national asset-power and water, and it should be shared by all and I hope the proposed Bill will be brought soon to see that water is made available to every State irrespective of whether it flows through that State or not.

Sir, I whole-heartedly support the Demands and I am sure Dr. Rao, while replying to the debate, will make a specific mention about the Srisailam project as to when it is going to be taken up and how it is going to be implemented and also the irrigation aspect of the matter.

SHRI BIRENDER SINGH RAO (Mahendragarh): The progress and development of a country is measured by its power consumption. Even twenty five years after Independence, India has the lowest rate of per capita consumption of power in the world.

17 hrs.

Dr. K. L. Rao is an able person. He is a technician. He is an engineer. But I am sorry to say that he has been absolutely ineffective during this considerably long period that he has been in charge of this most important Ministry of Irrigation and Power. I do not blame him. I blame the Government for not paying proper attention, perhaps, to his plans and to his demands. I would have been happy if a man of his calibre had been a full fledged Minister of the Cabinet, so that his voice carried greater weight.

17-01 hrs.

[SHRI K. N. TIWARY in the Chair]

We have seen that power on which depends our agriculture and our industry has been in short supply. Out of the total of Rs. 122 crores, demanded by the Ministry of Irrigation and Power, about Rs. 86 crores are to be spent on Power alone. This is the position. We know that power is in short supply because of wrong planning. Most of our projects have not been completed. The costs have been rising. One of the former Planning Minister is sitting here. The Planning Commission and the Planning Ministers have not paid due attention to the importance of production of power in this country. Our projects have not been commissioned because we want machinery only from Bharat Heavy Electricals and Heavy Electricals Limited. We have failed to import power machinery from abroad. If it had been done, the situation would have been probably very different today.

As an example, Sir, I would like to mention about Badarpur Thermal Station. It was stated in 1967. The cost of the project, initially estimated was Rs. 40 crores. Today it is nearly, Rs. 60 crores. Dr. Rao assured me in 1967 that power would be made available from Badarpur in 1968. Now we are in 1973. And, still, there is nothing in view. It may take another year or two when even the first unit could be commissioned. Same is the fate of all the State thermal projects all over the Country.

Similarly, the cost estimates on Baira Salal and Salal projects have gone up by more than 100 per cent. Now, this amount of Rs. 86 crores which is being demanded by the Ministry for Power Development, would really amount to about Rs. 40 crores in terms of the money value of what it was two years back. If the money had been found then, probably much better work could have been done and most of our projects could have been completed. But this was not thought of.

I would particularly wish to voice the complaint of the farmers. They have received a raw deal at the hands of the Irrigation and Power Ministry. 70 per cent of the power is being utilised for industry. Only 10 per cent is being consumed by the agricultural sector. The remaining 20 per cent is for commercial use, for street-lighting, for house-lighting in big cities and so on. Only 1 per cent of the total production goes for rural electrification. To meet the power shortage in villages why can't the Cities be looked after by private electric supply Companies? If that is the picture, what has been the need for setting up the Rural Electrification Corporation? Why should money be spent if there was no power? Haryana has been electrified only on paper. I can say from experience that hardly any village has seen electric light during the past

one year. That is the position in the whole of the country also. They plan to electrify 75,000 villages more in the current Plan. That would mean nothing without power. Out of your installed capacity, hardly 45 per cent is being utilised for production. This is what I believe and out of the production of 20 per cent is lost in transmission. This is not a satisfactory state of affairs. I would prefer that the existing projects should be made to work more efficiently. Our transmission losses should be reduced. More power should be found for agriculture which produces 50 per cent of our gross national income and which is receiving only 10 per cent of power. There would have been no shortage of foodgrains if adequate power had been found for agriculture.

As regards irrigation the situation is no better. We are utilising hardly 17 per cent of our water resources in the country today. During our four Five Year Plan there has been an increase of only about 3 or 4 per cent. It is lack of irrigation that is responsible for food shortage in that vast agriculture country.

There has been talk about Ganga-Kaveri link. Dr. Rao termed it as a grant project. People call it a dream. To my mind this dream would remain a dream. It would never come true. According to the present estimates it is going to cost about Rs. 3,000 crores and about 6 million KW of energy would be used, which is one-sixth of the total power that we produce today in India, for lifting Ganga over 2,300 ft. over a canal of 3,000 miles. There have been many wisemen in the world and Dr. Rao also may be a very wiseman but I would advise him to go slow. Most of the wisest men of the world are not known for their wisdom but better known for their whims and eccentricity. Let us not see that a very able engineer started a project which proved disastrous. These friends of mine from U.P., Bihar and Bengal, some of whom

[Shri Birender Singh Rao]

refuse to have U.P. divided because it is the land of Rama and Krishna. Does Dr. Rao believe they would allow mother Ganga to be taken to South so easily. U.P. requires water; Bihar and West Bengal require water. All the navigation will suffer in Bihar and West Bengal if Ganges is diverted. Port of Calcutta would suffer as the Hooghly requires 40,000 cusecs of Ganga water. Therefore, this project certainly requires re-consideration and very deep thought. After U.P., Bihar and Bengal, Haryana and Rajasthan have a prior claim on Ganga water.

As regards irrigation projects, I would suggest that the projects which would give immediately benefit to the country in the matter of foodgrains should be taken up first. Inter-State water disputes should be speedily resolved. Haryana is asking for a canal, the Nehru Canal, which would irrigate about 7 lakh acres. It would only require about Rs. 30 crores, but sanction has not been accorded to it and work has not started. Haryana's share in Ravi-Beas waters has not yet been determined. It is holding up Haryana's irrigation projects.

There may be many more projects like this. If Dr. Rao would see that the water resources of the country are utilised in such a way that the dry areas get benefit and at the same time, immediate benefit accrues, perhaps this country would get out of the food crisis very soon.

I would suggest that Irrigation should receive more funds. Only Rs. 25 crores have been allotted for irrigation and flood control measures this year, as against Rs. 86 crores for power alone. This amount is certainly insufficient. Dr. Rao should fight with his Cabinet colleague. He should make a case for allotment of more funds because irrigation and power are going to bring us progress and prosperity. But this Ministry, I am sorry to say, has not received the attention of the Government it deserves; it has not received

the attention of the House, that it deserves.

With these words, I would wind up and hope that Dr. Rao would give due consideration to the agricultural sector, that he would see that the farmers receive a fair treatment, that the flat rate being imposed on tubewells is terminated, that there should be meters for tubewells, that industry receives power at night if there is shortage and that agriculture receives power during the day when farmers can work in the fields.

ओशिवनाथ तिहार (झुम्हारू) : सभापति : महोदय, पावर और इरीगेशन हमारी एको-नोमी के आज बहुत ही महत्वपूर्ण तत्व है। मैं निवेदन करना चाहूँगा कि जहाँ तक पावर का सम्बन्ध है, हमारी प्लानिंग फेल हुई है। हमने शूल से हाइडल पर जोर दिया और उस वक्त हम समझते थे कि हाइडल पावर हम इतना पैदा कर सकेंगे जिससे जनता की आवश्यकता को पूर्ण कर सकेंगे लेकिन हमारा एक्सप्रीरियन्स यह रहा है कि हमारी प्लानिंग डिफेक्टिव थी। हमने थर्मल पावर पर जोर नहीं दिया और उसका नतीजा हम आज भूगत रहे हैं। आज हम जगह जगह में पावर कट की बात सुन रहे हैं। यदि हम हाइडल के साथ साथ थर्मल पावर को बेस बनाकर चलते तो आज हम कन्ट्रोल को भीट कर सकते थे। जहाँ तक हाइडल पावर का सम्बन्ध है, जिस साल अच्छी वर्षा हो गई, हमारे भर गए तो हम पर्याप्त बिजली पैदा कर सकते हैं लेकिन यदि वर्षा नहीं हुई, हमारे बांधों में पूरा पानी नहीं भरा तब हम अपनी आवश्यकता के अनुमार बिजली पैदा नहीं कर सकते हैं। इसलिए मैं मिनिस्टर साहब से निवेदन करूँगा

कि हमारी स्लोर्मिंग इस तरह की होनी चाहिये कि हम अर्बल सोबत पर जर्यादों जोर दें, जहाँ पर कोई लैंग का सेंटोर्सन होता है वहाँ पर अलग अर्बल अर्बल पावर स्टेशन्स का निर्माण करे और उनको एक सिंडि क्लाइर सारे देश को पावर की संपर्क संरचना करें। ही सकता है ऐसे साल आवें जिनमें अर्बल पावर की आवश्यकता ने ही लो हम अर्बल स्टेशन्स को बन्द रख लेकर हैं लेकिन जैसे ही कही आवश्यकता ही हम उनको स्वीच आन करके उस नेसेसिटी को पूरा कर सकते हैं। एक बात तो यह मैंने आप से लियेंहूँ की।

दूसरी बात, पावर के सम्बन्ध में मैं यह निवेदन करना चाहता हूँ कि इसका जो डिस्ट्रिब्यूशन सिस्टम है वह दुरुस्त होना चाहिए। जो बड़े बड़े विजली के प्रोजेक्ट हैं वह केन्द्रीय सरकार के हाथ में होने चाहिये। अलग अलग स्टेट्स के हाथ में होने से इस में दिक्कत आती है। किसी स्टेट का किसी प्रोजेक्ट में कुछ परसेन्टेज होता है और उन में आपस में कोआधिनेशन न होने की वजह से पूरे कन्ट्री को सफर करना पड़ता है। इसलिए बड़े पावर प्रोजेक्ट्स केन्द्रीय सरकार के हाथ में ही होने चाहिए। जब केन्द्रीय सरकार उन प्रोजेक्ट्स को फाइनेन्स करती है तो कि उनका भी नेजेंटेट भी केन्द्रीय सरकार के हाथ में होना चाहिए। एक यूनाइटेड मिड हो और सभी ब्रान्टों को उनकी आवश्यकता-नुसार पावर का वितरण किया जाये—इस तरह की योजना होनी चाहिए।

एक बात मैं और निवेदन करना चाहता हूँ कि विजली का किस प्रकार से वितरण

होगा उसकी एडवान्स प्लानिंग होनी चाहिए। मैं खास तौर से कृषि के लिए निवेदन करना चाहता हूँ कि अक्स्ट्रबर नवम्बर के महीने में पता होना चाहिए कि कितनी विद्युत पैदा करेगे और उसी के हिसाब से आप काश्टकारों से कह दें कि अक्स्ट्रबर नवम्बर के महीने में इतनी विजली मिलेगी और इतना पावर कट होगा कि उसी के हिसाब से काश्टकार भी अपना काम करे। आज हम देखते हैं कि हरियाणा, राजस्थान उत्तर प्रदेश और दूसरे प्रान्तों के किसान तबाह हो गए। हमारी पिछली खरीफ की फसल अच्छी नहीं हुई तो हमने कहा कि प्रधिक से प्रधिक एरिया में रबी का कॉलिटेशन किया जाये मगर उसका नीजा हमारे सामने है। आज किसान की हालत बड़ी दयनीय है। एक पानी न मिलने की वजह से किसान की बार महीने की कमाई बेकार हो जाती है। इसके अलावा 'किसान' को जो विजली दी जाती है वह रात के समय दी जाती है जबकि कल-कारबाहे जोकि उत के नीचे काम करते हैं उनको दिन में विजली दी जाती है। हमारे किसान रात के समय बिल्लू साप से लड़ते हैं, कड़-कड़ाती सर्दी में अपनी खेती का काम करते हैं क्योंकि उनको दिन के समय विजली मिलती नहीं है और उसके बाद फसल में जब प्राक्तिरी पानी देने का समय प्राप्त है तो पावर-कट हो जाता है जिससे उसकी सारी मेहनत बेकार हो जाती है। इसलिये आप राज्य सरकारों को आदेश दें और इसके लिये कोई कमेटी बनाये ताकि किसानों को एडवान्स मालूम हो सके, अक्स्ट्रबर, नवम्बर के महीने में कि इतनी विजली उसको मिलेगी और फिर वह विजली उसको जरूर मिलनी चाहिए।

## [श्री विश्वनाथ सिंह]

बरना फिर इसका एडवर्स इफेक्ट किसान की पैदावार पर पड़ता है।

अन्धरप्राउन्ड बाटर के सम्बन्ध में हमारे यहां जी० एस० आई० का सर्वे हुआ है तो उसके अनुसार जहां जहा अन्धरप्राउन्ड बाटर है वहां पर हमे बिजली का अधिक से अधिक विस्तार करना चाहिये। कृषि का उत्पादन बढ़ाने के उद्देश्य से जो आपका रुरल एलेक्ट्रिफिकेशन कारपोरेशन है उसको विशेष ध्यान देकर उन प्रदेशों में और उन इलाकों में बिजली का विस्तार करना चाहिये। आज तो एक रैम्प सेलेक्शन होता है, कभी एक टुकड़ा यहा लिया जाता है, कभी एक टुकड़ा वहा ले लिया जाता है उससे एक्सपैशन अधिक होता है और रिट्स बहुत कम मिलते हैं। इसलिये जहा जहा इस प्रकार का पानी है वहां पर कुये खोदकर ठीक से बिजली सप्लाई की जाये। इससे हमारे एक्सपैशन में खर्च भी कम आयेगा। और ट्रान्समीशन में जो हमारा लास होता है वह भी लाम कम होगा। इस सम्बन्ध में मैं राजस्थान के कुछ जिलों की तरफ इशारा करना चाहता हूँ जैसे भीकर, कुनूर, चूल, उदयपुर, अलवर—यह ऐसे इलाके हैं जहा अन्धरप्राउन्ड बाटर बहुत है लेकिन हमे बिजली की कोई योजना नहीं मिल रही है। हमारे यहा से कई स्कीमे राज्य सरकार ने भेजी है क्योंकि रुरल एलेक्ट्रिफिकेशन कारपोरेशन के पास स्वीकृति के लिये पड़ी है लेकिन वह स्वीकार नहीं की जाती है। यदि वह स्वीकार हो जाये तो एमीजिएट रिट्स मिल सकते हैं। आज किसान को आप बिजली दे तो 6 महीने

में उससे रिट्स ले सकते हैं। यदि इस प्रकार के टैंजिबिल प्रोजेक्ट्स आप तो हों, यह बड़ी ज्यादती होगी।

अब मैं सिंचाई के सम्बन्ध के निवेदन करना चाहता हूँ। आज सिंचाई क्षेत्रों के सिस्टम बना हुआ है कि जहा पानी अधिक है, जहा नदियों का पानी है उसी को सिंचित किया जाता है + आप उन भागों की तरफ भी देखे जहा पीने के लिये पानी नहीं है। राजस्थान में कितने ऐसे इलाके हैं जहा 15-20 मील दूर से पीने का पानी लाना पड़ता है। बार बार यहां पर राजस्थान नहर के बारे में चर्चा हो चुकी है उसके सम्बन्ध में मैं ज्यादा निवेदन नहीं करूँगा। अभी कुछ दिन पहले सिंचाई मन्त्री ने एक प्रश्न के उत्तर में बतलाया था कि राजस्थान के इंजीनियर्स ने गगा से पानी लेने के लिये एक योजना बनायी है और सर्वे करके आपके पास पेश की है। उन्होंने मार्ग की है कि 40 हजार क्रॅम्पेक्स गगा का फ्लॉड बाटर उनको दिया जाये लेकिन आपका निर्णय नहीं हो रहा है। आप कहते हैं कि नेशनल प्रिड जब बनेगा तब इस बात को सोचा जायेगा लेकिन आप अनुमान लगाये कि उन इलाकों का जहा पर पीने के लिये पानी नहीं है और लोग तरस रहे हैं। इसलिये आप राजस्थान के कुनूर, अलवर, चूल, नागौर जिलों को गगा का फ्लॉड बाटर दे जिसकी योजना राजस्थान के इंजीनियर्स ने आपके सामने पेश की है, उसको आप जल्दी से स्वीकार करे। राजस्थान का चूल का इलाका ऐसा है जो बिलकुल सूखा रहता है और जहा पीने के लिये पानी नहीं है। वहा

सिद्धमत नहर की योजना काफी दिनों से पर्याप्त है, राज्य सरकार के पास फैसल नहीं हैं, वह बार बार फैसल मांग रहे हैं लेकिन आपके यहां से स्वीकृति नहीं होती है। उसको भी आप स्वीकार करे। अभी माननीय सदस्य ने जबाहर नहर का जिक्र किया। अनुकूल जिले का उत्तरी हिस्सा तो बिल्कुल पानी से सूखा है। वहां का पानी खारा है जो कि पीने के लिये अच्छा नहीं है। तो जबाहर नहर की योजना को आप स्वीकार कर सकते हैं और वहां पर पीने का पानी दे सकते हैं। उसको भी आप स्वीकार करे, उसका भी एक्सपैशन हो तो अनुकूल जिले का उत्तरी भाग उससे लाभान्वित हो सकता है और चूल का भी कुछ भाग उससे लाभान्वित हो सकता है। उसी प्रकार जैसे नररा से पानी इकट्ठा हो कर राजस्थान में आने की बात है। उसको भी आप स्वीकार करे। यह कुछ इस प्रकार के सवाल है कि यदि हम इन बैंकबर्ड एरियाजों को आज की हालत में भी दूसरों के बगवार नहीं लायेंगे तो वह हमेणा के लिए बेकबड़ ही रह जायेंगे जिससे देश में एक असन्तुलन हो जायेगा तरक्की के हिसाब से और फिर वह इलाके कभी भी बराबरी में नहीं आ। सकेंगे और हमेणा के लिए देश पर बर्डन होते रहेंगे। इसलिए मैं सिचाई व विद्युत भवी जी से निवेदन करता चाहूँगा कि यह छोटी भोटी बातें हैं जिनके बहुत बड़े रिजल्ट्स मिल सकते हैं।

मैं अन्त में पोग डैम के सम्बन्ध में दो अन्दर कहना चाहूँगा। पिछले कई दिनों से यहां पर कहा गया है जिससे स्थिती बहुत एजिटेट हो रही है। राजस्थान के बारे में यह बहुत

बड़ी दैजड़ी है। मैं निवेदन करूँगा कि पोग डैम से राजस्थान की बहुत बड़ी राशि खर्च हो जाकी है लेकिन आज भी हिमाचल प्रदेश के सदस्यों की तरफ से और गवर्नमेन्ट की तरफ से मांग होती है कि बाटर इम्पाउण्ड न किया जाय उसको ढेर कर किया जाये।

माननीय सभापति महोदय इस पौर बाध के अन्दर जितना कम्पेनसेशन लोगों को दिया गया उतना किसी प्रोजेक्ट के लिए नहीं दिया गया है। मैं थोड़े से आकड़े देना चाहता हूँ पौग डैम में 75,000 एकड़ जमीन डूब में आयी है जिसके लिए 58 करोड़ रु० मुआवजे का दिया जा रहा है। हीराकुड़ में 1,82,590 एकड़ जमीन डूब में आयी, मुआवजा दिया गया 11.71 करोड़। गांधी सागर डैम में 1,69,984 एकड़ जमीन डूब में आयी थी और मुआवजा दिया गया साठे पाच करोड़ रु०। भाखड़ा में 44,000 एकड़ जमीन डूब में आय और मुआवजा दिया गया 4 करोड़ रु०। इसी तरह से रिहान्ड डैम में जमीन डूब में आयी, मुआवजा दिया गया 2.14 करोड़ रु०। उक्त डैम में 1,28,000 एकड़ जमीन डूब में आयी, मुआवजा दिया 4.41 करोड़ रु०। रामगंगा में 23,600 एकड़ जमीन डूब में आयी, मुआवजा दिया गया 1.78 करोड़ रु० तुगड़ा प्रोजेक्ट में 93,440 एकड़ जमीन डूब में आयी और मुआवजा दिया गया 1.50 करोड़ रु०। नागर्जुन सागर डैम में 71,000 एकड़ जमीन डूब में आयी, और उसके लिए मुआवजा दिया गया 1.29 करोड़ रु०। इसके बाद भी कल एक माननीय सदस्य ने कहा

[**श्री विद्वनाय सिह]**

कि पानी अभी नहीं भरना चाहिये। मैं उन से पूछना चाहता हूँ कि वे किस की पैरवी कर रहे हैं। आप देखे की मुश्ताकजे की रकम किन किन लोगों को दी जा रही है, एक है दादा सीता के राजा, जिनकी 8012 एकड़ जमीन डूब रही है, उस में से सिर्फ 312 एकड़ जमीन काबिले काश्त थी। उन को एक करोड़ 25 लाख ८० मुश्ताकजा दिया जा रहा है। इसी तरह से दूसरे राजा मुलेर के हैं जिनकी 6,068 एकड़ जमीन डूब रही है जिसमें से 341 एकड़ जमीन कल्डीबेटिल है, उन को भी 1.25 करोड़ ८० मुश्ताकजा दिया जा रहा है। अब आप कहते हैं कि बाटर इम्पाउन्ड नहीं हो। 13 साल से लोग इतजार कर रहे हैं राजस्थान कैनाल एरिया के अन्दर, उन के लिये आप कहते हैं कि पानी न दो और दो, तीन साल के लिए पोस्टपोन कर दो। मैं मत्री जी का स्वागत करता हूँ जिन्होंने कल कहा कि इस साल से बाटर इम्पाउन्ड होगा। मैं चाहता हूँ कि वह अपने बचन पर कायम रहे और इस साल पौगंडीम में बाटर इम्पाउन्ड हो ताकि हम हिमाचल से आने वाले लोगों को इर्टिंगेटेंड जमीन दे सकें। हम ने अभी तक एक लाख एकड़ से ज्यादा जमीन दे दी है, लेकिन वे लोग यहां बसना नहीं चाहते हैं। इस मामले में हिमाचल प्रदेश की नौकरकाही ने फ़र्जी नामों से अपनी फ़ैमिलीज बना कर जमीन ली है और भर लस जमीन को बेच रहे हैं। मैं चाहता हूँ कि एक कमेटी बैठे जो इस की जांच करे ताकि पता लगे कि कौन गोष्ठी है।

**SHRI K. CHIKKALINGAIAH**  
(Mandyam): India is predominantly

an agricultural country where more than 70 per cent of the population are living in the villages and their principal avocation is agriculture. Agriculture to be successful needs adequate and timely moisture in the soil. Rainfall in India is mostly confined to the months of June to September when the south west monsoon brings in rain.

Many times the rains are inadequate and untimely and as a result agriculture depending upon rainfall is precarious. Therefore irrigation plays a crucial role in successful agricultural operations. Assured water supply is necessary for increased agricultural production. Further in the interest of earning more foreign exchange for improving the balance of trade, increased production of commercial crops has also to be given high priority.

Agriculture has, therefore, been accorded high priority in the National Plan which began in 1951. At the beginning of the First Five Year Plan, the irrigation potential from major and medium projects was 9.66 million hectares. There has been substantial increase in the area provided with irrigation facilities during the last two decades. Out of the 589 major and medium irrigation projects undertaken since planned development was initiated in the country, 361 projects have so far been completed and others are in various stages of construction; many of them have already started yielding benefits. The anticipated outlay for the year 1972-73 is Rs. 275 crores on major and medium irrigation projects and it is anticipated that 0.9 million hectares of additional irrigation potential would have been provided during this year against a target of 1.1 million hectares. The likely achievement of additional irrigation potential created from major and medium projects during the Fourth Plan is expected to be about 3.8 million hectares against a target of 4.8 million hectares.

There is always some timelag in the utilisation of irrigation potential in almost all new projects. Especially in the tail end reaches, it takes a few years for these areas to be developed and the entire potential as envisaged is achieved.

Paucity of water is very keenly felt by the ryots in the tailend reaches. This is most effectively solved in the Nira Canal Area in (Old Bombay Presidency) Maharashtra. There, a *phatkari*, an official, is appointed in each distributary to see to the proper control and distribution of water. Dating card will be given to each ryot, who will be in readiness to take water to his land. Otherwise he will be deprived of water for that period. The last man to be served with water is the *Maduboy* man, i.e., the ryot, who will be in the immediate vicinity of the distributary.

How water distribution is controlled? Before the advent of water to the newly dug canal, measuring devices, such as Gibbs module 'V' notches and Ventury meters are installed. In every distributary water is measured and distributed for the crops. Every drop of water is utilised to the best advantage of all concerned.

Unauthorised and clandestine use of water by any ryot is severely dealt with. The P.W.D. is given summary powers to deal with such cases. The minimum punishment given in such cases is to throw away his filled out of wet cultivation, so that it may be a standing example for those who are likeminded to follow. I was one of the deputationists, who was sent to Nira canal area by the Government of Mysore to study the analogous conditions prevailing there and to adopt the methods in the Viswesvariah Canal Area whatever is feasible.

Therefore, wherever new schemes are to be sanctioned, the costs of installing the measuring devices etc. have to be included in the Estimate. This works out cheaper in the long-run to maintain the Canal and to

have control over distribution of water.

The Hikkal system in the Nira Canal Area is perfect. The nikkals are cement pointed. It eliminates the disputes among the ryots and also arrests the loss of percolation water.

As regards agricultural drainage system, huge pipes are hewn underneath. The percolation water is tapped and led again to the main distributary at the tailend so that paucity of water is avoided and the difficulties may be minimised.

Coming to the Inter-State Water Disputes, there are certain differences of opinion which have arisen among the States of Mysore, Tamil Nadu and Kerala over the utilisation of the water of the Cauvery river. The salient features of the 1924 agreement between Mysore and Tamilnadu are:

(i) Mysore has the right to construct the Krishnarajasar dam up to a height of 130' to collect water upto a height of 124'—49,300 M.C. ft. of water to irrigate 1.25 lakhs of acres of land.

(2) Mysore is allowed to construct additional reservoirs upstream of Krishnarajasar across Heravati and Cauvery to impound 45,000 M.C. ft. to irrigate 1.10 lakh acres. But somehow or other, the technical sanction is withheld.

(3) Madras Government is allowed to have a reservoir at Mettur to collect water to the tune of 93,000 M.C. ft. to irrigate 3.1 lakh acres. It may also construct reservoirs across Bhavani, Amaravati and Nall rivers, in which case Mysore may construct an offset reservoirs to impound 60 per cent of what Madras impounds.

So, whereas the Mettur project is allowed to collect 93,000 M.C. ft. of water Mysore is allowed only 49,000 M.C. ft of water. So, Madras gets the lion's share according to the agreement

[Shri K. Chikkalingaiah]

I do not know why this injustice has been done to Mysore. I request Dr. K. L. Rao to take into account this injustice which has been done to Mysore.

Berber who is an authority has written a book entitled *Rivers in International Law*. The undermentioned extract from this book on the Cauvery Agreement merits special notice:

"In India, Cauvery dispute between Mysore and Madras settled in 1925 was a dispute between British India and the other was a dependent Princely State under British Sovereignty. The dispute was not settled by the application of law but through an authoritative decision of the Sovereign Power of the British Crown, under the general responsibility to interfere in every matter, in which, according to its estimation, the public interest was threatened with injury."

So, the Madras Government has enjoyed a lion's share. According to the formula, we have a right to a certain amount of water to be impounded over and above K.R.S., but they are not allowing us to construct dams to impound 45,000 M.C. ft. The Tribunal appointed to go into this matter has not done anything. A fact-finding committee was constituted and it has sent its report. Now the Chief Ministers of these three States—Mysore, Tamil Nadu and Kerala—are expected to meet during the course of this month. I request Dr. Rao to take into consideration the fact that Mysore has suffered and Madras has stood to gain under the Agreement. Under the law of equity, those who come to equity courts must come with clean hands. So, the Madras Government has to come with clean hands. Those who claim equity from others must do equity to others. Under these circumstances, I request Dr. Rao to see that justice is done to Mysore.

**\*SHRI MADHURYYA HALDAR** (Mathurapur): Mr. Chairman, Sir, I would like to raise only a few points. I would at the outset take up the Ganga Cauvery link issue. Dr. Rao is trying to take the Ganga water to the South and merge it in Cauvery. I must say that it is wholly an unrealistic plan. Ganga water is needed for the port of Calcutta and the Government is unable to supply 40,000 cusecs of water which is absolutely necessary to keep the port alive. The Central Government under the strong pressure from the State of West Bengal have temporarily permitted the flow of 40,000 cusecs of water for a period of 5 years and I do not know what will happen when this period is over. Sir, if Ganga water is diverted to the South, the river Hooghly will dry up and the State of West Bengal will wither and not only this but the State of UP will also be affected very badly. Apart from all these, the paucity in water flow will also cost its disastrous spell on Bangladesh too. Dr. Rao may be a religious minded man and through this project he may be trying to enhance the religious importance of the river Cauvery by mixing Ganga water into it. But this apart, if his idea is to give more water to the South then I would ask him why he is not trying to divert the surplus Brahmaputra water to Cauvery? Why is he not making effort to divert this water to the port of Calcutta through the river Hooghly? He is not mindful of doing any one of these things but on the contrary he is bent upon pursuing an unrealistic plan of linking Ganga with Cauvery. For all these reasons I very strongly oppose the whole project because it is unrealistic and it will bring ruinous effects on the States of West Bengal and Bihar and also Bangladesh. This cannot be done and this should not be done.

Secondly, Sir, in 1971 in reply to my question Dr. K. L. Rao had stated

\*The original speech was delivered in Bengali.

that a plan had been formulated to set up 100 sluice gates in Sunderbans area which will ultimately be linked with the Sunderband Delta Project. Since then every year we are being told about these 100 gates and every year allocations are also made in the budget but in reality nothing is done beyond this. It must be borne in mind Sir, that 96 per cent of the population of the Sunderbans area are cultivators and they can raise only one crop in a year. But for the last few years these cultivators are unable to raise this one crop even. They are facing starvation and driven by hunger. They are flocking around the city of Calcutta with begging howls. This is the reality of the situation prevailing in Sunderbans today.

We have been hearing for a long time about this Sunderbans Delta Project but nothing precious is being done. At that time it was estimated that the whole project would entail an expenditure of Rs. 200 crores but we do not know how far the project has progress and in which direction. With a proper implementation of this project many salt water rivers can be turned into sweet water rivers and we would be able to bring 10 lakh acres of land under two-crop cultivation and through this cultivation the recurring food scarcity which prevails in the State of West Bengal can be mitigated to a great extent.

I would also like to know from Dr. Rao as to what is actually happening to the Mograhat Scheme. A sum of Rs. 4 crores has been earmarked for this project and for the Mograhat (West) Scheme expecting some earth work, nothing substantial has been done so far and this work has cost the Government a few lakhs of rupees. Dr. Rao has himself visited this place some time back and I would therefore like to know from him the actual progress made in this regard.

Therefore, I sum up my speech by recording my vehement opposition to

the Ganga Cauvery link and with my queries about the progress so far made with regard to the installation of 100 sluice gates in the Sunderbans area and about the progress made with regard to the Mograhat Scheme.

DR. H. P. SHARMA (Alwar): Sir, there are two ways of looking at the power development of the past two decades. If we consider our functioning among the constraints that we have today since independence, the result has not been a very bad one. We have done pretty well. Even though the population has doubled, the *per capita* consumption of electricity has multiplied five times. But if we look at the other side and compare it with the world figures, then perhaps we do not have such a heartening picture. The total power production of India as compared to the told world production is only 1.2 per cent.

The *per capita* consumption of power in India is only 8 per cent of the world average. I do not have to go into these figures. But these figures show that we stand almost at the bottom of the world figures. While USA consumes 7150 kwh, Canada consumes 8450 kwh and USSR consumes 2680 kwh, we consume only 95 kwh as against the world average of 1200 kwh. While we have been struggling along the picture of power shortage, there is one factor that came, the failure of monsoons and drought conditions, and which immediately lent seriousness to the problem. But we must remember one thing that a country of this size and magnitude will have to live with the monsoon failure not only this time but even in the future. This we must be prepared to do.

What I find not so creditable is that there has been poor planning and even poor implementation. We started with an assumption that the power growth will be 12½ per cent. All our

[Dr. H. P. Sharma]

plans have been made on this assumption while we find that the figure should have been about 15 per cent and that would not have put us into this difficult position. There is the other side of it also. All through past four Plans and three single Annual Plans, there has been a continuous shortfall of the order of about 35 per cent. In the First Plan, it was a shortfall of 20 per cent, that is, in the installation of generating capacity. In the Second Plan, it was 36 per cent; in the Third Plan, it was 35 per cent; during three Annual Plans, it was 38 per cent and in the Fourth Plan, it was 37 per cent. When there is such a record all through, not only for the duration of First Plan, not only that it might spill-over the Second Plan, when this shortfall continues right from the beginning. I think, it is time we should sit up and examine our priorities and the way in which we make our Plans. Even now, I do not know what is the position about the Fifth Plan. If it is going to be 33 or 35 per cent continuous shortfall, if this is the same amount of built-in shortfall in the next Plan, then the country should really sit up and examine the whole picture.

I think, one thing that we can do at this stage is that we should identify our major problems and identify them in a realistic manner. There have been four or five manors which I can summarise. First is the non-implementation of the installation of generating capacity. I have already given that figure. Then, there is non-utilisation of installed capacity. We have not produced power according to the capacity we have had. Then, there is also absence of machinery to allow flow of power from one surplus State to another deficient State. There is also the absence of inter-State grids. Another factor is that there have been transmission losses of the order of 16 to 18 per cent. In one State, the transmission losses were as high as 25 per cent. This is a strange picture that one-quarter of the total power

generated can just go down the drain. That certainly needs that we should examine the way we are functioning.

Another thing is that there was a Mid-Term Appraisal by the Planning Commission to find out why the things were going so slow and they pinpointed or they put their finger on the late deliveries by the H.E.L. and B.H.E.L. This has been the Mid-Term Appraisal by the Planning Commission that there have been late deliveries by these two public sector undertakings.

About 80 per cent of our population lives in villages. In any development plan, in any social programme, we have to complete our rural electrification programme and give it the first priority.

There are so many other problems. I do not want to go into all of them. There is variation in the supply of voltage and frequency. All throughout the country, they have exceeded the statutory limits that have been laid by the Ministry. We have to accept power under these conditions. But the point is that even under the statutory limits that we have laid, they violate even those conditions.

The point which needs a very thorough and dispassionate examination is the Fifth Plan. We have somehow crossed the difficult years and have come upto this stage. The target that is set in the Fifth Plan for installation of generating capacity is 21.8 million kilowatts. During the Fourth Plan—I do not know the exact figure because there is still some time left—there will be a total installation of 7 to 8 million kilowatts. But what I wish to say is that the target that is set in the Fifth Plan, namely, 21.8 million kilowatts, has to be seriously examined. That means, every year, we should be installing generating capacity of the order of 4 million kilowatts. What has been our performance so far? In 1965-66 it was 1.8 million kw., in 1966-67 it was 1.21 million kw, in 1967-68 it was 1.77

million kw, in 1968-69 it was 1.15 million kw, in 1969-70 it was 1.18 million kw, in 1970-71 it was 0.98 million kw, and in 1971-72 it was 0.58 million kw. And we are supposed to accomplish nothing less than 4 million kw every year in the Fifth Plan! About that, the figures that are available are these. This is the break-up of 21.8 million kilowatts. 6.7 million kw would be the spill-over in the Fifth Plan from the Fourth Plan, 7.8 million kw would be the extension schemes proposed to be taken at developed sites and the remaining 7.2 million kw would be the new generating schemes; the first two can perhaps be achieved. but what about the third, namely, 7.2 million kw? Whether you would be able to fulfil this target, I have a genuine doubt because, as I said, our capacity in 1971-72 was just 0.58 million kw. This is the base, this is the position we are in at the moment.

Then, you do not have the capacity to build equipment for that. The Fifth Plan target, as I said, is 21.8 million kw. The indigenous capacities are limited. Our total equipment-building capacity, including thermal, nuclear and hydel, comes to 17 million only. That still leaves a balance of 4 million. That means, you do not have the capacity. Either you should come out with a proposal that HEL and BHEL would be expanded or there is simply no getting out of it unless you have decided to import equipment of 4 million kw capacity.

Then, one of the constraints that are put on the Ministry is this. There is shortage of steel. It is a genuine problem. They are only getting about 10 per cent from the indigenous supply and 40 per cent from the imported quota. For the balance of almost 50 per cent, they have to work on their own to get the supply, and that is something which is beyond this Ministry. The Government as a whole, the House as a whole, should think about it whether we want to put this Ministry in this position where they have to find for themselves to get 50 per cent of the supply.

Another point that I want to mention is about transmission loss. The present loss on transmission is about 18 per cent whereas the world average is not more than eight per cent. In one State it is as high as 25 per cent. I would like to read out from the report of the Power Economy Committee. The point is that even if you do succeed in putting up generating plants you still would have to have transmission facilities which you do not have. There might be one surplus State adjoining a deficit State. Yet, the picture would not improve without the transmission line. I am quoting from the report of the Power Economy Committee.

"If the results are to be achieved within the required time, a decision on the next higher voltage, i.e., 400 or 500 kw has to be taken without any further loss of time."

They have further said:

"We have, therefore, to plan for an interchange of over one million kw between the different regional power systems. Such power transfer would need extra high voltage lines with voltages of 400 or 500 kw."

"At present, not a single inter-State or inter-regional tie with such capacity is proposed nor have any feasibility studies to evolve the concept and plans for a national grid..."

We do not have even the feasibility report on this kind of power transfer...

MR. CHAIRMAN: Please conclude.

DR. H P. SHARMA: There are so many other things. One of the problems with which the Ministry is faced is the organisational set-up. You have the CWPC, the Regional Boards and the Central Electricity Authority. They have no statutory powers, they have only recommendatory powers. The State Electricity Boards get your recommendations and they say that,

[Dr. H. P. Sharma]

since you do not have any statutory powers, these are simply recommendations and they are not obliged to accept those.

Then, there is necessity for regional load despatching stations. Unless you have these, there is not going to be any efficient transfer from one region to another.

There is also need for standardisation. If you adopt that, then there will be savings all round, increase in capacity, increase in efficiency, savings in inventory, and so on.

I now come to atomic energy. Atomic energy produces only 2.2 per cent of the power generated in the country. But that should not be taken at its face value. It is an effort which would be responsible for meeting the major power needs of this country after two decades. We have a good job at Tarapur. I do want to say one thing. We had some difficulties at Tarapur and somehow there seems to be some impression that we do not either have the experts or the scientists or a team to run the plant. I would certainly want to dispel that suggestion with all the earnestness at my command. We have the finest team functioning there. We were faced with finding a solution to one of the most difficult problems faced anywhere in the world and I am glad that the job was completed with total satisfaction.

18 hrs.

**श्री नाथराम अहिरबार (टीकमगढ़) :**  
सभापति महोदय, मैं इर्गेशन तथा पावर मिनिस्ट्री की मांगों का समर्थन करते हुए अपने कुछ सुझाव पेश करना चाहता हूँ। इसमें मैं कोई शक नहीं कि पिछले 25 वर्षों में देश में सिवाई और विद्युत के क्षेत्र में काफी प्रगति हुई है, लेकिन वह प्रगति कुछ क्षेत्रों तक सीमित रही है। यदि हम भारत के मानचित्र को उठाकर देखें तो हमें मालूम पड़ेगा-

यदि पुक्षुन्त में स्पारा सिवाई का काम हुआ है तो दूसरे प्रान्त में विद्युत ज्यादा है, लेकिन कुछ क्षेत्र ऐसे भी हैं जिन की प्रगति न के तरुणरूपी तरुमें तक्षणीय उपलब्धि नहीं हो सकी है। उन क्षेत्रों में मैं अपने मध्य प्रदेश के सम्बन्ध में कुछ कहना चाहता हूँ। मध्य प्रदेश के लिये पिछले 25 वर्षों में कोई भी बहुत सिवाई योजना आज तक नहीं बनी है। एक गांधी सागर डैम बना, लेकिन वह भी राजस्थान के लिये, मध्य प्रदेश को उस से सिवाई की कोई भी सुविधा नहीं मिल पाई है।

सभापति महोदय, मध्य प्रदेश हिन्दुस्तान के बीच में बसा हुआ है, अनेकों नदिया इस क्षेत्र से हो कर बहती हैं। यहां की आधी आवादी हरिजन और आदिवासियों की है जो जंगलों और पहाड़ी इलाकों में रहती हैं। इस प्रान्त में अपार पानी है, लेकिन बांध न बनाने के कारण इस प्रदेश को उस पानी का कोई लाभ नहीं मिल रहा है और वह बहता चला जा रहा है। अगर कोई योजना बनाई जाती है तो पड़ोसी प्रान्तों के साथ कोई न कोई विवाद खड़ा हो जाता है और यही कारण है कि जितने भी प्रोजेक्ट सरकार द्वारा बनाये गये, सब पेंडिंग पड़े हैं। 10-15 साल तो उस की मंजूरी और सर्वेक्षण में लग जाता है, उस के बाद विवाद पड़ जाने से यदि प्रारम्भ में उन की कीमत 10 करोड़ तक थी तो आज मंहगाई की बजह से उनकी कीमत 15 करोड़ तक पहुँच गई है, इसी बजह से वे स्कीमें लिंगर-स्थान होती चली जा रही हैं, उस पर ज्यादा खर्च होने से टाली जा रही है।

कुछ ऐसी भी बृहद् योजनायें हैं जिन का विवाद पड़ा हुआ है। जैसे नर्मदा का मामला है, जिस पर प्रधान मंत्री जी फैसला देने वाली हैं, जो भी फैसला होगा वह देंगी। दूसरी बाण-सागर योजना है जिस से रीवा तथा सतना में साढे ४ लाख एकड़ भूमि में सिचाई होगी, जहाँ अन्य किसी साधान से सिचाई नहीं की जा सकती। इस सम्बन्ध में डा० राव साहब की अध्यक्षता में मध्य प्रदेश और बिहार के मुख्य मंत्रियों की बैठक हुई थी, लेकिन अभी तक किसी निर्णय पर नहीं पहुंच पाये हैं। मैं उन से निवेदन करना चाहता हूँ कि इस का जल्द से जल्द निवारा करें।

इस के अतिरिक्त 600 फुट ऊँचाई से गिरनेवाले सिचाई जल प्रपात से 780 मेगावाट बिजली तैयार की जायेगी। इस परियोजना में सोन नदी के कुल जल ग्रहण क्षेत्र के केवल 27 प्रतिशत भाग को तथा मध्य प्रदेश के जल ग्रहण क्षेत्र के लगभग 38 प्रतिशत भाग को उपयोग में ल या जायगा। अतः चचाई प्रपात से बिजली दूसरे राज्यों को कोई नुकसान पहुंचाये बिना उत्पादित करना सम्भव है। वहाँ पर 780 मेगावाट बिजली तैयार होने से दूसरे क्षेत्रों को बिजली बिल सकेगी।

अब मैं मध्य प्रदेश की कुछ और सिचाई योजनाओं के बारें में डा० राव साहब का ध्यान आकृष्ट करना चाहता हूँ जो 1969 से लेकर 1972 तक मन्जूरी के लिये भेजी गई हैं— इन पर जल्दी से स्वीकृति प्रदान की जाय। ये योजनायें—बारंगी, पुनासा, बाण-सागर, जलसिंधी, बोधवाट, झपरी बैन गंगा, हसदेव बांध, हरिंग फाल तथा महेश्वर, जिन की

लागत 517.74 करोड़ रुपये है। इन योजनाओं से 33.31 लाख एकड़ जमीन की सिचाई होगी तथा बिद्युत की 2860 मेगावाट स्थापित क्षमता (इंस्टाल्ड कैपेसिटी) प्राप्त होगी। जिन से मध्य प्रदेश न केवल अपनी पावर की आवयकता की पूर्ति करेगा बल्कि देश के दूसरे प्रान्तों को भी बिद्युत सप्लाई करेगा जो देश के खेती और उद्योग के मामलों में काफी लाभदायक होगी और दूसरे प्रदेश भी उस से लाभ उठायेगे।

इस के साथ साथ एक अन्य विषय पर भी मैं सिचाई मंत्री महोदय का ध्यान दिलाना चाहता हूँ। पिछले 25 वर्षों में हम ने देखा कि हमारे मध्य प्रदेश में कुछ ऐसे इलाके हैं जिन की कोई प्रगति नहीं हुई और वे आज भी पिछड़े हुए हैं—जैसे बुन्देलखण्ड का क्षेत्र, जहाँ कोई उद्योग धन्धा नहीं है, सिचाई के कोई साधन नहीं है, आर्थिक स्थिति इतनी कमज़ोर है कि लोगों को तंग आकर डाकू-पन का धन्धा अपनाना पड़ता है। पिछले वर्ष इस क्षेत्र की डाकू समस्या का समाधान हुआ, मध्य प्रदेश सरकार से बहुत प्रयत्न किया और डाकूओं से सरेण्डर कराया गया। अब अगर वहाँ की आर्थिक स्थिति न सुधारी गई, सिचाई की सुविधायें उस क्षेत्र में न उपलब्ध कराई गई तो फिर से वही हाल हो जायगा। मध्य प्रदेश सरकार ने वहाँ के लिये जो तीन बड़ी बड़ी योजनायें दी हैं, उन की तरफ डा० राव साहब का ध्यान शीघ्र जाना चाहिये ताकि उन को जल्द से जल्द कार्यान्वित किया जा सके। वे योजनायें हैं—1, टीकमगढ़ जिले में जामने एवं बेतवा पर औरछा जल बिद्युत एवं सिचाई योजना। इस बांध का सर्वेक्षण कार्य पिछले

## [श्री नाथराम भाहिरवार]

15 वर्ष से चल रहा है और सरकारी सूचना के अनुसार इस योजना से 75 मैगावाट किसिंह तीयार होनी तक 30 हजार एकड़ भूमि से सिचाई होगी ।

2. धसान नदी पर ठीकमगढ़ एवं छतरपुर की सीमा पर बराठा एवं कुर्रा बांध । इस सिचाई योजना का सर्वेक्षण कार्य हो चुका है ? इन दोनों योजनाओं से ठीकमगढ़ एवं छतरपुर जिले की भूमि तो सीधी जाबेगी किन्तु इस से उत्तर प्रदेश के बादा एवं हमीरपुर जिले की हजारों एकड़ भूमि भी सीधी जाबेगी ।

3 अपर केन कैनाल सिचाई योजना इसका निर्बाध पक्षा जिले की सीमा में होना है । इस सिचाई योजना से पक्षा एवं छतरपुर दाना जिले की दो लाख से अधिक भूमि सीधी जाबेगी । यही महोदय इन सीधानाओं के लिये बदि प्रीभ स्वीकृति प्रदान कर दे तो इस प्रदेश की जनता को लाभ ही मिलता है । हमारे यहाँ नदियों की कमी नहीं है, अपार पानी है लेकिन उनका उपयोग नहीं हो पा रहा है ।

इसके साथ साथ मैं प्रार्थना करना चाहता हूँ कि जहाँ हम इस बात की कोशिश करते हैं कि बड़ी बड़ी योजनाये बने, वहाँ हमें छोटी योजनाओं पर भी अधिक से अधिक व्याप देना चाहिये जिससे कि किसानों की हालत ठीक हो सके । नदी नालों पर पक्की पट्टी बनाकर, ट्यूब्स खोदकर और टूटे फूटे तालाबों की मरम्मत

करके किसानों के लिये अधिक सिचाई के साथ उपलब्ध करायें जावे और किसानों की हालत सुधारने की तरफ व्याप दिया जावे ।

मैं डा० राव का व्याप मध्य अवैश्व की ओर दिलाते हुए निवेदन कराना चाहता हूँ कि तीन बार थर्मल पावर स्टेशन्स की स्वीकृति के लिए केन्द्रीय सरकार को लिखा है उसकी स्वीकृति जल्दी से देनी चाहिए । इसी प्रकार से सतपुड़ा, सिंगरौली जी कोयसे की खदानों में घटिया ब्वालिटी का कोयला पाया जाता है वहाँ पर थर्मल पावर स्टेशन लगाने के सम्बन्ध में आपने प्रमन के उत्तर में भी बताया है कि सरकार विचार कर ही है तो वहाँ पर थर्मल पावर स्टेशन बनाकर और नेशनल ग्रिड बनाकर दूसरे प्रदेशों को पावर सप्लाई करे । याज बिजली को रम्मी के कारण उद्योग-धरों बन्द पड़े हैं और फैसानों को सिचाई की परेशानी है इसलिये मध्य प्रदेश में कोयले के पिटहेदस पर थर्मल पावर स्टेशन बनाकर इस समस्या को हल करे ।

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) Mr Chairman, Sir, I am really thankful to all these Members who have participated in the debate. They have made many useful suggestions.

MR CHAIRMAN You may continue your speech on the 12th 18 hrs.

[The Lok Sabha then adjourned, till Eleven of the Clock on Thursday, April 12, 1973/Chaitra 22, 1895 (Saka).]