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Tuesday, March 5, 1974
Phalguna 14, 1895 (Saka)

LOK SABHA DEBATES

(Tenth Session)



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LOK SABHA

Tuesday, March 5, 1974/Phalgun 14,
1895 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

FURTHER CURBS ON CONSUMPTION OF PETROLEUM PRODUCTS

*182. SHRI SHRIKISHAN MODI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether Government are introducing more curbs on consumption of petroleum products;

(b) if so, the broad outlines thereof; and

(c) when they are likely to be given effect to?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) to (c). In view of a steep increase in prices and the critical availability of crude oil and refined petroleum products in the world market, the need to curb the consumption of petroleum products is imperative. Various measures for reducing consumption and the growth rate of petroleum products' demand are being evolved and simultaneously given effect as soon as practicable. These are broadly divided as under :

(i) Measures to substitute the use of petroleum products by other sources of energy like coal, coke, electricity etc.

(ii) Measures to economise the use of petroleum products for personal consumption.

(iii) Measures to achieve efficiency and economy in the use of oil as fuel.

(iv) Measures to achieve economy and efficiency in the operation of engines run on oil.

श्री श्रीकिशन बोदी : मन्त्री महोदय ने जो जवाब दिया है, वह पैट्रोलियम और तेल की कमी की गम्भीर समस्या को दृष्टि में रखने हुए इन्हाँ बेग हैं कि यह मालूम नहीं पड़ता है कि सरकार उस को खपत में कहा कर्नी कितनी कमी करेगी। मन्त्री महोदय का बहना है कि हम रेलवे ज में तेल में चलने वाले डिजिनों को कोयले में चलने वाले डिजिनों से बदलेंगे, जबकि रेलवे मन्त्री ने अपने बजट भाषण में कहा है कि रेलवे ज में तेल का इस्तेमाल ज्यादा डिकानामिक है और उससे काम ज्यादा एक्सिएट्नी होता है। 60 फीसदी पैट्रोल का इस्तेमाल सरकारी वाहनों में होता है। मैं यह जानना चाहता हूँ कि सरकार ने उस में कितनी कमी की है और आगे कितनी कमी करने की धोजना है।

श्री देवकान्त बहादुर : यह मवाल पैट्रोलियम प्रोडक्ट्स के बारे में है, माली पैट्रोल के बारे में नहीं। पैट्रोल टोटल पैट्रोलियम प्रोडक्ट्स का 14 फीसदी होता है। हम ने उस के इस्तेमाल में भी कुछ कमी की है। पिछले दो तीन महीनों में उस के इस्तेमाल में 23 परसेंट की कमी हुई है। जहाँ तक पैट्रोलियम प्रोडक्ट्स के इस्तेमाल में कमी करने का प्रश्न है, उस के बारे में बहुत कुछ भोजना पड़ता है। माननीय मदस्य ने फरमाया है कि रेलवे ज में कोयले का अधिक इस्तेमाल करना चाहिए, लेकिन उस का ट्रैक्शन भी कम नहीं होना चाहिए। उस में समन्वय करना पड़ता है। इसलिए यह कहना कठिन है कि खपत में कितने फीसदी कमी होगी। डीजल आयल का इस्तेमाल खेती और ट्रैक्सपोर्टेशन में किया जाता है। उस में कहाँ तक कमी की जाय, इस बारे में काफी स्टडी करने की आवश्यकता है। अपर बारिश नहीं होती है, तो एल० डी० ओ० से पहल चलाये जाते हैं। इसी तरह पर्सिक ट्रैक्सपोर्ट भी डीजल आयल से चलता है। फ़ैस्टरीज में जिनमें

फ्युशन आयल का इस्तेमाल किया जाता है, उस की भी कम कर के कोयला काम में लाया जा सकता है। उस के लिए वायलवैं में ताव्हीली करनी पड़ेगी। प्लानिंग कमीशन ने डीवल आयल, फ़रेनेस आयल आदि अलग अलग आइटेम्स के अवहार में कमी को स्टॉक करने के लिए अलग-अलग फ्युस बना दिए हैं। पैट्रोल और पैट्रोलियम प्रोडक्ट्स का इस्तेमाल पिछले दस, बीस, पचास साल से हो रहा है। इस बारे में परिवर्तन करने के लिए समय की अपेक्षा है।

श्री अधिकारी : मैं यह भी जानना चाहता हूँ कि सरकारी वाहनों के साथ-साथ पब्लिक सेक्टर और प्राइवेट सेक्टर में तेल की जो खपत होती है, उस पर रोक लगाने के लिए सरकार ने क्या कदम उठाए हैं और वह क्या कदम उठाने जा रही है।

श्री देवकानन्द बहादुर : हम ने सब पब्लिक सेक्टर इंडस्ट्रीज और अलग-अलग मिनिस्ट्रीज को कहा है, और हर एक चीफ मनिस्टर को भी चिट्ठी लिखी है कि पैट्रोल की खपत में कम से कम 15 परसेंट कमी करनी चाहिए।

श्री जगद्वारा राव जोशी : मन्त्री महोदय ने बताया है कि उन्होंने पब्लिक सेक्टर इंडस्ट्रीज और चीफ मनिस्ट्रीजों को पैट्रोल की खपत कम करने के बारे में लिखा है। मैं यह जानना चाहता हूँ कि पहले आने एन एवेरेज पैट्रोल का कितना बढ़ा होता था और मन्त्री महोदय के सुझाव के परिणामस्वरूप उस में कितनी कमी हुई है।

श्री देवकानन्द बहादुर : हमने उन को चिट्ठी लिखी थी कि 15 परसेंट की कमी की जाय। उन्होंने जवाब दिया कि हम कम कर रहे हैं। हम ने देखा है कि जनवरी में टोटल कनजम्प्यान में 23.5 परसेंट की कमी हुई है। लेकिन अलग-अलग जगहों पर कितनी कमी हुई है, इस बारे में इनफ्रामैनेज देना सम्भव नहीं है।

SHRI JAGANNATH RAO : The steps proposed by the hon. Minister for reduction of petroleum products are commendable. But to develop a coal mine mechanically takes about 5-7 years. Does he hope that during the Fifth Plan there will be a reduction in the consumption of petroleum products and switch over to coal?

SHRI D. K. BOROOAH : We have had discussions with the Ministry of Steel and Mines. They seem to be hopeful of producing more than what they have targeted for. Even so, this is an effort which must be continued. It is difficult to say that because so far as oil consumption is concerned, we have to take a long-term view. You cannot say that it will be done in five years. But, certainly, if it is done according to the Plan, there will be a considerable reduction in the consumption of petroleum products. As I have said earlier, these are matters which need deep consideration and detailed study. I will not hazard any guess at this point of time.

Prof. MADHU DANDAVATE : The hon. Minister in his reply has said, while stressing various measures, that one of the measures is to substitute the use of petroleum products by other sources of energy, like, coal, coke, electricity, etc. It seems that the remedy is worse than the disease because you are taking it for granted that there is no crisis in the supply of coal, coke, electricity, etc. There also, the situation is bad enough.

I would like to know from the hon. Minister whether the O.N.G.C. has already announced its five-year programme for the production of crude oil and it is estimated that in five years, the production of crude oil will increase by 4 million tonnes and, if so, if this process is going to take place in a phased way and if that is accelerated, will it not actually relieve the pressure on the situation and will it not be a better alternative, to go with that programme in a phased manner, rather than rely on coal, coke and electricity?

SHRI D. K. BOROOAH : Our present consumption is 22 million tonnes. Out of 22 million tonnes, we produce 7 million

tonnes and we have to import the rest. Certainly, if we can produce 4 million tonnes and keep the consumption at the level at which it is today, after five years, it will certainly give relief. But that is not an adequate relief. Even if we produce more, there will be a substantial quantity of crude oil which we will have to import unless we reduce its use in this country. There is a difference between the import of crude oil and the production of other sources of energy in the country. For the import of crude oil, we need foreign exchange. Today, there is inadequacy of foreign exchange availability. So far as the generation of other sources of energy in the country is concerned, the need for foreign exchange will be very limited. It will be our own effort, efficiency and integrated endeavour which will be needed.

POWER SHORTAGE IN PUNJAB

*183. SHRI PRABODH CHANDRA: Will the Minister of IRRIGATION AND POWER be pleased to state :

(b) whether 50 per cent of the total electricity available to Punjab State is consumed by Nangal Fertilizer Factory and that has resulted in power famine in the State : and

(b) if so, the remedial measures proposed for removing power famine in the State?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) and (b). The Nangal Fertilizer Factory receives its power supply directly from Bhakra and not out of the share of the Punjab State. As such, the power shortage in Punjab is not the result of large power consumption by the Nangal Fertilizer Factory but has resulted from the rapid growth in the demand for power in Punjab in excess of the growth of the generating capacity. In view of the power shortage in the region, the power supply to the Nangal Fertilizer Factory has already been pegged at three million units a day against its requirement of about 4 million units.

In order to meet the power shortage, the commissioning of additional generating capacity in the Northern Region is being expedited. The power systems in the Northern Region are also being operated in a coordinated manner so as to maximise the

power generation and reduce the power shortage by inter-State transfers, wherever possible.

SHRI PRABODH CHANDRA: If the hon. Minister were to see the question and the reply, I did nowhere say that the Nangal Fertiliser Factory is taking a part of the share of Punjab electricity. My question was :

"whether 50 per cent of the total electricity available to Punjab...."

I did never mention, whether it is a fact that half the share of electricity that is available in Punjab is being taken by the Nangal Fertiliser Factory. I did never say that the share of Punjab is being taken away by the Nangal Fertiliser Factory. All I wanted to know was, whether it is a fact that 50 per cent of the electricity that is available in Punjab is being consumed by the Nangal Fertiliser Factory. Would be like to correct his reply or may I ask supplementaries ?

SHRI K. C. PANT: There is no need to correct my reply. He read out part (a). He should also read out part (b) which says :

"if so, the remedial measures proposed for removing power famine in the State."

The implication of (a) and (b) taken together is, because 50 per cent is being supplied to the Nangal Fertiliser Factory, the situation has arisen. So, my reply is clear.

SHRI PRABODH CHANDRA: I do not want to contest what the hon. Minister has said. If it is put to somebody who knows English better, he will say that my point of view is right.

Now, I put my first supplementary. Is it a fact that when the Nangal Fertiliser Factory was allowed bulk of the supply of electricity, the need of Punjab was much less than the electricity that was being produced by Punjab? There was an understanding that when the requirements of Punjab for electricity are increased in due course, the supply to the Nangal Fertiliser Factory will be cut as well as the rates will be increased because we were supplying electricity to the Nangal Fertiliser Factory at less than the cost of production. Has the Government under consideration any proposal to reduce

the supply of electricity to the Nangal Fertiliser Factory as well as increase the rates that are being paid to the Punjab Government?

SHRI K. C. PANT : It is a fact that, when the Bhakra system was first commissioned, at that stage the offtake of power in Punjab was much less. The Nangal Fertiliser Factory was using a system of production of fertiliser which required a great deal of power and also heavy water. At that stage, in order to consume the power for the benefit of the country, this system was used. Now in the expansion of this very plant, the same system is not going to be used, that is, electrolytic process will not be used for production of fertiliser; coal or oil-based fertiliser will be produced there. To that extent my hon. friend is correct. But I am not aware of any understanding that, as the demand for power goes up in the rest of Punjab, this power which is going to Nangal can be diverted. The simple reason is that the fertilisers produced in Nangal are required by the kisans today all over the country, including Punjab. In the last three years the practice has been to try cut down the supply of power to Nangal, particularly during the winter months. But this year I am told that one of the difficulties is that fertilisers are not easily available even abroad and we have to step up the production of fertilisers to the maximum. Still in view of Punjab's difficulty, I am trying to arrange for a discussion between the Ministry of petroleum and Chemicals, the Ministry of Agriculture and the Ministry of Irrigation and power to see to what extent we can help Punjab in the present situation.

SHRI PRABODH CHANDRA : The hon. Minister in his reply has said :

"In order to meet the power shortage, the commissioning of additional generating capacity in the Northern Region is being expedited. The power system in the Northern Region are also being operated in a coordinated manner..."

May I know if it is a fact that the Thein Dam was cleared by the Planning Commission as well as the Finance Ministry about three years back and times without number assurances were given to the Punjab Government that the moment the Beas Dam was

completed, labour would be diverted to the Thein Dam and that project would immediately start. But despite the fact that it has been cleared at all stages, it has not started as yet. May I know when the Thein dam which is the only rope of Punjab is going to be started and if there are any difficulties, what are those difficulties?

SHRI K. C. PANT : The Thein Dam has not been cleared yet. The difficulty is the failure of the States to come to an agreement on the sharing of waters and also sharing of power. But the talks that I have had so far with the Punjab and Haryana Chief Ministers make me feel that both are trying to understand each other's point of view now and are realising that, unless they come to some kind of an agreement soon, an opportunity to generate more power which is required in the northern region would be wasted. This realisation is there and this leads me to hope that with further efforts we will be able to arrive at a solution soon. But so far they have not been able to come to an agreement. The Planning Minister also held talks with them. I have again mentioned to the Punjab Chief Minister and I hope he will be coming here soon for further talks.

MR. SPEAKER : There was nothing much complicated. It was created by your predecessor.

श्री सरदू शाहे : अध्यक्ष जी, यह पंजाब की ही समस्या नहीं है, पूरे देश की समस्या है. पूरे देश में विजली का संकट है। हमारे उत्तर प्रदेश की हालत तो बहुत चिन्ताजनक है, तमाम ज़ोली को पानी नहीं मिल रहा है, ट्यूब-वैन्य बन्द हैं कारखाने बन्द हैं मैं जानना चाहता हूँ।

अध्यक्ष बहोदर : पंजाब और यू.पी. में कर्क तो नहीं है, फिर भी घोड़ा-बहुत तो है ही।

श्री सरदू शाहे : अध्यक्ष बहोदर, यह बहुत बेकर्क दृष्टिकोण है, सारे लोग परेशान हैं, पानी नहीं है, विजली नहीं

इस बात को बेखते हुए मन्दी जी क्या कदम उठा रहे हैं?

अधिकारी बहोदय : इसको इस प्रस्तुति में योग्य बहुत रेनियेंट बताइये।

श्री सरदू चाहे : हम वह जानना चाहते हैं इस विजली की शार्टेज को दूर करने के लिए मरकार फौरन क्या कदम उठा रही है क्योंकि मारी खेती बन्द है। मारे ट्यूब-वेल्स बन्द है, परिग सेंट्रम बन्द है और कारनामे बन्द है? इमलिंग इस विनियोग में मरकार की ओर में क्या कार्यवाही की जा रही है, यह मैं जानना चाहता हूँ।

श्री कुल बन्ह पत : उत्तर प्रदेश की डिफिलिट पंजाब से ज्यादा रही है और अभी भी जो स्थिति है उसमें उत्तर प्रदेश की कमी ज्यादा है पंजाब के मुकाबले में। नारदन रीजन में भट्टाचार्य, फरीदाबाद, बद्रपुर, और घोबरा, के चार यूनिट्स हैं। 370 मेंगावाट के जो आगले 6 महीने में हम कमीजन करने जा रहे हैं। इसी से हानि मुख्तरी है। इन बीच मे एक राज्य द्रव्यर की मदद कर सकता है तो उसके लिए हम कोशिश कर रहे हैं कि अधिक मे अधिक महायाता पहुँचाये लेकिन चूंकि डिफिलिट हरियाणा में भी है, पंजाब में भी है, उत्तर प्रदेश में भी है और गजब्जान में कोई ज्यादा मरम्मत है नहीं।

SHRI PARIPOORNANAND PAINULI
M.I. Speaker, Sir

अधिकारी बहोदय : मैं ने इस प्रस्तुति में एतराज महीं किया क्योंकि पूछने वाले श्री ३० पी० से ये और जवाब देने वाले भी ३० पी० से थे, भीन सोचा मैं बीच में क्यों धार्द लेकिन यह प्रश्न उठाना नहीं है। प्रगर नंगल कर्टिलाइकर के लिए कोई प्रश्न करने वाला हो सकता ही करे।

SHRI PARIPOORNANAND PAINULI : The hon. Minister has stated that power to the Nangal project is supplied

from Bhakra. As he knows that the generating capacity of the Bhakra project is decreasing due to siltage, may I know from the hon. Minister whether siltation is reducing the life of most of the hydel projects in the country including Bhakra and if so, what remedial measures were taken to arrest siltage by way of afforestation in the catchment areas, particularly, in Bhakra and such other hydel projects.

MR SPEAKER : The question is supply of power to the Nangal fertiliser project. Where does the question of siltage come in fertiliser?

SHRI K. C. PANT : The connection is lengthening to reach the main question.

As far as I am aware, the production of power by Bhakra has been higher this year than last year and production mainly depends upon the amount of rainfall in the catchment area. The problem of siltage has not reached the point where it affects the actual generation of power. Nevertheless, the point is a very important one from the long term point of view and efforts to have proper soil conservation in the catchment areas is an important factor in determining the long-term life of the dams.

श्री अधिकारी बहोदय : क्या मन्दी भहोदय बतायेगे कि जो भाखड़ा की कैपेसिटी है उतनी विजली पैदा हो रही है?

श्री कुल बन्ह पत : विजली उत्तरमें उम्मीद है उतनी पैदा हो रही है।

SETTING UP OF A DRUG UNIT IN KERALA UNDER I.D.P.L.

184. SHRI N. TSREEKANTAN NAIR : SHRI VARKEY GEORGE :

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

(a) whether Government have since finalised the location of the two Drugs Units of the Indian Drugs and Pharmaceuticals Ltd; and

(b) whether the claims of Kerala have been considered and one of the Units has been allotted to Kerala.

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

(b) The location of new drug projects will be considered after taking into account the techno-economic aspects of various possible locations.

SHRI N. SREEKANTAN NAIR : Is the hon. Minister aware of the fact that as early as July, 1973, long after the consideration of the project came up before the Government, our Chief Minister wrote a letter to the Prime Minister pointing out the backwardness of the State and the special claims of Kerala to have one of the units to be located there. If so, why the Government of India should take such a long time, as much as 9 months to make a decision in this matter which is long pending?

SHRI D. K. BOROOAH : It is a fact that we received a letter written by the Chief Minister of Kerala. He had written a letter to the Prime Minister and the Prime Minister forwarded it to us. It was mentioned to us also. But then, Sir, similar letters were received from all Chief Ministers and all on the ground of backwardness. None the less there are certain new formulations under IDPL and public sector medical drug units and one or two will have to be located in different parts of the country. This is being looked into. We have accepted one plant nyacinamide plant to be located in Bihar and others are under consideration. But certainly, Sir, the case of Kerala will be considered along with the case of other States and on the same grounds.

SHRI N. SREEKANTAN NAIR : In view of the fact that Kerala does not have any political troubles whereas Bihar and other States have got political troubles, in view of the fact that Kerala is a backward State, will the Government consider granting Kerala a second drug factory? We have not been given a phyto-chemical plant in the Fifth Five-year Plan. Will the Government consider the setting up of these units in Kerala before political troubles erupt there?

SHRI D. K. BOROOAH : So far as this unit is concerned, it is based on alcohol

and it is the availability of alcohol in North Bihar, Motihari district that has encouraged us to take a decision to set it up there. It is not because of any political troubles etc. in Bihar. I am not aware of any. Now, so far as the second point is concerned, he mentioned about the Phyto-Chemical Project. It was decided to be located in Kerala but it was found that that project itself was not viable. So, therefore, it was abandoned. It was based on perhaps chemicals produced from plant products and it was not found to be viable and it was therefore abandoned. There is no question of taking it away from Kerala and locating it in another State.

SHRI VARKEY GEORGE : Sir, it is said here that location will be considered after taking into account the techno-economic survey. In view of the fact that according to the techno-economic survey made by the Govt. of Kerala it is found that Kerala is the most ideal place to locate the drug unit, will the Government of India kindly consider the claims of Kerala and locate this unit there?

SHRI D. K. BOROOAH : I presume the enquiry by Kerala Government is confined to Kerala only. So it is difficult to say this is the most suitable location in India, because, the Kerala enquiry does not cover the whole of India. Nonetheless, as I said, we would certainly take into account the case of Kerala and certainly we will look into the recommendations very carefully of the techno-economic survey submitted by the Kerala Government.

SHRI VARKEY GEORGE : May I ask a second supplementary question?

MR. SPEAKER : I am sorry he cannot. Only the first Member who puts the question has two chances and the second Member has only one. The moment I relax, there will be no end to it in the future, and hon. Members will start asking 'If you could allow him, why not allow me also?' That is the problem. Otherwise, I very much feel tempted to allow him. I shall allow another gentleman from Kerala.

SHRI R. BALAKRISHNA PILLAI : I want to get a straight answer from the hon. Minister to my question. Government are now having a plan to sanction two drug units in India. Considering the fact that in

all the Four Plans, we have been neglected in regard to the location of major industries except the shipbuilding yard, will Government sanction one drug unit to Kerala as a special case?

SHRI D. K. BOROOAH : That will have to be looked into, as I said, sympathetically but along with other States.

श्री वस्त्र विकार सिंह : अभी मंत्री जी ने अपने उत्तर में बताया कि दो इन यूनिट्स में से एक बिहार में स्थापित होने जा रहा है। क्या में मंत्री जी में जान सकता हूँ कि क्या यह वही पैट्रो-कैमिकल कांस्ट्रक्शन है जिसकी शुरूआत उन्होंने बहा के राज्यपाल के हैसियत में कराई थी। यदि हाँ, तो क्या उसके लिये स्थान का चयन हो चुका है, और कहाँ स्थापित किया जायेगा।

श्री देवकान्त बहादुर : यह तो नया सिनेमाइड ग्रासिड बनाने का है। यह पैट्रो-कैमिकल का नहीं है। यह एल्कोहॉल में बनता है, इसलिये यह इन यूनिट है, पैट्रो-कैमिकल का हिस्मा नहीं है।

श्री वस्त्र बहादुर : एल्कोहॉल की बात है तो पंजाब में आ जाएगी।

श्री वस्त्र विकार सिंह : मैंने पूछा था कि स्थान का चयन हुआ है कि नहीं? कहाँ बनायेंगे बिहार में, इन का जवाब नहीं आया।

श्री वस्त्र बहादुर : उन्होंने कहा कि जो आप ने पूछा था वह नहीं है, यानी यह पैट्रो-कैमिकल नहीं इन यूनिट है।

श्री देवकान्त बहादुर : अभी उत्तर बिहार में मोतिहारी जिले में इस के स्थान का निर्णय किया गया है।

SHRI K. S. CHAVDA : May I know whether the delay in finalising the location of the two drug units is mainly due to the fact that the licence for manufacture of unalgin is being given to Messrs. Hoechst and that for Doxycycline is being given to

Messrs. Pfizers, and these two units are capable of manufacturing these items?

SHRI D. K. BOROOAH : This has no relation to that. We are now discussing the question of location of additional units of IDPL. So, it has nothing to do with giving licence to private companies.

SHRIMATI M. GODFREY : In view of the fact that Kerala has such abundant forest wealth as herbs which can be used for drugs and also gums and other things, would the hon. Minister consider putting up another drug project in Kerala?

SHRI D. K. BOROOAH : So far as Kerala is concerned, as I have said earlier, it has a lot of reasons why this should be located in Kerala. But we have also to take into account the reasons why it should be located in other parts of India.

SHRI VASANT SATHE : I want to ask about Assam.

MR. SPEAKER : The basic information has already come. Now this is spreading to all the States. Next question.

WORKERS ENGAGED IN CONSTRUCTION OF IDIKKI PROJECT

185. SHRIMATI BHARGAVI THAN-KAPPAN : Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the total number of workers engaged at present in the construction of the Idikki Project in the State of Kerala;

(b) how many of them are skilled workers;

(c) whether these workers will soon be retrenched; and

(d) if so, the steps, if any, being taken to absorb them in other projects under construction?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) and (b). The Civil Construction works of the Idikki Project are being executed by the Kerala State Electricity Board mainly through contractors. The Board have informed that in January 1974, approximately 6,700 workers were engaged in construction works in the Project and that about one-fourth of them are skilled workers.

(c) and (d). As the work get progressive completed, the workers who were employed on these works will become surplus to the needs of the project. The contractors will naturally try, to the extent possible, to provide alternative employment to their surplus workers in other contract works which may be acquired by them. Further, Ida-mulayar and the Silent Valley Hydro Electric Projects are being taken up by the State. The construction of these two projects, when taken up, would also provide an opportunity for employment to a number of workers who are surplus to the needs of the Idikki Hydro Electric Project.

SHRIMATI BHARGAVI THANKAPAN : Are Government aware that about 4,000 workers of this project recently organised a big demonstration in front of the Kerala Secretariat ? If so, what are their demands ?

SHRI K. C. PANT : I am not aware of this demonstration by the workers or their demands.

SHRIMATI BHARGAVI THANKAPAN : The workers have threatened the Government with a strike to press their charter of demands. Have Government given any assurance to these workers ? If so, what are the salient features thereof ?

SHRI K. C. PANT : This concerns the State Government. The Kerala State Electricity Board is executing the project and the memorandum must have been delivered to them. Here I at least have not seen any copy of the memorandum I am therefore not aware of it.

SHRIMATI BHARGAVI THANKAPAN : It is a Centrally-sponsored project. The Central Government are financing it. So the grievances of the workers will be looked into by Government here. That is why I have asked this question.

SHRI K. C. PANT : We give loans to these projects. But it is executed by the State Government and it is in the State Plan.

SHRI B. V. NAIK : Since the working conditions of both the skilled as well as the unskilled workers working in these projects under contractors are highly insecure and are slightly primitive in the context of

the requirements of today, is there any scheme either at the disposal of the Central Government or to be suggested to the State Governments principally concerned to organise these people so that there will be a certain permanency of employment for them ? For example, the Kalinadi in our area needs a large number of skilled workers. So in order to give permanency of employment to them, will a sort of broader scheme be brought into effect ?

SHRI K. C. PANT : I can see certain difficulties in the way of any permanency of this kind. For instance, wherever a project comes up in an area, the local people hope to get employment in that area. Now if all the time we keep switching the entire labour force from one project to another, the local people will not get any employment in that area. So there are these conflicts of interest. On the other hand, these are skilled and semi-skilled people who have worked in a project for a certain number of years. Wherever it is possible, we utilise their skills on a continuing basis. That would be very desirable.

SHRI R. BALAKRISHNA PILLAI : From the answer given by the Minister, it is clear that nearly 6,000 workers, skilled and unskilled, will be thrown out of employment on the completion of the Idikki project.

May I know from the Minister whether the Central Government will allot more funds to take up more hydro-electric projects in Kerala, considering the high potentiality to generate hydro-electric power there and the lack of power the country in general, and may I know whether the Government will allot more funds to the State to take up more work ?

SHRI K. C. PANT : Actually, as I said in the main reply, there are two other projects which the State Government is taking up. A certain amount of money has been allotted for these projects in 1974-75 also. The State Government would like to have more money, but the Planning Commission cannot give them more. We are trying to see what we can do to help the State to get more, but it is a matter which ultimately

the Planning Commission will have to decide, taking into account the overall resources position in the country.

SHRI N. SREEKANTAN NAIR : In view of the fact that the Idikki project and the Cheruthoni project will be completed in another two months and a number of workers, especially unskilled, will be thrown out of work, and in view of the willingness of the Canadian Government to help the Silent Valley project to be undertaken in the near future, which is also exactly similar work, on the same lines, will the Government consider expediting the sanction of the Idamalayar and Silent Valley projects so that the unskilled workers who will be thrown out of work in that locality, especially from the Cheruthoni project, will be employed in the Silent Valley project immediately, without delay ?

SHRI K. C. PANT : The Silent Valley project has been sanctioned, approved, by the Planning Commission in February, 1973 and, as I said earlier, it is one of the two projects which I have mentioned in my main reply for which a certain amount of money has been allotted in the State Plan for the year 1974-75 also.

SHRI N. SREEKANTAN NAIR : I referred to the willingness of the Canadian Government to help.

SHRI K. C. PANT : I am sympathetic to the point of view that the hon. Member has mentioned.

**STATEMENT BY MINISTER OF STATE ON
FUNCTIONING OF F.A.C.T.**

6186. SHRI K. P. UNNIKRISHNAN . SHRI VAYALAR RAVI :

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

(a) whether the Minister of State in his Ministry has issued any statement at Cochin in January, 1974 regarding the functioning of the Fertilizers and Chemicals, Travancore Limited, and

(b) if so, the gist thereof and measures taken to improve the working of the plants ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). No statement was issued; however, a press conference was held by me at Cochin during which I referred, *inter-alia*, to the continuing efforts being made by the management and others concerned to bring about all round improvement in the performance of the plants. Steps being taken in this connection include renovation, de-bottlenecking and diversification of the product mix of the old and ageing plant at Udyogamandal and measures to stabilise production at higher levels at Cochin.

SHRI K. P. UNNIKRISHNAN : It has become a very regrettable thing in this House to listen to the most sickening, evasive and irrelevant answers being given by this hon. Minister. It is not the first time that he is doing it. His statement conceals more than it tries or attempts to answer.

MR. SPEAKER : Ask your supplementary.

SHRI K. P. UNNIKRISHNAN : He harangued before the pressmen in Cochin on a particular date in January last. I have no quarrel with his statement to the press; I shall leave it to his common-sense. But what I am concerned and what this House should be concerned about is this. Did he try to insult the Members of Parliament from Kerala and thereby this House, because I know that he went to Cochin to answer certain specific allegation in a matter on which an assurance was given here that it will be looked into. There, the Minister has got the temerity to go and call a press conference and say, "MPs are no bodies to talk about the public sector undertakings etc" Is this a fact or not ? If not, what did he say ?

SHRI SHAHNAWAZ KHAN : I request the hon. Members to give me a chance to explain whatever I want... (*Interruptions*) During the last session of Parliament there was a discussion in this House and I promised that I would go there and study the working of FACT at Cochin. I did so in

the third week of January. When I went there I met representatives of all the trade unions, both recognised and unrecognised, there were seven or eight of them.

SHRI K. P. UNNIKRISHNAN : I am the President of a federation; he did not have even the courtesy to inform me; he was chaperoned by the managing director . . . (*Interruptions*)

MR. SPEAKER : Order, please. It is not a debate now. If you feel that he had not given a proper reply you could get further information in your supplementary rather than entering into a controversy as to what he did or did not do. You can settle these matters among yourselves later on. I am concerned with the question and the answer. The hon. Minister need not give an explanation; it shall be an answer to the question.

SHRI SHAHNAWAZ KHAN : As I said I met the representatives of all the trade unions, separately, and there was no officer of FACT present. I told the representatives to speak out their minds openly and not hesitate to tell me anything they wanted. I met the representatives of the association of officers. I also met the Labour Minister of the Kerala Government; he represented the Kerala Government. Prior to that I had met the Chief Minister of Kerala. All these people I met in Cochin including the officers, the State Government representatives and others said that they previously felt that there was no management in F.A.C.T. but ever since the present managing director had come they were feeling that there was a management and that he had effected very considerable improvement in the working of the organisation. It is a matter of regret that some people should make it a personal matter. My own impression after visiting the fertiliser plant at Cochin is that the present Chairman and managing director is doing a good job which is appreciated by the workers, officers and the State Government . . . (*Interruptions*) During my visit there Members of the Press also wanted to meet me. I held a Press Conference at which they asked me all sorts of questions about the working of the fertiliser plant . . . (*Interruptions*)

MR. SPEAKER : May I tell you, Mr General, you must have found controlling your INA much easier and you must have found your trial in the Red Fort much easier than this House. Then you were a General and not a politician. Now try to be a politician also.

SHRI SHAHNAWAZ KHAN : During the press conference one of the members of the press asked me whether we were going to remove the Chairman and Managing Director of FACT because the MPs from Kerala wanted him to be shifted from there. I told the Press that normally we do not post or transfer officers because MPs wanted them to be posted or transferred . . . (*Interruptions*)

SHRI K. P. UNNIKRISHNAN : That was not my question.

अध्यक्ष भाष्यकार्यकालीन आईर आईर का हिन्दी
शब्द दृढ़त्वे की कोशिश कर रहा है।

श्री शहनाव खान कालायाय : सावधान !

अध्यक्ष भाष्यकार्यकालीन आईर आईर का हिन्दी
शब्द दृढ़त्वे की कोशिश कर रहा है।

SHRI SHAHNAWAZ KHAN : While I was present at that press conference, none of my friends is here was there at that time. So, I know what I said. I told the press that we post officers in the interest of the efficient working of plants and not because there is any pressure on us to post or transfer any officer.

SHRI HARI KISHORE SINGH : He has not answered the question of the hon Member.

SHRI K. P. UNNIKRISHNAN : I am sorry to say . . .

MR. SPEAKER : You better ask your question.

SHRI K. P. UNNIKRISHNAN : Sir, I expected you to protect our rights and also direct the Minister to come forward with straight forward clear answers. Sir, what was my main question and what did he answer ?

MR. SPEAKER : I protect your right to ask a question and get an answer.

SHRI K. P. UNNIKRISHNAN : I want to know whether after getting a good chit from the hon. Minister, the Managing Director or management have improved the management and, if so, is it as a result of this improvement that the Cochin Division is shut down? Does the hon. Minister realise that there is a great contradiction between the statements made by his senior Minister in Rajya Sabha as well as in Lok Sabha and his own statement regarding the conduct of the management? Did he enquire into the allegations regarding the ammonia project as well as the deal with Norsk Hydro? If so, what did he find out?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : The hon. Member referred to the statement of mine where I said that the management of FACT has been very ineffective. But thereby I did not particularise the period during which this management has been ineffective. Because, management is a continuous process; it does not become ineffective overnight. Those who have any idea of management will know that the management does not deteriorate overnight.

The Comptroller and Auditor-General had a report prepared on the FACT. This matter may be coming before the Committee on Public Undertakings of Parliament when it will be clear as to who is at fault. Regarding the inventories of sulphur and rock phosphate and the irregularities noticed, a special audit was made by the Auditor-General at our instance. The report makes very solid reading. We also got it investigated by the CBI and that report is under the consideration of the Central Vigilance Commissioner. Therefore, I have taken steps for investigation. Whenever any complaint has been made, it has been investigated by appropriate and duly constituted authority.

SHRI K. P. UNNIKRISHNAN : Please give an assurance. That is all what we want.

SHRI D. K. BOROOAH : This was already been done. If any irregularities come to our notice, I am willing to get

them investigated. Sir, if you please, I am willing to appoint a Committee of Members of Parliament to look into the whole gamut of this problem, so far as FACT is concerned. I leave it to the hon. Speaker to decide it. So far as I am concerned, I am not interested either way. My only request to the hon. Members is not to introduce elements of personal rancour.

SHRI K. P. UNNIKRISHNAN : There should be no recommendation or giving certificate by Ministers.

SHRI D. K. BOROOAH : Would he not allow me to complete my point? Of course, I am not as proficient as you are in English; nor am I as fast as you are.

I am sure that my esteemed colleague, who is one of our best freedom-fighters of this country, wanted to mean no aspersion on any hon. Member. I am quite sure that when he spoke, he only wanted to explain the procedure. But, as I said, all of us are not as fluent in English as the Malayees.

As I have said, I have taken all the necessary steps and in future also I will take all the necessary steps. Sir, I have made a suggestion to you. If you consider it meet and proper, I will abide by it.

WRITTEN ANSWERS TO QUESTIONS

रतनपुर स्टेशन 'पूर्व रेलवे' पर यात्री गाड़ी का यात्रा गाड़ी से टकरा जाता

* 181. श्री चन्द्रसाम चन्द्राकर : रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्व रेलवे के रतनपुर स्टेशन पर 8 फरवरी, 1974 को एक यात्री गाड़ी यात्रा गाड़ी से टकरा गई थी और उसके परिणामस्वरूप ड्राइवर की मृत्यु हो गई थी;

(ब) क्या सरकार ने इस दुर्घटना की जांच की है :

(व) यदि हाँ, तो उसके क्या निष्कर्ष निकले हैं; और

(प) भविष्य में इस प्रकार की दुर्घटनाओं की पुनरावृत्ति रोकने के लिए क्या कदम उठाए गए हैं ?

रेल संचालन में उपमंडी (भी मुहम्मद शफी कुरेशी) : (क) जी हाँ । यह दुर्घटना 7-2-1974 को हुई थी ।

(स) जी हाँ ।

(ग) जांच समिति वे अभी तक रिपोर्ट नहीं दी है ।

(घ) चूंकि दुर्घटनाओं के लिए रेल कर्मचारियों की विफलता एक बहुत बड़ा कारण है । अतएव रेलों पर स्थापित संरक्षा मंगठन गाड़ी संचालन में सम्बन्धित कर्मचारियों से संरक्षा को भावना पैदा करने और विहित संरक्षा नियमों की उचित जानकारी सुनिश्चित करने में कटिवढ़ है । इसके अलावा, यह देखने के लिए कि कर्मचारी संरक्षा नियमों का उन्नधन तो नहीं करते और ताधी तरीके नहीं अपनाते, स्थानिक जांच की जाती है । मध्मी दुर्घटनाओं की जांच की जाती है और जिम्मेवार पाये जाने वाले कर्मचारियों के विस्तृ उपयुक्त कार्रवाई की जाती है । इसके 'आर्तिरिक्त' यदि जांच द्वारा कोई अन्य दोष या भूल का पता चलता है तो उनकी पुनरावृत्ति की गोकथाम के लिए कदम उठाये जाते हैं । संरक्षा में सुधार करने के लिए उभत किस्म के मिगनल और अन्त-पार्श्वन, रेल-पथ परिपथन आदि के रूप में यथासम्भव प्रौद्योगिक सुधार भी किए गए हैं ।

COLLABORATION BETWEEN INDIA AND FRANCE ON OIL EXPLORATION

*187. SHRI D. P. JADEJA :

SHRI P. M. MEHTA :

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

(a) whether India and France have recently discussed collaboration in the exploration and production of oil and gas; and

(b) if so, with what results ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) and (b) During the discussions held recently with France, "Oil and gas exploration and production particularly in offshore areas" has been identified as one of the promising areas of increased economic cooperation. Specific concrete proposals are yet to be formulated and considered.

INDO-NEPAL TALKS ON CONSTRUCTION OF MULTI-PURPOSE DAMS

*188. SHRI BHOGENDRA JHA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any Indo-Nepal talks have been held for constructing multi-purpose Dams on river Kosi, near Barahkshetra, on river Kamala, near Shishapani and on Bagmati to achieve flood-control, irrigation facilities and power production; and

(b) if so, the main features thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) No. Sir.

(b) Does not arise.

DRASTIC CUT IN WAGON ACQUISITION PROGRAMME

*189. SHRI BIRENDER SINGH RAO: SHRI S. N. MISRA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Planning Commission has advised the Railways to drastically cut their wagon acquisition programme because of the current financial stringency; and

(b) if so, how far will it affect the wagon manufacturers of the country ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) and (b) In view of the limitation of the resources, the wagon procurement in 1974-75 is being pleased at about 14,000 wagons (in terms of 4-wheelers) against the likely production of 13,000 wagons during 1973-74.

As there is already a heavy backlog of orders and further orders are proposed to be pleased under 1974-75 rolling stock programme, lack of orders will not affect the wagon building industry.

RECASTING ENERGY BASED PROJECTS IN FIFTH PLAN

*190. SHRI K. M. MADHUKAR :

SHRI ISHAQUE SAMBHALI :

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

(a) in view of oil energy crisis, whether Government have taken steps to recast the energy based projects in the Fifth Five Year Plan on new lines; and

(b) if so, the broad outlines thereof ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) and (b). In view of the energy crisis and the increase in the price of petroleum and its products in the international market, various possibilities of reducing the consumption of oil and also replacing oil with other forms of energy such as coal, coal based and hydro-electric power are under close examination by the Government. A number of Expert Committees have been set up by the Planning Commission and these are carrying out intensive exercises on the substitution or possible reduction in consumption of petroleum and its products in multifarious end uses such as in industrial boilers and furnaces, fertiliser plants, rail and road transportation, power stations and in the domestic sector.

The results of these exercises which are expected soon, would form the basis of a broad outline for recasting the short-term energy policy and may be expected to be followed up with more detailed exercises for long-term policy directives.

GUIDELINES FOR LICENSING OF PHARMACEUTICAL INDUSTRY

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

(a) whether there are any guidelines for licensing of pharmaceutical foreign

dominated and Indian firms, if so, the salient features of these guidelines;

(b) the basis of screening industrial applications for drugs for Indian pharmaceutical sector in preference to foreign dominated sectors and the reasons thereof, and

(c) whether one of the main features is that Indian sector with some than Rs. 2 crores sale will only be considered for expansion of formulations connected with bulk drugs manufacturing ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D K BOROOAH) : (a) to (c). In the Industrial Licensing Policy announced in February, 1973 the drugs and pharmaceuticals industry has been included in the list of industries for which the foreign majority companies and companies belonging to large houses are also eligible.

2. Government's policy regarding dilution of the foreign equity by the foreign majority firms had already been announced in February, 1972 whereby as and when the foreign majority companies come up with proposals for expansion, they have to dilute the foreign equity by raising from Indians only additional equity to the following extent :

40% of the estimated cost of expansion.	In the case of companies with foreign holding.	exceeding 75%
33/2%		exceeding 69% but not exceeding 75%
25%		exceeding 51% but not exceeding 60%

3. Guidelines have recently been issued by Government under the Foreign Exchange Regulation Act, 1973 whereby it is required that the foreign majority companies manufacturing drugs and pharmaceuticals increase the Indian participation to not less than 26% with in a specified period.

4. In order to encourage the Indian sector of the industry the expansion of the capacity of foreign firms is being regulated as follows :

- (i) The Indian sector of the industry is given preference in approval of manufacturing schemes;
- (ii) Manufacture of increasing number of bulk drugs through public sector undertakings;
- (iii) Industrial licences are usually not issued to foreign firms for producing formulations unless linked with the production of bulk drugs;
- (iv) They are asked to take up production of bulk drugs from more basic stages and to make available a suitable portion of their bulk drugs production to non-associated formulators in the country as a condition for being permitted expansion in capacity or for taking up new activity.
- (v) Appropriate export obligations are imposed as a condition for permitting expansion in capacity or taking up new activity.

5. For self-reliance in the field of drugs and pharmaceuticals it is essential that production of bulk drugs be increased. The companies having an annual turnover exceeding Rs. 2 crores could be expected to contribute to this.

WORK-TO-RULE MOVEMENT BY TRAIN EXAMINERS OF EASTERN AND SOUTH EASTERN RAILWAYS

*192. SHRI JHARKHANDE RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether a work-to-rule movement has been started by the Train Examiners of Eastern and South Eastern Railways with effect from 1st February, 1974;

(b) the reasons for the movement; and
(c) action taken to settle their grievances ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Train Examiners of Eastern and South Eastern Railways resorted to work-to-rule from the midnight of 30th January, 1974.

(b) The agitation was to press for better pay scales and improved promotional avenues.

(c) The Government have accepted the recommendations of Pay Commission who have gone into the question of their pay scales. As regards avenues of promotion, about 1100 posts have been upgraded. Further, talks were held with the recognised Federations, who have got Train Examiners as their constituents and at these talks it was indicated that the genuine grievances of Train Examiners will be looked into.

IDA'S PRESSURE ON RAILWAY BOARD

*193 DR. RANEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether International Development Association have put any pressure on the Railway Board to recognise its present structure; and

(b) if so, the reasons and the salient features therefor ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) No. Sir.

(b) Does not arise.

PURCHASE OF A SEISMIC SHIP FOR OFFSHORE GEOLOGICAL SURVEY

*194 SHRI MOHINDER SINGH GILL : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether an order has been placed for seismic ship and a suitable computer for extensive offshore geological survey; and

(b) if so, with which country and when the delivery thereof is expected to be received ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) (a) An order has been placed for a seismic ship equipped with seismic and radio position location instruments and equipment. No order has been placed for a computer, yet.

(b) The order has been placed with a firm in USA. Delivery is expected in USA in January, 1975.

PRODUCTION AT BARAUNI FERTILISER PROJECT

*195 **SHRI M RAM GOPAL REDDY**
SHRI RAM BHAGAT PASWAN

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Barauni fertiliser project is likely to go into production in the middle of this year;

(b) if so, the targeted production of this project; and

(c) total expenditure incurred on it so far?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) Yes, Sir

(b) About 330,000 tonnes of urea per annum when operating at full capacity

(c) Rs 54.14 crores as on 31-12-73

FOREIGN DRUG FIRMS AND THEIR PRODUCTION

*196 **SHRI MUKHTIAR SINGH MALIK** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what percentage of drugs is manufactured by the firms with foreign equity exceeding 50 per cent as compared to that manufactured by Indian drug companies and

(b) the quantum and value of drugs annually exported by these foreign companies during the last three years, year-wise?

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THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) (a) The foreign drug firms i.e. firms having foreign equity exceeding 50% account for about 45% of the total turnover.

(b) A statement showing the names of the foreign firms and the value of drugs exported by them annually during the last three years is placed on the Table of the House [Placed in Library See No. LT. 6315/74] In view of the large number of individual items, the different units and pack sizes involved the detailed information indicating the quantum of each drug is not available

उत्तरान में लोकों यांड में कोयले की चोरी

197. श्री फूल बद्र बर्मा: क्या रेल मत्री यह बनाने की कार्रा करेंगे कि

(क) उत्तरान में लोकों यांड में गत वर्ष कुल किनाने मूल्य का कोयला चोरी गया,

(ख) क्या कोयले की चोरी में वृद्धि हुई है, और

(ग) यदि हाँ तो कोयले की चोरी रोकने के लिए अब नव क्या कार्रावाही की गई है तथा अविष्य में क्या बायोवाही की जायेगी?

रेल मंडालाय में उपमंत्री (श्री मुहम्मद शाकी कुरेशी) (क) में (ग) 1973 में लोकों यांड, उत्तरान से बेबन यारह रुपा, मूल्य का कोयला लुगाये जाने की रिपोर्ट है।

इस यांड में कोयले की चोरी में कोई वृद्धि नहीं हुई है। परं भी इस लोकों यांड से कोयले की चोरी की रोक-आम के लिए नियमितिक उपाय किए गए हैं —

(1) रेलवे सुरक्षा दल के बम्चारी लोको यांड में बिन-रान पड़ा देने हैं।

(2) आसूचना इकट्ठी करने के लिए साथे कपड़ों में रेलवे सुरक्षा दल के कर्म-

चारियों को संगाया जाता है। इसके अलावा समय-समय पर अचानक छापे भी मारे जाते हैं।

(3) जो व्यक्ति बदनाम होते हैं तथा जिनके बारे से यह सन्देह होता है कि वे गैर-कानूनी तरीकों से कोयला प्राप्त करके बेचते हैं उनपर निगाह रखने के लिए रेलवे पुलिस और जिला पुलिस की सहायता सी जाती है।

(4) कोयले भी चोरी की रोकथाम के लिए मान्यताप्राप्त रेलवे श्रमिक संघों और दूसरे रेल कर्मचारियों से सहायता और सहयोग लिया जाता है।

(5) जब गैर-कानूनी तरीके से रेलवे का कोयला रखने के मामले पकड़ जाते हैं तो उनके सम्बन्ध में रेल सम्पर्क (विधि-विरुद्ध कठजा) अधिनियम, 1966 के अधीन मुकदमे चलाये जाते हैं। इस अधिनियम के अन्तर्गत निवारक दण्ड भी व्यवस्था है।

AVAILABILITY OF ESSENTIAL COMMODITIES TO RAILWAY EMPLOYEES

*198 SHRI S. C. SAMANTA :

SHRI M. S. SANJEEVI RAO :

Will the Minister of RAILWAYS be pleased to state.

(a) the reaction of the State Governments to the appeal of the Minister that they should arrange availability of essential commodities to Railway employees;

(b) what are the difficulties for the Railway administration to open fair price shops of their own and take the cooperation of State Governments for the supplies at fair prices; and

(c) by what time such arrangements are likely to come into existence?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) In the replies so far received, the State Governments have expressed their readiness to assist the Railway employees to the extent possible.

(b) As regards the Railways opening their own fair price shops, such a system was introduced during 1942 to 1949. But because of various practical difficulties and huge losses incurred on running this scheme the same was discontinued. The matter is, however, being examined with a view to get the State Governments to set up more fair price shops for railway staff.

(c) Does not arise.

DEMAND OF ALUMINIUM INDUSTRY FOR WITHDRAWAL OF PRICE HIKE ON CALCINED PETROLEUM COKE

*199. SHRI RAM PRAKASH : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether aluminium industry in the country has urged upon Government to withdraw price hike on calcined petroleum coke; and

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

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) The aluminium industry has represented to the Government that their cost of raw materials has increased considerably, due particularly to the steep increase in the price of calcined petroleum coke.

(b) The matter is under consideration of the Government.

CONSTITUTION OF LABOUR BENCH OF SUPREME COURT

*200. PROF. MADHU DANDAVATE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a separate 'Labour Bench' of the Supreme Court has not been constituted;

(b) if so, how many cases of labour relating to retrenchments, provident fund, bonus and other labour issues are pending in the Supreme Court; and

(c) when is the 'Labour Bench' of the Supreme Court likely to be constituted to facilitate the disposal of all the pending labour cases?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) : (a) There has practically always been a bench in the Supreme Court for the hearing of labour matters in addition to certain other specially directed appeals requiring expeditious disposal.

(b) As on 1-1-1974 there were 1276 appeals arising out of the awards of the industrial tribunals/courts.

(c) As the Supreme Court has to deal with constitutional writs and appeals, election appeals, *habeas corpus* petitions, criminal appeals, tax appeals, old civil appeals, etc., it is not possible to constitute a special Bench throughout the year exclusively for the hearing of labour matters.

USE OF COCONUT OIL TO MANUFACTURE SOAP

1893 SHRI P. R. SHENOY. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state—

(a) the total quantity of coconut oil used in the country for the manufacture of soap; and

(b) whether to check the soaring prices of coconut oil there is any proposal to ban the use of coconut in soap industry?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) The annual consumption of coconut oil in the manufacture of soap by the units in the organized sector is of the order of 5000 tonnes.

(b) No, Sir.

मध्य प्रदेश में संचार व्यवस्था

1804. श्री मंगाधरन बीकित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि—

(क) क्या राज्य गुनर्णठन आयोग ने विशेष रूप से सिफारिश की थी कि मध्य प्रदेश में संचार व्यवस्था में सुधार करने के लिए उसे बड़े पैमाने पर सहायता दी जानी चाहिए;

(ख) क्या राज्य में रेलवे लाइन बिछाने के लिए अब तक कोई टोम कार्यवाही नहीं की गई है;

(ग) यदि हाँ, तो क्या भारत सरकार वहाँ पर मंचार व्यवस्था की स्थिति में सुधार करने पर विचार कर रही है, और

(घ) यदि नहीं, तो उसके क्या कारण हैं?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) (क) में (घ). मध्य प्रदेश सरकार ने राज्य गुनर्णठन आयोग के मुझावाओं को ध्यान में रखते हुए दूसरी योजना के लिए निम्नलिखित प्रस्तावों पर विचार करने की सिफारिश की है—

(1) दुर्ग (भिलाई) और चम्पा (बिलासपुर) के दाही नाड़न बिछाना।

(2) गढ़े में सर्वेक्षण की गयी दुर्ग-बालोद-धन्ली गजहरा-रायबाट-कोडा-गढ़ि लाइन के दुर्ग (भिलाई) —धन्ली राजहरा खण्ड का निर्माण।

(3) चम्पा-कोडा लाइन को कोरबा में आगे बढ़ाना।

(4) दुर्ग (भिलाई) —धन्ली राजहरा खण्ड का बल्ली गजहरा में आगे राजबाट-कोडाबाट-जगदलपुर के रास्ते कोट्टवलामा तक विस्तार।

प्रस्ताव (1) और (2) दूसरी योजना में ही पूरे हो चुके हैं। मद (3) में उल्लिखित कार्य भी पूरा हो चुका है। मद (4) के सम्बद्ध में स्थिति यह है कि जगदलपुर और कोट्टवलामा के बीच का भाग पूरा हो चुका है और बैनाडिल्ला-कोट्टवलामा परियोजना के भाग के रूप में उसे यातायात के लिए खोल दिया गया है और राजबाट के रास्ते धन्ली राजहरा को जगदलपुर में मिलाने के लिए सर्वेक्षण किया जा रहा है।

**SHORTAGE OF CYLINDERS FOR COOKING GAS
PRODUCED AT COCHIN REFINERIES**

1805. SHRI RAMACHANDRAN KADANNAPPALLI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether the production of cooking gas in Cochin refineries has been curtailed due to the shortage of cylinders?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : There was some shortage of cylinders which has since been overcome. However, Cochin Refineries has not been able to produce LPG to the full extent owing to shortfalls in the availability of crude oil. A progressive improvement in the position is expected in the coming months.

INDUSTRIES TO BE SET UP IN KARNATAKA AND OTHER STATES

1806. SHRI P. R. SHENOY : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state -

(a) what are the new industrial units that are proposed to be established in Karnataka State by the Ministry of Petroleum and Chemicals in the years 1974 to 1979; and

(b) what are the proposals in respect of other States, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) In so far as the Ministry of Petroleum and Chemicals are concerned, no proposal is at present under consideration for establishing any new industrial unit in Karnataka State in the Public Sector during the year 1974-79.

(b) Five fertilizer projects are proposed to be set up in the Public Sector during 1974-79 and the locations proposed thereof are as under :

Mathura in Uttar Pradesh.

Bhatinda in Punjab.

Panipat in Haryana.

Paradeep in Orissa.

Trombay in Maharashtra.

It has also been decided to set up a new refinery at Mathura in Uttar Pradesh and to expand the existing Koyali Refinery in Gujarat during this period. The Hindustan Anti-biotics Ltd. and the Hindustan Insecticides Ltd. have formulated proposals to diversify their production during this period by expanding their existing units or by setting up new units. In the case of the Hindustan Anti-biotics Ltd., the expansion/diversification will be done in their existing factory at Pimpri, Poona.

COASTAL RAILWAY FROM ERNAKULAM TO KAYAKULAM VIA ALLEPPEY

1807. SHRI VAYALAR RAVI : Will the Minister of RAILWAYS be pleased to state -

(a) whether he told a Kerala delegation headed by the Chief Minister of that State that the Railway Board is studying the feasibility of a coastal Railway from Ernakulam to Kayamkulam via Alleppey; and

(b) if so, the progress made so far in this respect and the steps to be taken in future?

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

(b) The survey conducted in 1970 has revealed that the project would be unremunerative and will not attract sufficient traffic to justify its construction in the near future.

DRY ICE PLANT OR F.A.C.T. LYING IDLE

1808. SHRI VAYALAR RAVI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the dry ice plant of the FACT in Kerala is lying idle since 1971-72; and

(b) if so, the reasons therefor and the steps taken to re-start this plant?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) When trial runs were taken with the plant, it was found that the dry ice, which

was envisaged for sale to the fishing industry, could not be used economically by that industry. The undertaking has plans to sell dry ice in Bombay as soon as transport arrangements are tied up with the Railways.

ASSISTANCE TO KERALA FOR HYDYL PROJECTS

1810. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Kerala Government approached the Central Government last year seeking special allocation for taking up Hydel Projects in the State;

(b) if so, the outlines thereof and action taken thereon, and

(c) the time by which the necessary allocation are expected to be made for taking up the projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD): (a) to (c). The Central Government have made available additional assistance to the extent of Rs. 3 crores for Idikki Hydro-electric Project last year (1972-73) at the request of the Kerala Government

SURVEY FOR RAILWAY LINE FROM TELLICHERRY (KERALA) TO MYSORE

1811. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey was held for a Railway line from Tellicherry (Kerala) to Mysore, and

(b) if so, the result of the survey?

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

(b) The survey revealed that this rail link would be highly unremunerative and is likely to result in heavy losses to the Railways.

RE-CONSTRUCTION OF RAILWAY ADMINISTRATIVE SECTION

1812. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of RAILWAYS be pleased to state whether

Government have decided to re-constitute the Railway Administrative Section as a whole?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Presumably the reference is to the re-constitution of the administrative set-up of the Indian Railways. No such proposal is under consideration of Government nor any re-constitution of the existing set up is considered to be necessary.

INTER-LINKING OF BIG RIVERS

1813. SHRI RAMACHANDRAN KADANNAPPALLI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there is any proposal for the inter-linking of big rivers in the country;

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

(c) the expenditure sanctioned for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD): (a) to (c). Studies of surpluses and deficits of various sub-basins, basins, areas and regions needed for identification of links and further investigations required thereafter are proposed to be undertaken in the Fifth Plan. It is expected that about Rs. 3.5 crores may be available for these studies and investigations during the course of the Fifth Plan.

LOW PRICED MEAL PACKETS FOR RAILWAY PASSENGERS

1814. PROF. NARAIN CHAND PASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the trains on which the Railways have introduced the low priced meal packets;

(b) whether any trains have been selected for the extension of this facility; and

(c) if so, the names thereof and the proposed dates when this facility would be extended?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Sale of low priced meal packets has been introduced on the following trains :—

- (i) 153 Up/154 Dn Jayanti Janata Express between Samastipur-New Delhi;
- (ii) 54 Dn Express between Secunderabad and Kazipet;
- (iii) 2 Dn Golconda Express between Secunderabad and Vijayawada.

Low priced meal packets have also been introduced at certain selected stations for sale on the platforms and to passengers in compartments of all trains passing through such stations

(b) Yes.

(c) A proposal to introduce sale of low priced meal packets on 51 Up Madras-New Delhi Express and 45 Up Howrah-Hyderabad Express from April 1974 is under consideration.

RECRUITMENT OF CLASS III AND IV EMPLOYEES IN INDIAN RAILWAYS

1815. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the procedure for the recruitment of Class IV and Class III employees in the Indian Railways;

(b) whether Government feel the need to have a review of the existing system of recruitment for the various categories covered under Class IV and Class III;

(c) whether any machinery would be set up to conduct this review; and

(d) if so, the period by which this would be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Direct recruitment on the Railways to Class III posts is made through the agency of Railway Service Commissions, Allahabad, Bombay, Calcutta, Madras and Muzaffarpur and Recruitment Committee in the case of North-east Frontier Railway.

Vacancies in Class IV posts, in all departments of the Railways, except Workshops, are to be filled from amongst Casual Labourers and Substitutes after screening. In Workshops there is provision for filling 50% of the vacancies from the open market including Trade Apprentices trained under the Apprenticeship Act.

(b) No.

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

मध्य प्रदेश में भागीदारी वाली कम्पनियाँ

1916. श्री भंगालरण दीक्षित : क्या विधि, स्थाय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1972-73 के दौरान मध्य प्रदेश में गैर-सरकारी, सरकारी तथा भागीदारी वाली कम्पों की संख्या कितनी थी और प्रत्येक कम्पनी में कितनी पूँजी लगी थी और इसी अवधि में कितनी कम्पनियों/कम्पों को पंजीकृत किया गया तथा उनमें से प्रत्येक की कार्यकारी पूँजी क्या थी, और

(ख) उमी अवधि में कितनी कम्पनियाँ बन्द हो गई अथवा उन्होंने कार्य करना बन्द कर दिया तथा उनमें से प्रत्येक की कार्यकारी पूँजी क्या थी ?

विधि, स्थाय और कम्पनी कार्य भंगालरण में उप-मंत्री (श्री बेदवत बहादुर) : (क) मध्य प्रदेश राज्य में, 1972-73 के वर्ष के मध्य कम्पनी अधिनियम, 1956 के अन्तर्गत, प्राइवेट लिमिटेड व पब्लिक लिमिटेड दोनों मिलाकर, हिस्सों द्वारा सीमित पचास कम्पनियों का पंजीकरण हुआ था। इन कम्पनियों में से प्रत्येक की अधिकृत पूँजी सभा पट्ट पर रखे गए विवरण-पत्र 1 में ही गई है। [भंगालरण में रखा गया विविध संख्या एवं टी-6316/74]

सहभागिता फर्मे, राज्य सरकारों के विषयान्तर्गत आती है।

(ब) मध्य प्रदेश राज्य में, 1972-73 के बर्ष में, आठ कम्पनियों ने, या तो परिस-मापित होकर, अधिका कम्पनी अधिनियम, 1956 की द्वारा 560 (5) के अन्तर्गत उन्मूलित हो जाने से, कार्य करना बन्द कर दिया था। इन कम्पनियों में से प्रत्येक की प्रदत्त पूँजी सभा पटल पर रखे गए विवरण पद्धति 2 में दी गई है। [पंचालय में रखा गया। देखिए संख्या LT-6317 /74]

मध्य प्रदेश में 'ज्वाइंट स्टाक कम्पनियों'

1817. श्री गंगा चरण दीक्षित : क्या विधि, न्याय और कम्पनी कार्यमंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में 1972-33 के अन्त तक कुल किननी ज्वाइंट स्टाक कम्पनियों का काम कर रही थी,

(ख) उस बर्ष के अन्त तक उन कम्पनियों की प्रदत्त पूँजी किननी है;

(ग) बर्ष 1972-73 के दौरान स्थापित हुई नई ज्वाइंट स्टाक कम्पनियों के नाम क्या हैं; और

(घ) इस अवधि के लिए उन नई कम्पनियों की अधिकृत पूँजी किननी है?

विधि, न्याय और कम्पनी कार्यमंत्रालय में उप-मंत्री (श्री देवदत्त बहादुर) : (क) और (ख). 31-3-1973 तक मध्य प्रदेश राज्य में, हिस्सों द्वारा सीमित, 456 कम्पनियां, कार्यरक्षत थीं। उनकी प्रदत्त पूँजी 110.2 करोड़ रुपए थी।

(घ) भीर (घ). मध्य प्रदेश राज्य में, 1972-73 के बर्ष, कम्पनी अधिनियम, 1956 के अन्तर्गत पंजीकृत पक्षास कम्पनियों के नाम, एवं उनकी अधिकृत पूँजी सभा पटल पर रखे गए विवरण-पद्धति में दी गई है।

[पंचालय में रखा गया। देखिए संख्या LT-6317 /74]

तट दूर ड्रिलिंग द्वारा अशोधित तेल का उत्पादन

1818. श्री गंगा चरण दीक्षित : क्या पेट्रोलियम और रसायन मन्त्री यह बताने की कृपा करेंगे कि :

(क) तट दूर तेल निकालने के उपकरण में 1973 से फरवरी, 1974 तक भारत ने कुल कितनी मात्रा में अशोधित तेल निकाला, और

(ख) इस तेल का उपयोग किस प्रकार किया गया ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) मूल्य।

(ख) प्रभान नहीं उठता।

AJMER (WESTERN RAILWAY,

REPRESENTATIONS TO GENERAL MANAGER,
WESTERN RAILWAY FROM WIDOWED
MOTHERS OF EMPLOYEES OF I.O.W.

AJMER (WESTERN RAILWAY)

1820. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the General Manager, Western Railway has received several representations from the widowed mothers of the employee, working in the Inspector of Works Office (North) at Ajmer, Western Railway; and

(b) if so, the action taken on these representations ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Five applications were received during the last three years from widows of ex-employees working under Inspector of Works, Ajmer. Of these, four related to appointment of their sons. Sons of two of them have been appointed, one case was rejected as three sons of the same widow are already in Railway service and the

case of the fourth is under consideration. In the remaining case, the widow herself sought employment, but she could not be appointed for want of a vacancy.

**REPRESENTATION FROM BOILER MAKERS,
LOCO SHD, DELHI SARAI ROHILLA**

1821. **SHRI AJIT KUMAR SAHA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Boiler Makers working in the Loco Shed, Delhi Sarai Rohilla have represented to the General Manager Northern Railway, Baroda House regarding their promotion; and

(b) if so; the action taken thereon ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI) :** (a) One Boiler Maker has been representing.

(b) The matter was examined and it was found that he was not yet due for promotion according to his seniority position. The representations have been replied to accordingly.

**DEBITS RAISLD ON GOODS TRAFFIC (LOCAL
AND FOREIGN TRAFFIC) ON WESTERN
RAILWAY**

1822. **SHRI AJIT KUMAR SAHA :** Will the Minister of RAILWAYS be pleased to state : the total number of debits raised in connection with goods traffic on the Western Railway, both local and foreign traffic, separately for each from 1st January, 1972 to 31st August, 1973, monthwise ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI) :** A statement is laid on the Table of the House. [Placed in Library. See No. LT—6318/74].

**WILD-CAT STRIKES BY UNRECOGNISED
UNIONS ON SOUTH EASTERN RAILWAY**

1823. **SHRI BISHWANATH JHUN-
JHUNWALA :** Will the Minister of RAIL-
WAYS be pleased to state :

(a) whether goods traffic has been seriously affected in the South Eastern Railway as a result of frequent wild-cat

strikes by the employees belonging to unrecognised unions; and

(b) if so, the names of the unions whose employees have gone on strike and the steps proposed to ensure that even such employees have a channel of communications with Government to ventilate their grievances and redressal thereof ?

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

(b) Certain categories of staff belonging to transportation and mechanical Departments caused such wild-cat strikes possibly at the instance of unrecognised categorical associations like All India Loco Running Staff Association, All India Train Examiners Association, All India Technical Supervisors Association & All India Station Masters Association.

All categories of staff are duly represented by the recognised Federations which are unitary organisations. These recognised Federations and through them all categories have got ample opportunities to represent their grievances and these are solved through the negotiating machinery which is functioning at various levels on the Railways. It is not possible to give a channel of communication separately to each category considering that there are over 700 such categories on the Railway and such a step will lead to complete confusion and disruption of Railway working. However, if any category sends any representation, this is also considered and suitable action is taken.

कानपुर, टुळसा और इलाहाबाद में रेल भोजनालयों में 'कूद पेकेटों' का बेचा जाना

1825. **SHRI जगदीश नारायण लंदस :** क्या रेल मंडी मह बताने की हुआ करेंगे कि :

(क) क्या कानपुर, टुळसा और इलाहाबाद रेलवे भोजनालयों में भोजन के पेकिटों में केवल पूरियां ही ही जाती हैं अपारियां नहीं और सलवी की जाता कम कर ही जाए है और पेकिटों के ग्रूप लाइ लाइ हैं; और

(म) कम विभिन्न जिकायनों को ध्यान में रखते हुए भोजन के पैकिट बैचने की योजना को जारी रखा जायेगा ?

ऐसा बंद्रास्य में उप-भंडी (श्री मुहम्मद शही कुरेशी) (क) कानपुर, टुडला और इस्लामाबाद में दो प्रकार का भोजन परोसा जाता है। (1) जलपान गृहों में परोसे जाने वाले भोजन की सूची निम्ननिवित्त है —

भाकाहारी	भासाहारी
6 पूँडिया	6 पूँडियां
चावल	चावल
एक शाक छट्टमेंट	मास ममाला
दाल ममाला	सब्जी
सब्जी,	अचार
दही	मिठाई
अचार	
मिठाई	

उपर्युक्त सूची में 15-1-1974 में निम्न-निवित परिवर्तन कर दिए गए हैं —

(1) 6 पूँडियों के स्थान पर 2 परगटे कर दिए गए हैं।

(2) भादा चावल के स्थान पर जीरा चावल कर दिया गया है।

(3) भासाहारी-सूची में दही शामिल कर दिया गया है।

सब्जी की मात्रा में कोई कटौती नहीं दी गई है। उपाहार गृहों में परोसे जाने पर इन भोजनों की दर-सूची 1-12-73 में संशोधित करके 2 रु० से 2रु० 50 पैसे कर दी गयी है। इसके अनिवित भोजन वाही में परोसे जाने पर पकाते ही का सेवा प्रभार और लिपा जाता है।

(2) 6 पूँडिया, सब्जी, अचार और मिठाई वाले पैकेट की कमीत एक रुपया

प्रति पैकेट होती है। इन पैकेटों की दर-सूची में कोई परिवर्तन नहीं किया गया, न ही नव्यजया की मात्रा को कम किया गया है।

(ख) चपातियों के स्थान पर पूँडियों/पटाका के परोसने अथवा सब्जी की मात्रा कम करने के सम्बन्ध में कोई जिकायत नहीं की गयी है। उपर्युक्त दोनों प्रकार के भोजनों की सालाई की दर प्रणाली ममाल करने का कोई प्रस्ताव नहीं है।

विसम्बर, 1973 में लोको दम्भारियों को हडताल के बारे में अम भंडी का हस्ताक्षेप

1826. श्री जगदीश नारायण भद्रल : क्या ऐसे मन्त्री यह बताने की कृपा करेंगे कि

(व) यह ग्रन के लोकों कर्मचारियों की दिम्बम्बर बाली हडताल में अम मन्त्री के हमलेके इन्होंने कारण यह था कि उन्होंने अगस्त समझौते के समय कर्मचारियों का काम पर आने वे निए कुछ आवश्यक दे वर उनका नाश्योग माना था और

(ख) यदि नहीं, तो दिम्बम्बर हडताल में उनका माश्योग मानने वे क्या कारण थे ?

ऐसा बंद्रास्य में उप-भंडी (श्री मुहम्मद शही कुरेशी) (क) और (ख) अगस्त दिम्बम्बर 1973 में लोको रमिग कर्मचारियों में की गयी बाननीत में अम मन्त्री को इस विचार से शामिल किया गया था विशेषा करने से लोको रमिग कर्मचारियों को अपना आन्दोलन वापस नेने के लिए गती करने में मदद मिलेगी।

लोको कर्मचारियों के साथ हस्ताक्षत किये गये समझौतों में अन्तर

1827. श्री जगदीश नारायण भद्रल : क्या ऐसे मन्त्री यह बताने का कृपा करेंगे कि

(क) गत अगस्त और उसके बाद दिम्बम्बर, 1973 में लोको कर्मचारियों द्वारा हडताल

करने पर उनके साथ जिन दो समझौतों पर हस्ताक्षर हुए, उनमें क्या अन्तर है; और

(ब) दोनों समझौतों के कारण कर्मचारियों को क्या लाभ अथवा हानि हुई?

रेल अंतर्राज्य में डप-मंडी (भी मुहम्मद शफी कुरेसी) : (क) और (ब). दिसंबर, 1973 के आनंदोलन के सम्बन्ध में किसी करार पर हस्ताक्षर नहीं किए गए थे। यह स्पष्ट नहीं है कि कर्मचारियों को लाभ या हानि से माननीय सदम्य का आशय क्या है। फिर भी ऐसा नियम है कि किसी गैरकानूनी हड्डताल के कारण गैर-हाजिरी की अवधि के लिए कोई बेतन नहीं दिया जाता।

SPECIAL PAY TO SECTION OFFICERS OF RDSO, LUCKNOW

1828. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of Section Officers in RDSO, Lucknow, who have come from other Departments get special pay while the existing Section Officers do not get this benefit;

(b) whether Supreme Court has recently held such payment of special pay as discriminatory;

(c) if so, whether such special pay will also be paid to all the Section Officers; and

(d) the number of Section Officers in Railway Board who are at present getting this special pay and whether the same benefits will be given to other Section Officers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) No special pay as such is granted to the category of Section Officers in the Research, Design & Standards Organisation. However, under the existing orders a special pay of Rs. 100/- p.m., in addition to class II scale of pay, is granted to such of the Sectional Officers of the Research, Design and Standards Organisation as are drafted

from the Railways. In the case of Sectional Officers who are promoted from class III categories of RDSO their salary is fixed by adding Rs. 100/- to the existing pay in class III posts.

(b) Yes.

(c) The question of payment of special pay to all Section Officers of R.D.S.O. is under examination in the light of the decision of the Supreme Court.

(d) No special pay as such is normally admissible to Section Officers of Railway Board which is a distinct category from Sectional Officers of R.D.S.O. However, a few Section Officers are allowed a special pay ranging from Rs. 75/- to Rs. 150/- based on the worth of charge and arduous nature of duties performed by them.

DIFFERENCE IN PERCENTAGE OF SUB-HEADS IN ACCOUNTS DEPARTMENT OF RAILWAYS AND GENERAL ACCOUNTS AND TRAFFIC ACCOUNTS BRANCHES

1829. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of RAILWAYS be pleased to state

(a) Whether the percentage of Sub-Heads in the Accounts Department of the Railways differs in the General Accounts and the Traffic Accounts Branches; and

(b) if so, the reasons for this disparity and the steps taken by Government to remove the same?

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

(b) The nature of work in the Traffic Accounts Branch on each railway is relatively speaking more of a routine type as compared to the work in the General Accounts Branch. The smaller number of supervisory posts of Sub-Heads in the T.A. Branch as compared to the number of similar posts in the General Accounts Branch is due to the above reason. Since creation of posts is regulated according to actual need of work. It is not possible to ensure a common percentage of posts in any grade in all branches.

रामपुर-काठगोदाम भीड़-गेज लाइन
को बड़ी लाइन में बदलना

1830. श्री हुकम चाहू कल्पात्मक : क्या
रेल मंत्री यह बताने की हुपा करेंगे कि :

(क) रामपुर से काठगोदाम तक भीटर
गेज रेल लाइन को बड़ी लाइन में बदलने
का काम कितने समय में पूरा हो जायेगा;

(ख) इस पर कुल कितना व्यय होगा;
और

(ग) यह कार्य कब में आरम्भ किया
जायेगा ?

रेल भवालय में उप-मंत्री (श्री मुहम्मद
शाफी कुरेशी) : (क) इस परियोजना के
लिए 1974-75 में अन्तिम मार्ग निर्धारण
हंजीनियरी एवं यातायात भवेंशण करने का
प्रस्ताव है। प्रस्तावित भवेंशण पूरा हो जाने
और उसकी रिपोर्ट भिन्न जाने के बाद ही
यह परा नग संकेता कि इस परियोजना को
पूरा होने में कितना समय लगेगा।

(ख) इस निर्माण तार्य की अनुमानित
नागत जग्यधर्म 10 10 करोड़ रुपा है।
मवेंशण पूरा हो जाने के बाद ही इसके निर्माण
की सही जानुमानित नागत वा परा नग
संकेता।

(ग) प्रस्तावित मवेंशण का काम पूरा
हो जाने के बाद इस परियोजना पर निर्माण
कार्य शुरू किया जायेगा।

5-3-74 को विद्या जाने वाला उत्तर परिचय
रेलवे के कर्मचारियों को स्थाई बनाना

1831. श्री हुकम चाहू कल्पात्मक : क्या
रेल मंत्री यह बताने की हुपा करेंगे कि :

(क) परिचय रेलवे में इस समय एमे
कर्मचारियों की संख्या कितनी है जो पांच
वर्ष से अधिक सेवा करने के बावजूद अभी
तक अस्थाई है; और

(ख) इन अस्थाई कर्मचारियों को स्थाई
बनाने के लिए सरकार का क्या कार्यकारी
करने का विचार है ?

रेल भवालय में उप-मंत्री (श्री मुहम्मद
शाफी कुरेशी) : (क) 2566

(ख) जहाँ औचित्य है अस्थाई पदों को
स्थायी बनाने तथा उन पर पाल कर्मचारियों
के स्थायीकरण के लिए एक विशेष अभियान
खलाया गया है।

SHIFTING OF PROPOSED TERMINUS FROM NIZAMUDDIN TO SHAHDARA

1832. SHRI P. VENKATASUBBAIAH :
Will the Minister of RAILWAYS be pleased
to state :

(a) whether the schemes for construction
of new terminus at Nizamuddin in Delhi
has been dropped due to the safety of the
ancient monuments;

(b) whether there is any proposal to
shift the proposed terminus to Shahdara
(Delhi); and

(c) if so, the main features of the pro-
posal?

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

(b) No.

(c) Does not arise.

VISIT OF STATE MINISTER TO STUDY WORK- ING OF F.A.C.T. AT COCHIN

1833. SHRI C. K. CHANDRAPPAN :
Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state :

(a) whether the Union Minister of State
in the Ministry had visited recently Kerala
to study the situation of F.A.C.T. at Udyog-
mandal and Cochin;

(b) if so, the results of his visit.

(c) whether he met the representatives
of all the Trade Unions and Associations
of F.A.C.T. while he was on this tour; and

(d) if so, the main points raised by those
representatives either personally or through
written representations?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) Yes Sir

(b) to (d) During the visit referred to the Union Minister of State held discussion with representatives of management labour and others concerned on various aspects relating to the performance of the plants, productivity labour management relations etc and also expressed satisfaction generally with the continuing efforts being made by all concerned to bring about all round improvement. A written representation received by the Minister of State referred mainly to lack of adequate promotion opportunities to junior engineers

हरिजन वस्तियों में महाको पर विजली लगाने हेतु केन्द्रीय सरकार द्वारा मध्य प्रदेश सरकार को ऋण

1834. श्री कूलचन्द बर्मा क्या सिवाई और किंचन्द मवी यह बनाने की कागज करेंगे तो

(क) क्या मध्य प्रदेश की हरिजन वस्तियों में मध्या पर विजली लगान हेतु केन्द्रीय सरकार का गठन सरकार को ऋण देने का विचार है और

(ख) जब तक कुन फिरनी धनराशि राज्य को दी जाच्छी है?

सिवाई और किंचन्द मवालय में उपस्थिति (श्री सिद्धेश्वर प्रसाद) : (र) और (ख) दिसंबर 1971 में आगरा सरकार न पहले से विद्युतीकृत गांवों के निकट हरिजन वस्तियों के विद्युतीकरण के लिए, आम विद्युतीकरण नियम द्वारा राज्य विजली बोर्डों का ग्रियाधत्ती ऋण सहायता देने की एक स्कीम लागू की थी। अब तक मध्य प्रदेश राज्य विजली बोर्ड के लिए ऐसी पाच स्कीमों स्वीकृत की जा चुकी है। इन स्कीमों में 27 553 लाख रुपये की ऋण सहायता निहित है जब इनमें 600 हरिजन वस्तियों में 6082 स्ट्रीट लाइट

की व्यवस्था करने की परिकल्पना है। नियम 29 24 लाख रुपये की ऋण सहायता के लिए हाल ही में प्रस्तुत किए गए दो और प्रस्तावों पर विचार कर रहा है।

RELIEF WORK IN BALASORE AND MAYURBHANJ DISTRICTS ORISSA

1835 SHRI SHYAM SUNDER MOHAPATRA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether Government of Orissa has withdrawn funds for test relief work in the month of January from District of Balasore and Mayurbhanj and asked the collectors not to go ahead with these works, and

(b) whether Government employees have been given loans for house building as in other years in flood affected Districts and whether Government of Orissa has declared flood affected Districts as such?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA SAD) (i) The State Government of Orissa have reported but no such action has taken by them

(b) The State Government have not considered it necessary to declare any area as flood affected during the year. They have also not given to Government employees interest free loans for reconstruction or repair of houses affected by floods this year. However, General Provident Fund Rules have been amended to enable the Government employees to take repayable advances for such purposes and these will be in operation till 31st March 1974

SUGGESTION BY SHAH OF IRAN TO IMPORT STEEL AND COAL IN EXCHANGE OF CRUDE OIL

1836. SHRI R R SINGH DEO
SHRI INDRAJIT GUPTA

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Shah of Iran has suggested that he would like to import steel and

coal in exchange for crude oil on bilateral basis; and

(b) if so, reaction of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS (SHRI SHAHNAWAZ KHAN):

(a) There have been press reports to this effect

(b) Some bilateral arrangements with Iran are being negotiated. It is not in the public interest to disclose the details at this stage.

INAUGURATION OF HARIPURA DAM IN NAINITAL TERAI BY PRIME MINISTER

1837. **SHRI R. S. PANDEY.**

SHRI YAMUNA PRASAD MANDAL :

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

(a) whether the Prime Minister recently inaugurated Haripura Dam in Nainital Terai,

(b) the total expenditure to be incurred on the Dam; and

(c) the Centre's share in the expenditure, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The Prime Minister inaugurated the Haripura Scheme in Nainital Terai on the 10th January, 1974.

(b) The latest estimated cost of the project, as adopted in the Fifth Five Year Plan, is Rs. 481 lakhs but it is likely to go up to Rs. 535 lakhs.

(c) The centre gives block loan and grant assistance to the State for the Plan as a whole. The Haripura Project is a part of the State Plan, and no special central assistance has been made available for it.

ISSUE OF PERMISSION LETTERS WITH APPROVAL OF LICENCING COMMITTEE

1818. **SHRI K. S. CHAVDA:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether all the Permission/no Objection letters were issued to the drug firms having more than 26 per cent foreign equity with the approval of the Licensing Committee; and

(b) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS (SHRI SHAHNAWAZ KHAN):

(a) The permission/no objection letters have been issued by Government based on a decision of the Licensing Committee.

(b) Does not arise.

DISCONTINUANCE OF THE PRACTICE TO ISSUE PERMISSION LETTERS

1839 **SHRI K. S. CHAVDA:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the practice of issuing permission/no objection letters to the drug manufacturing firms having more than 26 per cent foreign equity has been discontinued; and

(b) if so, from which date and the reasons for discontinuing this practice?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Permission/no objection letters for manufacture of drugs have not been issued since 1965. Following the announcement by Govt. in 1966 of certain facilities made available to industrial undertakings for diversification into new products without obtaining industrial licence, no such permission letter of no objection letters were issued.

PROJECTS OF FORMULATIONS BEYOND LICENSED CAPACITY

1840. **SHRI BHALJIBHAI PARMAR:** **SHRI K. S. CHAVDA:**

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

(a) whether production of formulations covered under permission/no objection letters far exceeds the licensed capacity;

(b) whether product mix allowed through permission letters have given a long handle to foreign firms to suppress the Indian sector; and

(c) whether the foreign exchange requirements/utilisation of units have not increased with the permission/no objection letters?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). Permission/No objection letters were generally issued to drug manufacturing firms subject to the following conditions :

- (i) No additional plant and machinery would be required for the purpose;
- (ii) No royalty would be payable;
- (iii) The products would be marketed under trade mark already in use; and
- (iv) No special concession in regard to the import of basic raw materials and ingredients would be made in relaxation of the General Import Policy in force from time to time.

It is not possible to indicate the excess production or to compute the impact of product mix on the Indian sector as many of these permission letters/No Objection letters did not indicate capacities for such items. Imports of raw materials are allowed to drug manufacturing firms by technical authorities and import control authorities on replenishment basis and therefore foreign exchange outgo is directly related to the production of manufacturing units concerned which involves imported raw materials. It is likely that foreign exchange requirements may have increased on the basis of production of drugs taken up by the manufacturing unit based upon permission/no objection letters.

FOREIGN ASSISTANCE FOR SILENT VALLEY HYDRO ELECTRIC PROJECT

1841. SHRI M. M. JOSEPH: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) how much aid assistance has been received from or assured by the friendly countries, especially from Canada in regard to Silent Valley Hydro-Electric Project; and

(b) if aid has not been sought for, what action Government proposes to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) No aid or assistance has so far been received from or assured by any country for the silent Valley Hydro Electric Project.

(b) The Kerala State Electricity Board has been authorised to proceed with the execution of the Project as a part of the Plan.

CLEARANCE OF KAKKAD HYDRO ELECTRIC SCHEME IN KERALA

1842. SHRI M. M. JOSEPH: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the time by which Kakkad Hydro Electric Scheme in Kerala is expected to be cleared; and

(b) the steps taken by Government for its implementation?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b) The report of the Kakkad Hydro Electric Project is under examination in the Central Water and Power Commission (Power Wing). Certain features of the Project are inadequate and additional investigations are necessary. The project can be cleared for implementation only after these are completed by the State authorities and the Project is found feasible.

DETERGENT UNIT BY GOVERNMENT SOAP FACTORY, KARNATAKA

1843. SHRI S. B. PATIL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Government Soap Factory of Karnataka has applied for permission for Detergent Unit;

(b) whether the scarce raw-materials required for the detergent unit of the Government Soap Factory are available; and

(c) if not, whether it is justifiable to get them imported with valuable foreign exchange.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir, The Government Soap Factory of Karnataka have been issued an industrial licence for the establishment of a 10,000 tonnes per annum synthetic detergent plant

(b) Two of the major raw materials viz. Alkyl Benzene and Sulphur are not presently available indigenously Indian Petro-chemicals Corporation Ltd. are however, setting up facilities for the manufacture of alkyl benzene which are expected to be completed by 1976

(c) Replacement of soap by synthetic detergents increase, the availability of edible oils for human consumption. It also goes to reduce the imports of tallow required for the manufacture of soaps.

EXTRACTION OF PETROL AND DIESEL FROM COAL

1884. SHRI SHANKER RAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) what are the commercial possibilities of obtaining petrol and diesel from coal and other indigenous raw material;

(b) how does the cost of petrol and diesel so manufactured compare with the cost of petrol and diesel manufactured out of crude oil imported from Arab countries;

(c) whether India is planning to manufacture petrol and diesel from coal and other substances; and

(d) if so, when will production start and what quantity can be made available?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). On the basis of the exploratory studies made so far by the National Committee on Science and Technology and the Planning Commission, it has been decided to set up a group to make a feasibility study for establishing a plant for the manufacture

of oil from coal. Till this report becomes available, it is not possible to work out the details regarding date of production, quantity and comparative cost etc. of the oil to be extracted from coal.

EXPANSION OF SHARE CAPITAL BY HINDUSTAN MOTORS

1845. SHRI MANORANJAN HAZRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the General Motors of the United States of America is already working with the Hindustan Motors both in West Bengal and Tamil Nadu;

(b) whether for the expansion of the Company's existing share capital of Rs. 30 crores, the Hindustan Motor has submitted a proposal to Government to enable the General Motors of the U.S.A. for equity participation;

(c) whether there is an outstanding loan of Rs. 17 crores of the Hindustan Motors to the USAID; and

(d) if the answers to parts (a), (b), and (c) are in the affirmative, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). A statement giving the information furnished by the Ministry of Heavy Industry is laid on the Table of the House. [Placed in Library. See No. IT-6319 '74.]

(c) and (d). A statement showing the information as on 31-12-1973, furnished by the Ministry of Finance is laid on the Table of the House. [Placed in Library. See No. IT-6319 '74.]

मध्य प्रदेश में पांचवीं योजना में ग्राम विद्युतीकरण करण

1846. श्री शीर्षक अग्रवाल : क्या सिवाई और विद्युत मंत्री यह बताने की हुया करेंगे कि :

(क) पांचवीं योजना में ग्राम विद्युतीकरण के लिए मध्य प्रदेश के लिए किननी धनराशि की व्यवस्था की जा रही है :

(ख) क्या इस योजना के अन्तर्गत प्रदेश की अब तक की प्रगति संतोषजनक नहीं है और केवल 20 प्रतिशत गांवों की ही विजली प्राप्त हो सकी है;

(ग) यदि हां, तो इसके क्या कारण हैं; और

(घ) इस प्रतिशतता को बढ़ाने के लिये केन्द्रीय सरकार द्वारा क्या उपाय किए जा रहे हैं?

सिन्हाई और विद्युत मंत्रालय में उपसंचारी श्री सिद्धेश्वर प्रसाद) : (क) मध्य प्रदेश में ग्राम विद्युतीकरण के लिए पांचवीं पंचवर्षीय योजना के दौरान 75 करोड़ रुपये का कुल परिव्यय प्रस्तावित है। इसमें न्यूनतम आवश्यकता कार्यक्रम के अन्तर्गत 55 करोड़ रुपये की राशि भी शामिल है।

(ख) मध्य प्रदेश में 70,414 ग्राम हैं। 31-12-1973 तक इनमें से केवल 14.6 प्रतिशत अर्थात् 10,278 ग्राम ही विद्युतीकरण किये गये हैं। यह प्रगति 26.2 प्रतिशत के अखिल भारतीय स्तर से नीचे है।

(ग) इसके कारण हैं—(1) पर्याप्त पारेषण और वितरण प्रणाली का अभाव (2) वित्तीय संसाधनों की तंगी (3) ग्रामों और आदिवासी क्षेत्रों का अलग-अलग होना।

(घ) स्थिति को सुधारने के लिए उठाए गए कदमों में अन्य बातों के साथ, ये शामिल हैं :—(1) ग्राम विद्युतीकरण निगम द्वारा राज्य विजली बोर्डों को योगात्मक धन दिया गया है। अब तक 73 स्कीमें जिनमें 27.56 करोड़ रुपये की क्रूण सहायता निहित है, स्वीकार की गई है। इन स्कीमों से 3354 ग्रामों का विद्युतीकरण और 84263 पर्म्मों का उर्जन अभिकल्पित है। इन स्कीमों को 3-5 वर्षों में पूर्ण करना अनुसूचित है। ग्राम

विद्युतीकरण निगम द्वारा राज्य विजली बोर्डों को स्वीकृत सहायता की मात्रा के दृष्टिकोण से मध्य प्रदेश का दूसरा स्थान है। (2) यह प्रस्ताव किया गया है कि योजना में शुरू किए जाने वाले न्यूनतम आवश्यकता कार्यक्रम, नामक विशेष कार्यक्रम के अन्तर्गत 55 करोड़ रुपये, जोकि कुल परिव्यय (272 करोड़ रु०) का 20 प्रतिशत है, मध्य प्रदेश को दिए जाएं।

PRODUCTION OF SYNTHETIC DETERGENT

1847. SHRI P. R. SHENOY : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the number of applications for licences for the production of synthetics detergents pending disposal and the number disposed of so far; and

(b) the policy of Government regarding the production of synthetic detergents within the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) out of 105 applications for industrial licences for the manufacture of synthetic detergents received during the years 1969-73, 35 applications have been finally disposed of—in 15 cases letters of intent have been issued while 20 have been rejected. 70 applications are under consideration.

(b) The production of synthetic detergents is being encouraged as a substitute for washing soaps with a view to make available edible oils for human consumption which would otherwise go into the production of soaps. This will also help reduce the imports of tallow required for the manufacture of soaps.

DE-RESERVATION OF RESERVED CONSTITUENCIES IN THE GENERAL ELECTIONS, 1976

1848. KUMARI KAMLA KUMARI : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether some of the reserved constituencies in Bihar and Uttar Pradesh are being de-reserved in the coming gene-

rai elections to Lok Sabha in the year 1976; and

(b) if so, the names thereof and also the reasons for de-reserving the constituencies?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (b). The Delimitation Commission has issued its final order No. 8 on 8th December, 1973, regarding delimitation of parliamentary and assembly constituencies in the State of Uttar Pradesh, and its order in respect of the State of Bihar is yet to be

issued. A statement showing the parliamentary constituencies in Uttar Pradesh reserved for Scheduled Castes in the Delimitation Orders of 1966 and 1973, is attached.

The delimitation of assembly and parliamentary constituencies, and the reservation of seats for Scheduled Castes and Scheduled Tribes has been done on the basis of 1971 Census figures according to the provisions contained in the Constitution and the Delimitation Act, 1972. In so delimiting the constituencies, some of the constituencies have undergone change in extent, composition and character.

Statement

STATEMENT SHOWING THE SCHEDULED CASTES SEATS IN THE LOK SABHA FOR UTTAR PRADESH

1965 Order	Order No 8 of 1973
1. 5-Bijnor (SC)	5-Bijnor (SC)
2. 17-Mirikh (SC)	18-Mirikh (SC)
3. 18-Hardoi (SC)	19-Hardoi (SC)
4. 20-Mohantalganj (SC)	21-Mohantalganj (SC)
5. 26-Akbarpur (SC)	27-Akbarpur (SC)
6. 28-Ramsanighat (SC)	29-Banabanki (SC)
7. 34-Basti (SC)	34-Basti (SC)
8. 37-Bansgaon (SC)	37-Bansgaon (SC)
9. 46-Lalganj (SC)	46-Lalganj (SC)
10. 49-Saipur (SC)	49-Saipur (SC)
11. 53-Robertsganj (SC)	53-Robertsganj (SC)
12. 57-Chail (SC)	57-Chail (SC)
13. 62-Jalaun (SC)	62-Jalaun (SC)
14. 63-Ghatalpur (SC)	63-Ghatalpur (SC)
15. 72-Firozabad (SC)	72-Firozabad (SC)
16. 75-Hathras (SC)	75-Hathras (SC)
17. 77-Khurja (SC)	77-Khurja (SC)
18. 84-Saharanpur (SC)	85-Haiderpur (SC)

उत्तर प्रदेश और उड़ीसा में चुनावों के सबंध में प्राप्त विवादों

1849. श्री शक्त दयाल सिंह : क्या विधि, स्थाय और कल्पनी कार्य मत्ती यह बताने की कृपा करेंगे कि

(क) उत्तर प्रदेश, उड़ीसा, मनीपुर और पांडिचेरी में हाल के विधान सभाओं के चुनावों के लिये किन-किन भाषाओं में मत-पत्र जारी किये गये

(ख) उपर्युक्त राज्यों में कमल कितने-कितने मत-पत्र मुद्रित किये गये और

विवरण

भाषाओं जिनमें मत-पत्र मुद्रित कराए गए हैं, निम्न प्रकार हैं —

उत्तर प्रदेश

रामपुर, बिजनौर, बरेली, मुरादाबाद, मुजफ्फरनगर, मेरठ, पीलीभीत, लखनऊ, और सहारनपुर जिलों के विधान सभा निर्वाचन-क्षेत्र बाराबकी जिले में फतहपुर और रामनगर निर्वाचन क्षेत्र, बहगाड़ जिले में महिंदी, नानपारा, और चर्दा निर्वाचन-क्षेत्र, गोडा जिले में गैनाशी, तुलसीपुर, बलरामपुर, उत्तरौला, साइलमानगर, मनकापुर और मुरैना निर्वाचन-क्षेत्र तथा बस्ती जिले में रामनगर, डमरियायज, इटावा, शीहरतगढ़ और नौगढ़ निर्वाचन क्षेत्र

2 अन्य सभी विधान सभा निर्वाचन क्षेत्र

उड़ीसा

1 गजाम जिले में चन्द्रपुर, बरहमपुर, परलाखेमुद्दी विधान सभा निर्वाचन क्षेत्र तथा कोरापुट जिले में गुनपुर और रायगढ़ा निर्वाचन क्षेत्र

2 अन्य सभी विधान सभा निर्वाचन क्षेत्र

मणिपुर

1 चेदेल, टैनोपाल, फुयार, उखल, चिंगाई, सैकुल, कारोग, माओ, ताडुबी, कागपोकपी, सैटू, ताम्बै, तामेगलोग, नुगाब, तिपाईमुख, थानलोन, हेंगलेप, चुराचालपुर, सैकोट और सिंधाट विधान सभा निर्वाचन क्षेत्र

2 अन्य सभी विधान सभा निर्वाचन क्षेत्र

पांडिचेरी

1. माहै और पल्लीर विधान सभा निर्वाचन क्षेत्र
2. यनाद्वीन विधान सभा निर्वाचन क्षेत्र
3. अन्य सभी विधान सभा निर्वाचन क्षेत्र

निर्वाचन-क्षेत्रों के नाम के बाल अन्नेजी में ही मुद्रित कराए गए हैं।

उनके मुद्रण में कुल कितना कागज लगा; और

(ग) क्या सरकार मत-पत्रों को और श्री आसान बनाने पर विचार कर रही है?

विधि, स्थाय और कल्पनी कार्य मंड़ालम में राज्य मंड़ी (श्री नीतिराज सिंह जीवरी) :

(क) अपेक्षित जानकारी कासा विवरण सदन के पाठ्य पर रख दिया गया है।

(ख) जानकारी इकट्ठी की जा रही है।

(ग) ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

हिन्दी और उर्दू

हिन्दी

उडिया और तेलगू

उडिया

बंगलौरी
मणिपुरी

मलयालम
तेलगू
तमिल

INCREASE IN LICENSED CAPACITY FOR UNION CARBIDE

1850. SHRI MADHU LIMAYE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether it is a fact that the Union Government has allowed a 100 per cent increase in the licensed capacity for the Union Carbide for low density polyethylene;

(b) if so, the original capacity and the new increase sanctioned; and

(c) the reason for giving preference to foreign companies over the indigenous manufacturers;

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c). A letter of Intent has been issued to M/s Union Carbide India Ltd. for effecting substantial expansion to their licensed capacity from 9000 tonnes to 20,000 tonnes/annum for manufacture of L. D. Polyethylene.

There are at present only two indigenous manufacturers (M/s Union Carbide and M/s Alkali & Chemicals Corporation of India) of L. D. Polyethylene, and both of them are foreign majority concerns.

M/s Alkali & Chemicals Corporation of India have been permitted to enhance their capacity from 10,000 tonnes to 13,000 tonnes/annum under the fuller utilization scheme of the Government. The Indian Petrochemical Corporation Ltd., Baroda, a public sector undertaking is implementing a project for the manufacture of 80,000 tonnes of Low Density Polyethylene. This project is expected to be commissioned in 1976.

EXPANSION OF CAUSTIC SODA UNIT IN KARANATAKA

1851. SHRI A. K. KOTRASHETTI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Ballarpur Paper and Straw Board Products Limited have been given permission under the Monopolies and

Restrictive Trade Practices Act to expand their caustic soda unit in Karnataka for detergent complex;

(b) whether the unit has been given any concessional power and land facilities by Government; and

(c) if so, broad features of the concession given ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) M/s. Ballarpur Paper and Straw Board Mills Company Limited, who are implementing an industrial licence for the establishment of a Plant with an annual capacity of 33,000 tonnes of caustic soda, 16,500 tonnes of liquid chlorine and 10,000 tonnes of Hydrochloric acid, have been issued a letter of intent for effecting expansion by 16500 tonnes per annum of caustic soda and 14850 tonnes of liquid chlorine. The said expansion was found to be outside the ambit of the Monopolies and Restrictive Trade Practices Act 1969. A letter of intent for the manufacture of 10000 tonnes per annum of Sodium Tripoly Phosphate has also been issued to this party subject to clearance under the MRTP Act. Their application under the MRTP Act for the manufacture of Sodium Tripoly Phosphate is under consideration of Government.

(b) and (c). Information is being collected from the Government of Karnataka and will be laid on the Table of the House.

SETTING UP OF A THERMAL POWER STATION IN ANDHRA PRADESH

1852. SHRI M. RAM GOPAL REDDY :
SHRI K. KODANDA RAMI REDDY :

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

(a) whether there is a proposal to set up a thermal power station in Andhra Pradesh shortly; and

(b) if so, the site selected for the proposed station ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). A proposal for establishing a thermal power station, at a point between Ibrahim Patnam and Kondapalli, about 10 km from Vijayawada, with a capacity of 2 units of 200 MW has been approved by the Planning Commission.

SPENDING OF AMOUNT BY INDIAN PHARMACEUTICAL INDUSTRY

1855. SHRI RAM PARKASH : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Indian Pharmaceutical Industry have expressed its inability to spend any amount on basic research; and
 (b) if so, the reasons forwarded by the industry?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) No, Sir.

(b) Does not arise.

रेलवे में औद्योगिक संबंधों पर सम्मेलन

1854. श्री रामपतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे में औद्योगिक संबंधों पर विचार करने के लिए रेल मंत्री ने 4 फरवरी, 1974 को रेल कर्मचारियों के मान्यता प्राप्त दोनों संघों तथा चार केन्द्रीय मजदूर संगठनों के प्रतिनिधियों का कोई सम्मेलन दिल्ली में आयोजित किया था जिसमें बह स्वर्ण भी उपस्थित थे,

(ख) क्या रेल मंत्री सहित सभी प्रतिनिधियों में रेलवे में एक ही यूनियन बनाने पर बल दिया है; और

(ग) यदि हाँ, तो उस पर सरकार की क्या प्रतिक्रिया है तथा उसका विचार इस उद्देश्य की पूर्ति किस प्रकार करने को है?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफीकुररेही) : (क) जी हाँ।

(ब) जौर (ग). रेल मंत्री ने एक उद्देश्य में एक यूनियन के सिद्धांत का उल्लेख किया है। बैठक में भाग लेने वाले प्रतिनिधित्वों ने इस सुझाव का स्थान संबोध किया। इस उद्देश्य की पूर्ति किस प्रकार से की जाये, यह निविदित किया जाता है।

SHORTAGE OF RAW MATERIALS FOR DRUG INDUSTRY

1856. SHRI K. MALLANNA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the stocks of raw materials with the drug industry are fast drying up and the agencies responsible for replenishing the stocks are yet to wake up to the realities of the situation; and

(b) if so, the broad outlines regarding the policy of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Raw materials required by the drug industry fall under two categories :

(i) imported; and
 (ii) indigenous.

Regarding imported raw materials, international availability of some of the items has become difficult recently. Efforts are being made to procure these items with the assistance of branches and subsidiaries of such of these foreign companies whose parent organisations are manufacturing those items and letters of authority could be issued in appropriate cases. In respect of indigenous raw materials some shortages have been reported from time to time. The difficulties have been discussed with the associations of the drug manufacturers and appropriate steps taken/are being taken to influence releases of the raw materials concerned from their manufacturers.

SWITCH IN FULL FOR GENERATING UNITS AT TROMBAY, AHMEDABAD, DHUVARAN AND BARAUNI

1857. SHRI D. B. CHANDRA GOWDA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether more than one million tonnes of furnace oil can be saved annually if generating units of the four power Houses—Trombay, Ahmedabad, Dhuvaran and Barauni, now using furnace oil, switch over to coal;

(b) if so, whether it is a fact that all these plants depend on the secured supply of coal; and

(c) whether Government propose to review its policy in this regard; and if so, the policy formulated?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). A substantial quantity of oil can be saved if the power houses at Trombay, Ahmedabad, Dhuvaran and Barauni switch over from oil to coal. This will however depend on the secured supply of adequate quantities of coal. Secondary processing facilities will also be required at Koyali Refinery.

(c) In respect of the units which are capable of conversion at the above four power houses, CW&PC has drawn up plans for switching over to coal. Necessary steps are also being taken to link and make available the requisite quantity of coal to each Thermal Power Station.

REPORT OF TARIFF COMMISSION ON PRICES OF ALCOHOL

1858. SHRI E. V. VIKHE PATIL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have received the report of the Tariff Commission suggesting increase in the price of alcohol; and

(b) if so, the action taken or proposed to be taken on that report?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No, Sir.

(b) Does not arise.

CAPACITY OF FERTILISER PLANTS IN PRIVATE SECTOR

1859. SHRI NAWAL KISHORE SHARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total installed capacity of fertiliser production in the private sector in the country;

(b) whether the production of fertiliser in the private sector is in accordance with the installed capacity; and

(c) if not, the reasons for the short-fall and the steps taken by Government to see that shortfall does not continue?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-6320/74]

LAYING OF NEW RAILWAY LINES AND DOUBLING OF LINES IN KERALA DURING FIFTH PLAN

1860. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) the salient features of the scheme for laying new Railway lines in Kerala during the Fifth Five Year Plan period; and

(b) whether any scheme to double any Railway lines in Kerala is under consideration of Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Proposals for the Fifth Five Year Plan have not yet been finalised. However, the construction of the B.G. line from Tirunelveli to Trivandrum with a branch line to Kanyakumari, a part of which falls in Kerala, is already in progress.

(b) No new scheme is under consideration.

SABOTAGE SUSPECTED IN MOVEMENT OF COAL TO STEEL INDUSTRY

1861. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether some sort of sabotage was going on the Railways for paralysing movement of coal to the steel industry; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Repeated staff agitations have affected loading of coal for Steel Plants from the Bengal-Bihar fields, in recent months.

(b) Government is seized of the problem and efforts are being made to prevent such agitations affecting railway operation.

DRAINAGE SCHEMES RELATING TO FLOOD CONTROL FOR KERALA

1862. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Kerala Government have prepared any schemes relating to flood control drainage in urban and rural areas;

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

(c) whether Government propose to provide any financial assistance to the State of Kerala in implementing the proposed schemes; if so, to what extent?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD): (a) to (c). The State Government of Kerala had formulated in 1963 a draft plan for flood control in the State, at an estimated cost of Rs. 22.4 crores, which envisaged improvement of channels and drainage at an estimated cost of about Rs. 10 crores. The draft plan had been examined in the Central Water and Power Commission and the State Government had been requested to revise the plan taking into account the experience of floods and drainage congestion subsequent to 1963. The revised plan has not yet been received from the State Government of Kerala. Pending the finalisation of the Plan measures for flood control and drainage improvement as considered necessary in vulnerable areas, are being implemented as

part of the State Plan. The measures implemented so far have benefited about 8000 hectares.

Flood Control and drainage schemes form a part of flood control sector of the State Plan. Central assistance to the States for the Plan schemes is provided in the shape of block loans and grants. There is no specific or earmarked central assistance for flood control and drainage schemes.

FINANCIAL ASSISTANCE TO KERALA FOR IRRIGATION DURING LAST THREE YEARS

1863. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of IRRIGATION AND POWER be pleased to state the total financial assistance given to the State of Kerala for irrigation during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD): Irrigation is a State subject and funds for irrigation projects are provided by the State Governments within the framework of their overall development Plans. The Central assistance to State Plans is given in the form of block loans and grants not related to any particular sector of development or project. The total Plan outlay of Kerala in the last three years (1970-71 to 1972-73) was Rs. 170.00 crores, of which Central assistance was Rs. 100.70 crores.

REPAIRS OF FAULTY MACHINES OF COCHIN DIVISION OF FACT

1864. SHRI K. P. UNNIKRISHNAN : SHRI VAYALAR RAVI :

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

(a) the progress made regarding the repair and replacements of faulty machines at the Cochin Division of FACT;

(b) a brief outline of the works done so far for this purpose and whether the factory has since started commercial production;

(c) whether there has again been dislocation in production in the month of December, 1973 and the inherent defects in

the production system continue to be unrectified; and if so, the reasons therefor; and

(d) the broad outlines regarding the present stage of production capacity, actual production and losses in production due to defects in different section of the plant?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). The information is being collected and will be laid on the Table of the House.

SETTING UP OF RAILWAY HOSPITALS AND HEALTH UNITS AT RAILWAY STATIONS AND GUJARAT STATE

1865. **SHRI D. P. JADEJA:**
SHRI VEKARIA:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of the Railway stations in Gujarat State where Railway Hospitals and Health Units have been set up for the employees and broad features of facilities made available therein;

(b) the number of employees working in each station who are benefited; and

(c) whether Government propose to establish more hospitals; if so, the names of the places?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A statement is attached.

(c) No.

STATEMENT

Sl. No.	Name of Hospital/Health Unit	No. of employees served	Facilities available
1	2	3	4
<i>Hospitals</i>			
1. Sabarmati	.	3241	Both indoor and outdoor facilities available
2. Pratapnagar	.	28901	Do.
3. Gandhidham	.	2046	Do
4. Rajkot	.	18115	Do
5. Bhavanagar Para	.	14432	Do
6. Dohad (Workshop)	.	4631	Do
7. Bulsar	.	11059	Do
<i>Health Units</i>			
1. Surat	.	1663	Only outdoor facilities available
2. Udhna	.	1454	Do
3. Ahmedabad	.	2670	Do
4. Kankaria	.	4500	Do
5. Anasad	.	2562	Do.
6. Baroda Station	.	1501	Do.
7. Baroda Yard	.	2167	Do.
8. Broach	.	2732	Do.
9. Dabholi	.	1615	Do.
10. Jambusar	.	507	Do.
11. Godhra	.	2403	Do.

1	2	3	4
12	Sahmati (B.G.)		Only outdoor
	Sahmati (M.G.)		3241 facilities available
13	Viramgam	1544	Do.
14	Utt College Pratapnagar	260	Do
15	Mahura	199	Do
16	Dharamdhara	511	Do.
17	Surendranagar	1942	Do.
18	Wankar	1124	Do.
19	Morvi	1150	Do.
20	Jamnagar	1281	Do
21	Mehrauli	3836	Do
22	Okha	829	Do
23	Hipri	1085	Do
24	Hunirangpur	860	Do
25	Junagadh	1197	Do
26	Jatalpur	1842	Do
27	Gurudaspur	240	Do
28	P. Tando	864	Do
29	M. G. di	296	Do
30	Uth	555	Do
31	Dholka	1344	Do
32	Borivali	1377	Do
33	V. r. v. l	957	Do
34	Dholka	593	Do
35	D'Sale D. n. at Dahod	4631	Do
36	Deshkotwara	2017	Do
37	Uthi Bura	544	Do
38	P. T. M. P. R.	1135	Do
39	K. India Port	171	Do

In addition to above Lock up Dispensaries are also functioning at (1) Nadiad (2) L. o. o. Colony Rajkot (3) Kalol, (4) D. warka (5) Bhuj and (6) Bhildi

CONVERSION OF SAMASTIPUR-DARBHANGA RAXAUL METRE GAUGE LINE INTO BROAD GAUGE

1866 SHRI BHOGENDRA JHA will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 258 on the 13th November 1974 regarding extension of broad gauge lines from Samastipur to Raxaul via Darbhanga and from Muzaffarpur via Monhara and state

(a) whether examination of the engineering and traffic survey reports for conversion of Samastipur-Darbhanga-Raxaul Metro Gauge line to Broad Gauge line and for Jhanjharpur-Lukhaha-bazar M.G. rail link has since been completed, and

(b) if so, the broad outlines thereof and decision taken regarding schedule of starting and completion of the work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) : (a) and (b) The survey reports have been examined. It is proposed to include conversion of Samastipur-Darbhanga metre gauge section into broad gauge in the Railway Budget for 1974-75 at an estimated cost of Rs 479 crores. The conversion of metre gauge line to Raxaul via Muzaffarpur/Darbhanga is also under consideration. Actual work will commence after completion of the final location engineering survey proposed to be taken up in 1974-75. Jhanjharpur-Lukhaha-bazar M.G. rail link (length 42.36 kms.; cost Rs. 2.58 crores) is also being included

in the Budget for 1974-75. No firm schedule for completion of these works can be indicated at this stage.

CHANGE IN THE DECISION TAKEN ON THE CONSTRUCTION OF OVERBRIDGE AT SONATHANA RAILWAY GATE (S.C. RAILWAY)

1867. **SHRI BHOGENDRA JHA** - Will the Minister of RAILWAYS be pleased to state :

(a) whether it was decided to have Railway overbridge at Sonathana Railway gate near Umri Station on South Central Railway;

(b) if so, whether the decision has since been changed and has been decided to provide the Railways over-bridge at some other station;

(c) if so the salient features thereof

(d) whether any representation in this connection was submitted to the General Manager, S.C. Railway by Nagrik Agency of Umri town,

(e) if so the salient feature thereof, and

(f) decision taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) The proposal of Maharashtra State Government for construct of a road over-bridge in replacement of level crossing No 166 between Umri & Karkhedi Stations on Secunderabad-Manmad section of South Central Railway has not been developed so far as the State Government have advised on 5-2-1973 to treat the proposal dropped for the present.

(b) No.

(c) Does not arise.

(d) No.

(e) and (f). Do not arise.

REPORT OF C.B.I. INQUIRY INTO WORKING OF P.C.I.

1868. **SHRI BIRENDER SINGH RAO** - **SHRI MUKHTIAR SINGH** - **SHALIKH** -

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

(a) whether Government have since received the report of the C.B.I. on the inquiries made against Trombay Unit of Fertilizer Corporation of India about the losses suffered during the year 1968-70; and

(b) if so, the number of persons who have been found guilty and action taken against them by Government ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) No. Sir

(b) Does not arise.

BASIS FOR ALLOTMENT OF KEROSENE OIL QUOTA TO STATES

1870 **SHRI BIRENDER SINGH RAO**. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the basis on which Kerosene Oil quota is allotted to the various States ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) Requirements of Kerosene Oil for the different States are estimated on the basis of past sales under conditions of free availability and the growth factor as determined by the Demand Forecasting Cell of the Ministry. Quotas of Kerosene Oil are then laid down for the different States on a month to month basis after taking note of seasonal fluctuations. In case the total availability of product falls short of the total requirements of the States, or when there are other constraints, quotas are reduced as necessary to suit the availability.

LOSS SUFFERED BY I.O.C. FOR IRREGULARITIES IN PROCEDURE FOR CRUDE OIL

1871. **SHRI BIRENDER SINGH RAO** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Government are aware that Indian Oil Corporation has suffered a huge loss in crude oil deals because of irregularities in the procedure during the last three years;

- (b) whether Government have inquired into the matter; and
- (c) if so, the action taken or proposed to be taken by Government against the defaulting officers?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). The required information is being collected and will be laid on the Table of the House in due course.

PRODUCTION OF CERTAIN CHEMICALS BY FOREIGN DRUG FIRMS

1872. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Indomethacin, Prenilamine Lactate Cyproheptadine, Furosemide and Drythromycin Strearate were imported by foreign firms, namely, M.S.D., Hoechst and M/s. Abbott during the last three years and if so, in what quantities and at what prices;

(b) whether some of these items are canalised because of high prices of importation by these foreign firms if so, what advantages these foreign firms have given to their principals in foreign exchange repatriation, directly and indirectly, by these imports at high prices;

(c) whether Government have prosecuted or recommended prosecution or taken any other action like suspension of manufacturing licences for violating foreign exchange rules; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Information is being collected and will be laid on the Table of the House.

(b) Canalisation of imports through S.T.C. was effected from 1st April, 1970 with a view to ensure price benefit for consumers in the prices of formulations and to safeguard the manufacturers of indigenous materials by adopting a system of pooled prices. Canalisation also enables purchases to be made by S.T.C. at

competitive prices in the world market which otherwise vary from company to company.

(c) and (d). No cases of violation of foreign exchange rules on this account have come to the notice of this Ministry.

FORMULATION OF METRANIDAZOLE BY M/s. MAY & BAKER AND OTHER FIRMS

1873. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether M/s. May & Baker a 100 per cent foreign firm has been recommended expansion of Metranidazole from 600 kgs. tonnes per annum capacity and whether its formulations and the very item was over produced 10 times for the captive consumptions and high profits earning;

(b) whether M/s. Unichem, Cipla, Indo-Pharma, IDPL and Sunmets have applied and have been recommended for Metranidazole production capacity of roughly 80 tonnes per annum;

(c) whether Fifth Five Year Plan target for this drug is only 50 tonnes per annum.

(d) the reasons May and Baker's proposal for expansion of this item was not linked with Indian proposals; and

(e) whether the new guidelines for foreign exchange compel the branch of foreign firms to reduce their equity to 60 per cent?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The proposal of M/s. May and Baker Ltd. Bombay for expansion in capacity of Metronidazole from 602 kgs p.a. to 24 tonnes per annum is under consideration of Government. The entire question of excess production by different companies including M/s May & Baker is under consideration of Government.

(b) While M/s Indo Pharma Pharmaceutical Works Ltd. have granted an industrial licence for the manufacture of Metronidazole with a capacity of 4 tonnes per annum; proposals from other companies are under consideration of Government.

(c) Yes, Sir. The Task Force on Drugs and Pharmaceuticals set up by the Planning Commission have assessed the demand of Metronidazole at 50 tonnes by the end of fifth plan i.e. year 1978-79.

(d) The application of M/s. May & Baker for manufacture of Metronidazole was received in December, 1971 whereas those from M/s. Unichem, CIPLA, IDPL, and Sumeeta were received much later.

(e) As per guidelines issued by Ministry of Finance, Companies with foreign holding exceeding 75% are required to raise 40% of the estimated cost of expansion, by issue of additional equity capital (inclusive of premium, if any) to Indians only within a reasonable time limit.

"ON ACCOUNT" PAYMENT TO SUBSTITUTE WORKERS AND CASUAL LABOURS

1874. SHRI JHARKHANDE RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether substitute workers and casual labourers who have been granted temporary status and have been contributing to provident fund have not been given "on account" payment towards arrears of third Pay Commission scales; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Substitute workers and casual labourers who were drawing pay in the authorised scales as on 1st January 1973 and continued to be in service on 1st January, 1974 have been allowed "on account" payment towards arrears of Third Pay Commission scales.

INDIA'S OIL CRISIS, A PAYMENTS PROBLEM

1875. DR. RANEN SEN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether India's oil crisis is basically a payments problem;

(b) if so, the facts thereabout; and

(c) steps taken to solve this problem ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c). The price of crude oil has increased steeply since the beginning of 1974. The main problem, therefore, is not of the availability of crude oil but that of meeting the exorbitant foreign exchange cost. Government have taken a number of measures to meet the situation which include, *inter alia*, the following :

- (i) Placing increasing reliance on alternative sources of energy.
- (ii) Curbing the inessential consumption of oil products.
- (iii) Maximising exports to meet the cost of oil imports for the essentially needed requirements of the economy.
- (iv) Intensifying activity for maximisation of indigenous production of crude oil etc.

ACQUISITION OF MAJORITY SHARES OF OIL INDIA LTD.

1876. SHRI MOHINDER SINGH GILL :

SHRI NAWAL KISHORE SHARMA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether a decision has been taken to acquire majority equity shares of the Oil India Limited and if so the facts thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : The question of Government acquiring a majority of the shares of Oil India Ltd. is still under consideration. No specific decision has yet been taken.

IDA LOAN TO INDIAN RAILWAYS

1877. SHRI MOHINDER SINGH GILL :

SHRI NARENDRA SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) the amount of help in dollars received from International Development Association for improvement and modernisation of Indian Railways; and

(b) what will be the mode of repayment and the imports to be made out of this credit.

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI): (a) The
International Development Association
have given a credit of US dollars 80 mil-
lion for the improvement and modernisa-
tion of Indian Railways. The agreement
for the credit has been signed on 21st
December 1973.

(b) The credit is repayable in 50 years with a moratorium on repayment for the first ten years. The credit carries no interest but only a service charge of three-fourths of one per cent per annum.

The credit will finance import of components and raw materials for the manufacture of rolling stock, items for track renewal and bridge works line capacity works, signalling and electrification schemes and plant and machinery.

ADVICE GIVEN TO HIGH COURT BY GOVERNMENT TO CURTAIL VACATION

1878. SHRI M RAM GOPAL REDDY.
Will the Minister of LAW, JUSTICE AND
COMPANY AFFAIRS be pleased to
state:

(a) whether Government have advised all High Courts to curtail their vacation and ensure that working days in a year do not fall below 210; and

(b) if so, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) : (a) Yes Sir.

(b) This was done since 1960 with a view to enabling the High Courts to devote more time to the disposal of cases.

CANCELLATION OF TRAINS ON SOUTH
EASTERN RAILWAY DURING FEBRUARY
1974

1879: SHRI M. RAM GOPAL
BEDDY:

SHRI M. SUDARSANAM :

Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of trains were cancelled on the South Eastern Railway during February, 1974; and

(b) if so, the reasons therefor and loss incurred by Government?

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

(b) Due to various staff agitations, a number of trains had to be cancelled. The information of loss is being worked out and will be placed on the table of the Sabha.

एतत्त्वाम दिवीकरन, पश्चिम रेलवे में लंब की गई¹ मार्गिकार

1880. श्री कृष्णचन्द्र बर्मा क्या रेख मंदी
यह बसाने की कृपा करेंगे कि :

(क) पश्चिम रेलवे में रत्नाम हिंदीजन, भृत्यप्रदेश में कोयले के अभाव में तथा अन्य कारणों से कुन कितनी गाड़िया बद की गई; भौंर

(ख) उन गाड़ियों को पुनः चालू करते देते क्या कार्यवाही की गई है?

रेल भवालय में उप-मंत्री (धी मुहम्मद
शफी कुरेशी): (क) पश्चिम रेलवे के रत्नालम
मंडल पर विगत एक वर्ष (1-2-1973 से
31-1-1974 तक) में बोयमे की कमी तथा
अन्य कारणों से रह की गयी गाड़ियों की संख्या
38 है।

(अ) जहां तक कोयले की कमी का संबंध है तेलों को कोयले की सप्लाई बढ़ाने के लिये कोयला उत्पादक यूनिटों और इस्पात नक्काशान मंत्रालय के साथ निकट सम्पर्क रखा जा रहा है और आठ गाड़ियां जो अभी नहीं हैं, यात्रीग्र वालू कर दी जायेंगी।

ओपाल-रत्नाम वर्षी लाला का उद्घाटन हो
उपालम नाम हो तो उपाला

1881. यी फूलकाम्ब वर्षी : क्या देव
मंसी यह असामे की झूपा करेंगे कि :

(क) भीमल-रत्नाम बड़ी लाइन की
गाड़ी गढ़ रही थी उसमें से रत्नाम
प्रतिष्ठित किलानी सेट थी :

(क) लग्जीन से बाहियों के लेट चलने के कारण क्या है; और

(ग) भविष्य में उक्त मात्री ठीक समय पर चलाने के लिये सरकार द्वारा की गई कार्यवाही की मुख्य बातें क्या हैं?

रेल संचालन में उप-जंक्शन (भी युहन्नम जाकी कुरेसी) : (क) अगस्त, 73 से जनवरी, 74 तक, उक्त महीने की अवधियों 86 अप और 112-ए, अप सवारी बाहियों भोपाल से राजधानी अमृत: 94 दिन और 120 दिन देर से पहुंचती है।

(छ) विभिन्न परिवालनिक कठिनाइयाँ, कर्मचारियों तथा जनता द्वारा आन्दोलन, भारी यात्रा में लगाने की जंजीर का खोखा जाना, अगस्त और सितम्बर, 1973 में रेल पर पर बाढ़ का प्रकोप आदि इन बाहियों के देर से पहुंचने के कारण थे।

(ग) रेल प्रशासन द्वारा बाहियों के समय पालन पर महसूलीय तथा मुख्यालय दोनों स्तरों पर निरन्तर ध्यान दिया जाता है। यदि कभी आवश्यकता होती है, समय-प्राप्ति में सुधार लाने के लिये किसीप अभियान चलाये जाते हैं।

SHORTAGE OF OIL IN GENERATION OF POWER

1882. SHRI SHANKERAO SAVANT : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the shortage of oil has affected generation of power; and

(b) if so, the steps taken or proposed to be taken to meet this contingency?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) The current oil shortage has caused anxiety about smooth functioning of some of the thermal power stations, as even in coal burning power stations se-

condary oil fuels are required where pulverised fuel firing is employed. No reduction of power generation has occurred.

(b) The following steps have been taken to reduce dependency on oil :—

(i) The State Electricity Boards have been instructed to observe utmost economy in the consumption of oil. Attempts are being made to operate the thermal plants at higher load factors, to the extent possible, so as to reduce the need for oil.

(ii) It has been decided to convert oil fired boilers to coal fired boilers in thermal power stations and action has been initiated in this direction.

(iii) An assessment of the minimum requirements of oil for power stations has been made and efforts are being made to meet these requirements fully.

(iv) Special auxiliary equipment is being installed in certain power stations enabling use of the quality of oil now readily available.

NON-AVAILABILITY OF AUTHENTICATED VERSION OF VARIOUS LAWS, RULES AND REGULATIONS IN THE VARIOUS LANGUGES

1883. SHRI S. C. SAMANTA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the authenticated versions of various laws, rules and regulations in the language of the Union and other languages are not available at District and State Capitals either at sale depots at Government levels or even privately although a large amount of work has already been done in bringing out authenticated and translated versions;

(b) whether any steps have been taken to popularise the work being done by the Official Languages (Legislative) Commission and other bodies; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) In pursuance of section 5 of the Official Languages Act, 1963, translations in Hindi of Central Acts, Ordinances promulgated by the President, and orders, rules, regulations and bye-laws issued under the Constitution or under Central Acts are published under the authority of the President in the Official Gazette as the authorised texts thereof in Hindi. The Controller of Publications arranges to supply as many copies of these translations as are required by the indentors and subscribers of these copies. The Official Language (Legislative) Commission arranges to publish digest editions (Hindi-English) of Central Acts which are placed on sale by the Controller of Publications. Authoritative texts in Hindi of 307 Central Acts have been published so far in the Official Gazette and out of these, digest editions of 135 Central Acts have been brought out. The Government of India are not aware whether the authenticated texts in Hindi and the digest editions of Central Acts already published are available at the District and State capitals.

Authenticated versions of the Central Acts, Rules, Regulations, etc. are not available in any language other than Hindi. The Authorised Translations (Central Laws) Act, 1973, providing for the publication under the authority of the President in the Official Gazette of authorised translations of Central Laws in any language (other than Hindi) specified in the Eighth Schedule to the Constitution was enacted only in December, 1973 and has not yet come into force. The steps to be taken for the publication of such translations in the Official Gazette are under consideration.

(b) and (c). Necessary steps to popularise the work done by the Official Language (Legislative) Commission have been taken. The catalogues of the publications brought out by the Commission are published periodically and circulated *inter alia*, to the State Governments, High Courts, Law Colleges, Bar Associations, District Judges and other agencies which

deal with or are concerned with legal publications. The Commission has also been arranging exhibitions to give publicity to these publications. It has also been maintaining liaison with the Governments of the Hindi-speaking States to popularise its publications. As a result of these activities, the Governments of the Hindi-speaking States and the High Courts in these States have placed bulk orders for the publications of the Commission.

OPEC FOR CURBS ON FIRMS' PROFITS

1884. SHRI RAM PARKASH : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government are aware of the reported statement by the Iranian Finance Minister that the oil producing countries would not enter into any binding agreement to stabilise oil prices unless consumer countries control the companies from earning more than 100 per cent profits; and

(b) if so, reaction of Government thereto and action taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). According to the information of the Government, the buy-back prices at which the oil companies would be obtaining crude oil from the producing countries are still under negotiation. It is, therefore, not possible at this stage to take any view in the matter.

SINGLE FEDERATION FOR RAILWAY EMPLOYEES

1885. PROF. MADHU DANDAVATE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government favour the emergence of a single Federation of Railway Employees in the interest of industry as well as healthy trade union movement; and

(b) if so what concrete steps are taken to facilitate the emergence of a single Federation in Railways?

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

(b) The policy of 'one union in one industry' is accepted but the ways and means to achieve this objective are to be worked out.

PLANS FOR USE OF WATER FOR IRRIGATION AND HYDRO ELECTRIC POWER IN FIFTH PLAN

1887. SHRI RANABAHADUR SINGH: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have emphasised the need for formulation of realistic master plans for use of water in irrigation, hydro-electric power, rural and urban water supplies and for flood control operations in order to achieve maximum benefit for the welfare of the people from the large and major projects under construction, like Mahanadi, Hasdeo and Bodhghat; and

(b) if so, the main features of the projects to be taken up during Fifth Year Plan ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDESHWAR PRA-SAD) : (a) and (b). The need for formulation of comprehensive river basin plans taking into account the various uses of water have been emphasised in the various Plan documents and in the report of the Irrigation Commission. While Planning new projects all over the country despatched on an average per month from the possibility of multipurpose benefits wherever feasible, is always kept in view.

In Madhya Pradesh, the Mahanadi reservoir under construction is planned for water supply to Bhilai steel plant as well as for irrigation. The Hasdeo right bank canal is under construction to utilise for irrigation the waters of the Hasdeo barrage, which was built for providing cooling water to Korba Thermal Station. Amongst the projects proposed to be taken up by the Government of Madhya Pradesh

in the Fifth Plan, the Narmadasagar, Bansagar and Hasdeo (Bango) projects envisage irrigation and power generation. The proposed Parvati project is planned to provide water supply to Bhopal besides irrigation facilities.

DELAY IN DESPATCH OF READY MADE MATERIALS BY BHILAI STEEL PLANT

1888. SHRI RANABAHADUR SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) whether the want of Railway wagons is causing a considerable delay in despatch of ready made materials by the Bhilai Steel Plant;

(b) whether the ready made material is piling there to the great inconvenience of the management; and

(c) if so, the steps Government propose to take in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) 1, 77, 130 tonnes of finished steel material were despatched on an average per month from Bhilai Steel Plant during the last six months i.e. from August 1973 to January 1974. There were, however, some delays in the supply of wagons to this steel plant for lifting the finished products during these months and in clearance of wagons loaded outward with finished products, on account of repeated staff agitations, civil disturbances, Bandhs, food agitation and theft of traction and telecommunication etc., specially in August and December 1973, which slowed down train movements and caused immobilisation of wagons, Particularly on the South Eastern Railway where the Bhilai Steel Plant is situated.

(b) 1,89,460 tonnes of finished steel and pig iron were laying as ground stock at the plant at the end of January 1974, as against 1,63,601 tonnes at the end of August 1973. This represents an increase of only 25889 tonnes in a period of six months or an average of about four days' despatches.

(c) If normal working conditions prevail, there is no difficulty for Railways to meet the demand for wagons from this Steel Plant.

हावड़ा-अमृतसर पंजाब मेल में प्रतापगढ़ या रायबरेली से एक या दो डिव्हे जोड़ने का प्रस्ताव

1889. श्री हुकमबन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार हावड़ा-अमृतसर पंजाब मेल में प्रतापगढ़ या रायबरेली से एक या दो डिव्हे जोड़ने की किसी योजना पर विचार कर रही है जिन्हें लक्षनक नई दिल्ली मेल या सख्नऊ-दिल्ली एकमप्रेस से जोड़ कर दिल्ली या नई दिल्ली लाया जा सके ; और

(ख) यदि हाँ, तो इसे कब तक क्रियान्वित कर दिया जाएगा ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शाही कुरेशी) : (क) जी नहीं, हावड़ा-अमृतसर डाक गाड़ी या मेल लेने वाली डाक एकमप्रेस गाड़ी में अतिरिक्त डिव्हे जोड़ने की मुश्किल नहीं है।

(ख) प्रश्न नहीं उठता ।

उत्तर तथा पूछोउत्तर रेलवे के पश्च निरीक्षकों द्वारा 'सिक्कानुसार काम करो' आदोलन

1890. श्री हुकमबन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर तथा उन्ना पूर्व रेलवे के पश्च निरीक्षकों ने फरवरी, 1974 में 'नियमानुसार काम करो' आदोलन चलाया था ;

(ख) यदि हाँ, तो उनकी माने क्या थी ; और

(ग) इस सम्बन्ध में सरकार ने क्या कार्यपाली की है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शाही कुरेशी) : (ह) जी नहीं ।

(क) और (ग). प्रश्न नहीं उठता ।

यह रेल लाइंगे विचारे के लिए मध्य प्रदेश सरकार की अनुरोध

1891. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने राज्य के कुछ भागों में नई रेल लाइंगे विचारे के लिए केन्द्रीय सरकार से अनुरोध किया है ;

(ख) यदि हाँ, तो इस सम्बन्ध में सरकार की आवी योजना क्या है ; और

(ग) नई रेल लाइंगे विचारे की मांग कहाँ-कहाँ के लिए की गई है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शाही कुरेशी) : (क) जी हाँ ।

(ख) और (ग). निकट अतीत में, मध्य प्रदेश में निम्नलिखित नवी लाइनों के निरामण के लिये अध्यावेदन प्राप्त हुए हैं :—

- (1) इन्दौर-धार-भावुआ-दोहद ।
- (2) खण्डवा-धीकनगांव-खरगोन-बदानी-भावुआ-दोहद ।
- (3) डूगरपुर-रतलाम बांसवाड़ा के रास्ते ।
- (4) जबलपुर-दमोह-टीकमगढ़-ललितपुर ।
- (5) सागर-करेली नरसिंहपुर-छिद्दाड़ा ।
- (6) टीकमगढ़ छतरपुर खजुराहो-पन्ना-सतना ।
- (7) सतना-रीवा-ब्यौहारी ।
- (8) चिरिमिरी-बहवाडीह-बैठकुण्डपुर-अग्निका पुरा ।
- (9) बीरोकली-बैठकुण्ड-बलादलपुर ।
- (10) यज्वलपुर-बलादाट-मोकिया ।
- (11) सिलोनी-छिद्दाड़ा-दराजिया-नारापुर ।
- (12) अमरतरी-रामपुर-बलादलपुर-दर्जिया-नारापुर ।

- (13) शिवपुर-नारायणपुर - शिष्ठ - साईं
आश्रमपुर रेल लाइन का आमान
परिवर्तन ।
- (14) औरा (शिवपुर-नारायणपुर)
ओरेना
वैभवतीनी (वालियर-भिठ्ठ) रेल
लाइन का आमान परिवर्तन ।
- (15) गुना-मक्की रेल सम्पर्क का शिव-
पुरी-भालियर तक विस्तार ।
- (16) उज्जैन-आगरा (आमान परिवर्तन)
नसखेडा-नुसनेट-भलबाडा-कोटा
(राजस्थान)
- (17) बालाकाट-बरा निओनी - कटंगी-
टिरोडी रेलवे स्टेशन ।
- (18) दल्ली राजहरा-नारायणपुर-कोटा
गाँव-जगदलपुर ।
- (19) किरदुल से कोलूनर चांदा और
कालीपेट के बीच, या
- (20) दान्तेवाडा से चांदा और
- (21) जगदलपुर-टिटलामढ़ ।

जिन प्रस्तावों का ३५८ उल्लेख हुआ है
उनमें से निम्नलिखित लाइनों/आमान-
परिवर्तनों के लिए सर्वेक्षण के काम हाल ही में
पूरे हो चुके हैं या अभी चल रहे हैं —

- (1) सतांग-रीवा-ब्लौहारी : इस रेल
लाइन के लिए यातायात सर्वेक्षण का काम
पूरा हो चुका है और रिपोर्ट विचाराधीन है ।
- (2) डल्ली राजहरा से दान्तेवाडा/
जगदलपुर : इस रेल लाइन के लिए विस्तृत
जीवनियरी सर्वेक्षण का काम जूँह कर दिया
गया है । इस सर्वेक्षण के परिणामों का पता लग
जाने के बाद ही इस प्रस्ताव पर अब विचार
किया जायेगा ।
- (3) सतांग छोटी रेल लाइन प्रभासी के
उत्तरी छाप का छोटी लाइन में बदलाव :

सतांग छोटी रेल लाइन प्रभासी के
उत्तरी छाप को इसकी निम्नलिखित लाई

लाइनों, जहिं बड़ी लाईन में बदलाव के लिए
यातायात सर्वेक्षण का काम पूरा हो चुका
है

(क) वरासिया-छिदवाड़ा-सिकोनी-बैलपुर
माडला फोर्ट ।

(ख) बदलपुर-नैनपुर-बालाकाट गोदिया,
और

(ग) छिदवाड़ा-नागपुर ।

इस सर्वेक्षण की रिपोर्ट विचाराधीन है ।
रिपोर्ट की जांच हो जाने पर और इसके परि-
यामों का पता लग जाने के बाद ही इस परि-
योजना पर आगे विचार किया जायेगा ।

(4) इब्बौर-महू : इस विस्तार (21
कि०मी०) के लिए टोह सर्वेक्षण का काम पूरा
हो चुका है और रिपोर्ट पर विचार कर लिया
गया है । यातायात की सधावनाएं बहुत कम
होने के कारण इस परियोजना को छोड़ दिया
गया है ।

(5) राष्ट्रपुर-व्यापतरी छोटी लाईन छाप
का छोटी लाईन में बदलाव : इस आमान परि-
वर्तन के लिए यातायात सर्वेक्षण पूरा हो चुका
है । और अब इस पर रेलवे बोर्ड द्वारा विचार
किया जा रहा है ।

OIL EXPLORATION BY INDIA IN OIL PRODUCING COUNTRIES

1892. SHRI K. LAKKAPPA : Will the
Minister of PETROLEUM AND CHEM-
ICALS be pleased to state :

- (a) whether India is to acquire areas
in oil producing countries for exploration,
- (b) if so, whether any area has been
obtained; and
- (c) if so, the facts thereof ?

THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI SHAHNAWAZ
KHAN) : (a) Efforts to acquire areas
abroad for oil exploration have been made
in the past and will be continued.

(b) Yes, Sir.

(c) The areas already secured are :

(1) An offshore area comprising four blocks, in the Persian Gulf under a Joint Structure Agreement dated January 17, 1965, between Hydrocarbons India Private Limited (a fully owned subsidiary company of ONGC), The national Iranian Oil Company the Phillips Petroleum Co of USA and the AGIP of Italy.

(2) A land area in the southern part of Iraq, under a service contract, dated August 22 1973 between the ONGC and Iraq National Oil Company.

INADEQUATE TRANSPORT HINDERING COAL-STEEL BELT

1893. SHRI K. LAKKAPPA :

SHRI P GANGADEB :

Will the Minister of RAILWAYS be pleased to state :

(a) whether inadequate Railway transport is responsible in the smooth operation of established capacities in the economy, particularly in the coal-steel belt of the country; and

(b) whether industrial relations on the Railways are responsible for the disruption of Railway services?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Rail transport in terms of wagons, locomotives and other facilities, are adequate to meet the demands of the present industrial production in the coal/steel belt. The wagon availability for loading, however, is very often affected on account of extraneous factors like power shedding affecting train running staff and public agitations, wild-cat strikes, absenteeism, political bunks, public squatting on track preventing train running, breaches, etc.

(b) While industrial relations on the Railways through the aid of the Permanent Negotiating Machinery and Joint Consultative Machinery with recognized Federations is satisfactory, there are certain groups who are adopting an agitational approach.

दिल्ली-अहमदाबाद मीटर गेज लाइन को बड़ी लाइन में बदलना।

1894. श्री मृतमल डासा : क्या रेस मंत्री यह बताने की कृपा करेंगे कि,

(क) दिल्ली-अहमदाबाद मीटर गेज लाइन को बड़ी लाइन में बदलने के लिए सर्वेक्षण कब से चल रहा है और यह सर्वेक्षण रिपोर्ट कब तक आ जायेगी, और

(ख) क्या सरकार जागामी पंचवर्षीय योजना में अहमदाबाद और दिल्ली के बीच बड़ी लाइन बिछाने में कामयाब होगी?

रेस मंत्रालय में उपमंत्री (श्री मृतमल डासा कुरेशी) : (क) दिल्ली-अहमदाबाद मीटर लाइन बैंड की लाइन क्षमता बढ़ाने के लिए प्रध्योराय का पता लगाने के लिए जून, 1970 में एक यान्त्रिक सर्वेक्षण मन्त्री किया गया था। जुलाई, 1972 में सर्वेक्षण का क्षेत्र बढ़ा दिया गया था और सर्वेक्षण में सबधित शर्तें में आमान परिवर्तन भी जामिन कर दिया गया था। यह सर्वेक्षण पूरा हो गया है और परिवर्तन रेलवे प्रशासन द्वारा उसकी रिपोर्ट जुलाई, 1973 में पेश कर दी गयी है। रेलवे बोर्ड द्वारा इस सर्वेक्षण रिपोर्ट की जाव जारी है। इस सामान परिवर्तन परियोजना का एक आर्थिक अध्ययन भी किया जा रहा है।

(ख) सर्वेक्षण रिपोर्ट की जाव और आर्थिक अध्ययन पूरा हो जाने के बाद ही परियोजना की मंजूरी के संबंध में कोई विनिश्चय किया जायेगा। इमलिए, अभी यह नहीं बताया जा सकता कि यह लाइन पावरी पंचवर्षीय योजना में बिछायी जायेगी या नहीं।

रेलवे के दो यात्यरा प्राप्त फैडरेशनों का सम्मिलित बजट लंगड़ों के प्रतिनिधित्वों का सम्बोधन

1895. श्री रामाकाशर शास्त्री :

श्री इंद्रेश्वर शूली :

क्या दूसरे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्होंने वसंत 4 फरवरी, 1974 को रेलवे के दो भाग्यवाले ब्राइल फैइरेशनों तथा चार केन्द्रीय मंजदूर संगठनों के प्रतिनिधियों का कोई सम्मेलन दिल्ली में आयोजित किया था,

(ख) यदि हाँ, तो इस सम्मेलन में भाग नेते वाले संघठनों एवं उनके प्रतिनिधियों के नाम क्या हैं;

(ग) सम्मेलन के आयोजन के उद्देश्य क्या थे, और

(घ) इन उद्देश्यों की प्राप्ति में सरकार को कहा तक मफलता प्राप्त हुई है अथवा होने वी आशा है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (व) जी हा ।

(ख) (i) नेतृत्व फैइरेशन आफ डिडियन रेलवे मेन—श्री ए० पी० शर्मा, अध्यक्ष और अन्य प्रतिनिधि ।

(ii) आल इलिया रेलवे मैन्स फैइरेशन श्री जार्ज फैर्नन्डीज, अध्यक्ष और अन्य प्रतिनिधि ।

(iii) आई०एन०टी०य०सी० श्री बी० मगवती, अध्यक्ष और अन्य प्रतिनिधि ।

(iv) ए०आई०टी०य०सी० श्री वाई० डी० शर्मा और श्री एन० सी० दत्ता, सेकेटरी ।

(v) एच०एम०एस० श्री महेश देशाई जनरल सेकेटरी ।

(vi) य०टी०य०सी० श्री जनिन चक्रवर्ती जनरल सेकेटरी ।

(ग) बैठक का उद्देश्य यह था कि रेलो पर ओद्योगिक लाइन्स बनावे रखने के लिये उनकी राय और सुझाव दोस्तूर्म किये जायें । रेल मंत्री द्वारा एक बजावे में एक सुनिकान की घारणा पर भी विचार किया जाया ।

(घ) परायन विभाग तिथियां से लाहौरा पिली है ।

FAILURE OF BLOCK INSTRUMENT AT BIRATI STATION (SEALDAH DIVISION)

1896. SHRI RAMAVATAR SHASTRI :
SHRI BHOLA MANJHI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the block instrument, the apparatus to grant and obtain line clear for incoming and outgoing trains at Birati station in Sealdah Division (E. Railway) failed both on up and down directions concerning the block sections at both ends on 28th July, 1973 and it remained out of order for days together;

(b) what system for passing trains was followed during the period of failure of the instrument at the station,

(c) whether Assistant Station Master on duty was assaulted by people for detention of trains, caused on account of the said failure,

(d) whether any additional complement of staff was provided at the station to cope with the situation, if so, at what stage and

(e) why the Signal and Telecommunication Department could not rectify the instrument within a reasonable period ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes the Block Instrument connected to Madhyamgram side failed at 17.45 hrs. and continued till morning of 30-7-1973.

(b) Trains were passed on Paper Line Clear System.

(c) No.

(d) Additional complement of staff was not posted during this period as the normal complement of staff at the station is adequate to deal with such exigencies.

(e) The repair required attention in Workshop and hence the delay.

PROPOSED INQUIRY INTO THE SALE POLICY OF PVC RESINS BY MRTCP COMMISSION

1897. SHRI RAMAVATAR SHASTRI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether some of the cable manufacturers have approached the Monopolies and Restrictive Trade Practices Commission for instituting an inquiry into the sale policy followed by the manufacturers of PVC resins; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). Yes, Sir. The Commission received a complaint from a Private Limited Company in Bombay alleging that restrictive trade practices are being followed by another Company in the supply of PVC resins to the Cable Industry but no *prima facie* case could be established against them on the basis of the data furnished by the complainants. The Commission, therefore, asked the complainants on 4-1-74 to substantiate the allegations, but no reply has been received from them.

SELECTION OF SITES FOR THERMAL POWER STATION

1898. SHRI RAMAVATAR SHASTRI:
SHRI RAM BHAGAT PASWAN:

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

(a) whether a high power committee of Government has selected six sites for the location of large thermal power station; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Committee set up by the Government of India for selection of sites for large thermal power stations in cost bearing areas in different regions is examining various sites and is expected to submit its report shortly.

SUBMERGING OF AGRICULTURAL LAND AND CROPS DUE TO CONSTRUCTION OF KABINI PROJECT IN KARNATAKA

1899. SHRI D. B. CHANDRA GOWDA:

SHRI K. MALLANNA:

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

(a) whether any representation has been received for safeguarding the peasants' interest regarding thousands of acres of agricultural land and crops in Karnataka and Kerala which are going to be submerged due to construction of the Kabini Project in Karnataka; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b) According to the revised project report for the Kabini Project (received in 1970) from the Government of Karnataka, a total area of 6250 ha is to come under submergence of the Kabini reservoir. Out of this 3623 ha are stated to be cultivable including 103 ha within Kerala. In the project report, a provision of about Rs. 2.5 crores has been made for compensation for the acquisition of lands and houses and resettlement of the affected people. The revised project has not been approved by the Government of India.

The Government of Kerala had reported that their tentative assessments of the submergence area and the property to be affected were much higher and had protested against the proposal of the Government of Karnataka to store water in the dam up to full reservoir level during 1974-75. Thereupon, the two State Governments agreed to discuss the question of submergence and arrive at an amicable decision. Necessary further action is being taken by the two State Governments in the matter.

पूर्व रेलवे में बरवाडीह से बलरामपुर तक रेल
साइन

1900. डा० लाली नारायण बोहेय : क्या
रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्व रेलवे में बरवाडीह से
बलरामपुर तक रेल लाइन का बहुत सा
प्रारम्भिक निर्माण कार्य हो चुका है;
और

(ख) यदि हाँ, तो उक्त रेल लाइन का कार्य
क्यों रोका गया तबा हस पर अब तक कुल
कितना अय्य हो चुका है ?

रेल मंत्रालय में उपर्युक्ती (भी बुहुमत
माली कुरेशी) : (क) और (ख) - विभागपुर
(न कि बलरामपुर) के रास्ते बरवाडीह से
बिजुरी नक रेलवे लाइन के लिए 1948-49
में अनिन्म भर्ता निर्माण सर्वेक्षण किया गया
था । बिजुरी से करोंडी तक 100 किलोमीटर
लम्बे राष्ट्र का निर्माण हो चुका है और इसे
यात्रावात के लिए लोल दिया गया है ।
बरवाडीह से भरनाडीह तक के 65 किलोमीटर
लम्बे राष्ट्र का निर्माण 1947 में शुरू किया
गया था लेकिन संरक्षण और पुल सम्बन्धी
अधिकांश काम हो जाने के बाद, अर्दोपाय की
कठिन स्थिति और इस संभावना को देखते हुए
कि इस राष्ट्र पर ग्रस्तावित यात्रावात नहीं
होगा, इस काम को छोड़ दिया गया ।
सरनाडीह से विभागपुर (85 किलोमीटर
लम्बे) राष्ट्र पर निर्माण शुरू नहीं किया गया
था । बरवाडीह-सरनाडीह लाइन को पूरा
करने और इसे विभागपुर तक बढ़ाने के प्रबन्ध
पर तभी विवार किया जावेगा जब इस लोक में
कोलाहा लालों के लिकाह की निरिष्टाओं योजनाएं
उपलब्ध होंगी । बरवाडीह-सरनाडीह राष्ट्र
पर 1. 46 करोड़ रुपये खर्च किये गये थे ।

कोरवा में एक उर्वरक संस्था की स्थापना

1901. डा० लाली नारायण बोहेय :
पेट्रोलियम और रसायन मंत्री यह बताने की
कृपा करेंगे कि :

(क) भारतीय उर्वरक निगम द्वारा कोरवा
(मध्य प्रदेश) में स्थापित किए जाने वाले
उर्वरक कारखाने पर कितना अय्य आयेगा;

(ख) उक्त भारतीय कब तक बन कर
नीयारहो जायेगा तबा हसमें उत्पादन कब तक
आरम्भ हो जाएगा; और

(ग) इसका प्रतिवर्द्ध उत्पादन लक्ष्य
कितना है तथा इस कारखाने का कितना प्रति-
शत कार्य पूरा हो चुका है ?

पेट्रोलियम और रसायन मंत्रालय में राज्य
मंत्री (भी लालूलाला जां) : (क) में (ग).
कोरवा में स्थापित - किये जाने वाला
उर्वरक संयंत्र 4,95,000 भीटरी टन थूरिया,
जो 2,27,700 भीटरी टन नाइट्रोजन के
बराबर है, के उत्पादन के लिये उपांकित है ।
इस परियोजना पर 118.25 करोड़ रुपये
की लागत का अनुमान है और इसके जनवरी
1978 तक वाणिज्यिक उत्पादन शुरू कर देने
की आशा है ।

इस परियोजना के लिये भूमि का बर्जन
किये जाने से संबंधित कार्यवाही की जा रही है ।
विभिन्न निर्माण उपकरणों की प्राप्ति लाला
आवश्यक इनकाल्ट्रूबर मुविद्याजों का विकास
करने के लिये भी कदम उठाये जा रहे हैं ।

ACCEPTANCE OF MONOPOLIES COMMISSION'S PROPOSALS BY GABRIEL'S INDIA LIMITED

1902. SHRI K. MALLANNA : Will the
MINISTER OF LAW, JUSTICE AND
COMPANY AFFAIRS be pleased to state :

(a) whether Gabriel's India Limited
has offered to accept the Monopolies Com-
mission's proposals for dilution of equity
in some modified form;

(b) if so, the salient features of the
suggestions made by the Chairman of the
Commission; and

(c) the reaction of Government in the matter of getting M.R.T.P.C clearance for the expansion scheme, so far as the foreign collaborators are concerned?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) The Report of the M.R.T.P. Commission under Section 21 (3) (b) of the M.R.T.P. Act, 1969, in the case of Gabriel India Limited, for expansion in the capacity of shock absorbers has been received by Government only on the 15th February, 1974. The Commission's proposals have not yet been put across to the applicants.

(b) and (c). The report of the Commission is under consideration of the Government.

PLAN FOR DIVERSIFICATION OF MANGALORE CHEMICALS AND FERTILIZERS

1903. SHRI K. MALLANNA:
SHRI T. V. CHANDRASHE.

KHARAPPA VEERA-
BASAPPA:

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

(a) whether Mangalore Chemicals and Fertilizers has chalked out a diversification plan;

(b) if so, the broad features regarding its stage on product-mix; and

(c) the value of imported equipment received so far for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). A proposal received from M/s Mangalore Chemicals & Fertilizers Ltd., envisages establishment of the following additional capacities:

(i) Ammonia	297000 t.p.a
(ii) Urea	339900 t.p.a.
(iii) Nitric Acid 100%	150000 t.p.a.
(iv) NPK (17:17:17) based on nitro-phosphate	195000 t.p.a.
(v) C A N (26% N)	165000 t.p.a.

The total cost of the project is estimated at Rs. 113 crores with a foreign exchange component of Rs. 39.5 crores.

(c) No equipment have been imported for this purpose.

AGREEMENT BETWEEN F.C.I. AND GOVERNMENT OF IRAQ FOR SETTING UP OF A FERTILIZER PLANT

1904. SHRI RAM BHAGAT PASWAN:

SHRI B S BHaura:

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

(a) whether Fertilizer Corporation of India has signed an agreement with Government of Iraq on technical assistance for setting up of a Fertilizer Plant in Iraq; and

(b) if so, the main features of the agreement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The Fertilizer Corporation of India have entered into an agreement with the State Organisation of Industrial Design and Construction, Iraq. The agreement envisages *inter alia* provision of technical assistance, training facilities, preparation of Feasibility Reports, Market Surveys, etc. at the request of the Organisation by short-term deputation of experts from here. The agreement is subject to ratification by the appropriate authorities in both the countries and will be operative for a period of 3 years from the date the ratification is notified by each party.

DIESEL CRISIS HITS WEST BENGAL POWER PLANT

1905. SHRI INDRAJIT GUPTA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the diesel crisis has hit West Bengal power plants;

(b) If so, to what extent; and

(c) the steps taken to avert power crisis?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Except for local sporadic shortages, supply of diesel oil has been maintained and there has been no power crisis on this account in West Bengal.

(c) The power station authorities have been instructed to observe utmost economy in the consumption of oil. Action has been taken to ensure supply of adequate quantity of oil. Attempts are being made to operate the thermal power plants at higher load factors to the extent possible.

I.O.C. SEEKING EQUITY PARTICIPATION BY O.P.E.C. IN NEW REFINERIES IN INDIA

1906. SHRI INDRAJIT GUPTA :

SHRI C. K. CHANDRAPPAN :

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

(a) whether Indian Oil Corporation has invited equity participation by O.P.E.C. members in new refineries in our country; and

(b) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). In the context of the recent changes in the world crude oil supply situation, the possibilities of setting up joint refineries in collaboration with some of the oil producing countries of the Middle East, either in the oil producing country itself or in India are being explored on a bilateral basis. No final decision has been reached.

TARGET FIXED FOR POWER GENERATION IN BIHAR

1907. SHRI HARI KISHORE SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the target fixed for the Fourth Plan period for power generation and supply in Bihar;

(b) the progress made so far;

(c) the reasons for the shortfall if any; and

(d) the steps proposed to be taken in the Fifth Plan period to meet the backlog?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Additional capacity of 765 MW was targeted to be commissioned during the Fourth Plan period in Bihar. 365 MW of generating capacity has been commissioned till date and the remaining capacity is likely to be commissioned during the early part of the Fifth Plan.

(c) The main reasons for the shortfall in completion of the power generation schemes are (i) delay in Civil works, (ii) delay in supply of equipment, (iii) shortage of essential material and (iv) inadequate funds.

(d) The Fifth Plan envisages additional capacity of 995 MW in Bihar. This will meet the requirements of power in the State.

DIRECT TRAIN BETWEEN NARKATIAGANJ—SITAMARHI, DARBHANGA, SAMASTIPUR AND PAHLEZAGHAT

1908. SHRI HARI KISHORE SINGH :

Will the Minister of RAILWAYS be pleased to state the reasons for not having a direct train between Narkatiaganj—Sitamarhi Dharbhanga Samastipur Pahlezaghat (North Eastern Railway) ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : No. 432 Narkatiaganj-Darbhanga Passenger and No. 455 Darbhanga-Pahlezaghat Passenger trains run with the same rake thus providing direct travel facility between Narkatiaganj and Pahlezaghat via Sitamarhi, Darbhanga and Samastipur. Similarly, in the return direction No. 456 cum 431 run with the same rake over Pahlezaghat-Darbhanga and Darbhanga-Narkatiaganj section.

APPEAL MADE TO GOVERNMENT AGAINST THE ORDERS FOR DISCONTINUANCE OF FOREIGN MANAGEMENT IN LARSON AND TOUBRO LTD.

1909. SHRI R. S. PANDEY :

SHRI ANANTRAO PATIL :

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

(a) whether the six non-executive Directors of Larson and Toubro Limited have appealed to the Central Government against the orders for discontinuance of the foreign management from 31st March, 1974;

(b) whether Government have taken decision on the appeal;

(c) if not, the reasons for the delay; and

(d) whether Government propose any change in the present policy of not allowing foreign management beyond March, 1974 ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) to (d). On the 6th September, 1973, six Indian non-executive directors of the company made a representation suggesting that phased changes in the management control of the company are desirable in the interests of the company, and if it is not possible for Government to agree to the continuance of the employment of the two ex-patriate Deputy Managing Directors, then the Chairman may be allowed to continue as Executive Chairman for two years, and not as Non-executive Chairman for one year. On the 20th September, 1973, the company was informed that two expatriate Deputy Managing Directors who are due for retirement on the 31st March, 1974 should not be appointed in the company or any of its subsidiaries in any other capacity. The company has also been informed that on the expiry of his present term on the 31st March, 1974, the Managing Director and Chairman of the company may continue as a Non-executive Chairman for one year upto the 31st March, 1975.

FINANCIAL ASSISTANCE SOUGHT BY BIHAR FOR RURAL ELECTRIFICATION SCHEMES

1910. SHRI SUKHDEO PRASAD VERMA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Bihar State Electricity Board have approached the Rural Electrification Corporation for more financial assistance during the 1974 to implement the rural electrification scheme in the State more vigorously; and

(b) if so, the decision taken in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b) In the first two months of 1974 i.e. up to 28-2-1974 the Bihar State Electricity Board has sponsored 8 schemes for loan assistance amounting to Rs 114.83 lakhs, from the Rural Electrification Corporation. Out of these, seven schemes have been referred back to the State Electricity Board for revision in accordance with the guidelines and norms prescribed by the Corporation. One scheme is under consideration. This will be approved by the Corporation if found technically feasible and financially viable.

SHORTAGE OF WAGONS RESULTING IN STOPPAGE OF COAL MOVEMENT TO BHILAI AND ROURKELA STEEL PLANTS

1911. SHRI SUKHDEO PRASAD VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the shortage of rail wagons on the South-Eastern Railway resulted in alarming uncertainties and near stoppage of coal movement to the Bhilai and Rourkela Steel Plants; and

(b) if so, the measures taken so far to supply wagons on priority basis for the easy movement of coal to the plants ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) There was no shortage of wagons for movement of coal to Bhilai and Rourkela Steel Plants on South Eastern Railway. But the loading and smooth movement of coal for steel

plants have been recently interrupted on account of frequent staff agitations, theft of cables and telecommunication equipments, food and other public agitations etc.

(b) When normal conditions prevail. Railways have no difficulty in moving the available coking coal to steel plants.

AGITATION BY CASUAL LABOURERS OF NORTH EASTERN RAILWAY

1912. SHRI SAMAR MUKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of any agitation by the casual labourers of North Eastern Railway; and

(b) if so, what are their demands, and what steps Government have taken to come to a settlement?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). No. However, representations regarding permanent absorption and continued employment, granting C.P.C. scale and maintaining of seniority lists etc., are received occasionally and dealt with suitably.

DISTRIBUTION OF OIL EXPLORATION WORK

1913. SHRI V. MAYAVAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government are considering to distribute the task of oil exploration to other agencies rather than to depend on Oil and Natural Gas Commission alone, and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). The task of oil exploration in India is presently being carried out by three Organisations, viz.—

(i) Oil and Natural Gas Commission, a purely Central Government public sector Undertaking;

(ii) Oil India Limited, which is a joint venture of the Government of India and Burmah Oil Company in equal partnership; and

(iii) Assam Oil Company which is entirely a private sector company.

Apart from this, Offshore exploration would be carried out partly by the ONGC on the basis of "owner operations" and partly in collaboration with foreign Oil Companies, found suitable, having the requisite experience, expertise and capabilities.

SUPPLY OF OIL DRILLING RIGS BY USSR

1914 SHRI V. MAYAVAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Soviet Union has agreed to supply 18 rigs to India for oil drilling;

(b) if so, when they are likely to reach India;

(c) what will be cost thereof;

(d) whether India has requested other countries also for supply of rigs; and

(e) if so, to what extent they have been able to get these rigs from other countries?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS (SHRI SHAHNAWAZ KHAN) :

(a) V/O Techmoexport of USSR did offer to supply a number of oil well drilling rigs to ONGC. Against this offer, a contract for supply of 3 drilling rigs was signed some time ago.

(b) The scheduled delivery of the rigs is spread over the period June, 1974 to March, 1975.

(c) The total price, c.i.f. Indian port for these three rigs is Rs. 1.30 crores approximately.

(d) Yes, Sir.

(e) Orders for six rigs have been placed with M/s. Industrial export, Rumania. Offers have been received from some other countries, which are under consideration.

TAMPERING OF PETROL PUMP METERS

1915. SHRI M. S. PURTY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to numerous petrol dealers tampering with the pump meters to supply lesser quantity of petrol than what is being paid for; and

(b) whether any cases have been registered and if so, the facts thereof and the steps Government propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The required information is being collected and will be laid on the Table of the House in due course.

LOSSES SUFFERED BY RAILWAYS DUE TO STRIKE BY RAILWAYMEN

1918 SHRI VASANT SATHE:

SHRI P. M. MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any assessment of losses suffered by the Indian Railway, during the last two years as revenue on goods and passenger traffic due to strike by Railwaymen of different trade;

(b) whether as a measure of discouraging wild cat strikes by a handful of Railway employees, Government have initiated any incentive schemes for those who despite provocation stick to their job and if so, the particulars thereof; and

(c) whether lack of complete rapport between the Railway Board officials and the Rail Workers and the poor functioning of constitutional methods of resolving disputes are contributing heavily towards the prevailing strained relations and if so, what steps are being taken to meet these deficiencies in Railway administrations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. The loss of revenue suffered on goods and

passenger traffic due to strike by Railwaymen during 1972 and 1973 is Rs. 1.9 crores and Rs. 17.42 crores respectively.

(b) Yes. It has been decided to recognise the services of loyal workers by grant of extensions, rewards, advance increments for outstanding service and favourable consideration within administrative rules for appointment of children and dependents of loyal workers.

(c) No.

SHARING OF POWER WITH BANGLADESH

1919. SHRI VASANT SATHE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether there is a proposal under consideration of Government for sharing of power with Bangladesh; and

(b) if so, at what stage the proposal stands?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD): (a) and (b). The Government of India and Bangladesh have agreed to maintain liaison between the two countries and ensure effective joint efforts in maximising the benefit, from the power systems and energy resources to mutual benefit. Accordingly, an Indo-Bangladesh Joint Power Coordination Board has been established. The Board has been functioning since May 1973. A beginning has been made in the collection of data on both the sides with a view to considering possibilities of exchanging power for the mutual benefit of the two countries.

NEW ENERGY POLICY TO RATIONALISE SUPPLY OF OIL TO INDUSTRIES

1920 SHRI VASANT SATHE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether in view of the uncertainties created by the shifting situation in the matter of oil supplies and the resultant panic among industrial users, Government have evolved a new energy policy to rationalise supply of fuel oil to all sectors of industrial activity; and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Furnace Oil used in the industries can to a large extent, be replaced by coal. Government has reconstituted the Standing Committee on Furnace Oil which is now put under the Chairmanship of Secretary and Director General, Technical Development to recommend measures for a speedy switch over to coal of such oil-based industries which, on technological considerations, are capable of doing so. The committee will also lay down priorities for the allocation of furnace oil to the different categories of consumers, and monitor the progress in the direction of economy in the use of furnace oil and fuel efficiency.

STATUS OF R.D.S.O., LUCKNOW

1921. SHRI DINEN BHATTACHARYYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Research, Design and Standardisation Organisation at Lucknow is a part of the Railway Ministry or a subsidiary Organisation like other units of Railway system;

(b) whether the said organisation is covered under Indian Factories Act, if not, the reasons therefor;

(c) whether all the employees of the said organisation are covered by the rules and service conditions; and

(d) the number of casual labourers engaged in this organisation, their period of employment and the number of casual labourers drawing authorised scales of pay ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The Research Design & Standards Organisation is an Attached Office of the Ministry of Railways.

(b) No, since it is not a "factory" as defined in Section 2(m) of the Indian Factories Act, 1948.

(c) Yes.

(d) (i) 973

(ii) The period of employment has been intermittent in character depending on the requirements of work.

(iii) Number of casual labourers drawing authorised scales of pay: Nil.

In terms of orders issued recently, based on the recommendations of the Railway Labour Tribunal, 1969, action is being taken to grant temporary status to eligible casual labours.

CONVERSION OF BI-WEEKLY, NEW DELHI WALTAIR BOGIE INTO TRI-WEEKLY ONE

1922. SHRI K. RAMAKRISHNA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to run the present Bi-weekly, New Delhi Waltair bogie thrice a week in view of the increasing traffic; and

(b) whether the present bogie will be attached to Madras-Howrah Mail instead of Hyderabad-Howrah Express as passengers are inconvenienced by staying at Vijayawada Station for more than six hours ?

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

(b) Hauling of New Delhi-Waltair bi-weekly sleeper coach by 3/4 Howrah-Madras Mail is operationally not feasible for want of room on these trains to haul an extra coach.

INTERNATIONAL CONFERENCE ON OIL

1923. SHRI P. A. SAMINATHAN : SHRI P. M. MEHTA :

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

(a) whether an International Oil Conference was held in February 1974;

(b) if so, how many countries attended the Conference;

(c) whether India participated in the said Conference; and

(d) if so, the outcome of the Conference ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). An international Energy Conference was held in Washington in February, 1974. It was attended by 13 countries.

(c) No, Sir.

(d) Does not arise

ALLEGED OPENING OF FIRE BY RAILWAY PROTECTION FORCE ON DEMONSTRATION IN MAHARASHTRA

1924. SHRI R. R. SINGH DEO : Will the Minister of RAILWAYS be pleased to state :

(a) Whether demonstration were organised against the Union Finance Minister when he was going to Faizpur, in northern Jalgaon district of Maharashtra on December 29, 1973;

(b) Whether the Railway Protection Force opened fire at several places on the demonstrations and

(c) Whether as a result thereof some people were killed?

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

(b) As a result of the firing by the State Police on the demonstrators at Faizpur village, district Jalgaon, some persons were injured who were brought to Municipal Hospital, Bhusawal for further treatment. On being agitated by this incident, some people of Bhusawal got excited and moved to the Station area, where they started pelting stones resulting in damage to the Station building and other railway property. The crowd also looted some 'booked' property. Repeated requests from the RPF and GRP staff to the crowd to vacate the Station premises did not bring the desired results. On the other hand the mob, which numbered about 4000, again started heavy stoning and some of them dropped fire from an engine standing on the other side. The mob completely surrounded the RPF & GRP staff and caused injuries to a number of them. The RPF armed party which arrived there had to fire 30 rounds in the air to rescue the

Force which had been surrounded by the mob. The mob then started running away from the Station area. None of the agitator, was injured due to this firing.

(c) No.

बीषण उद्योग में विदेशियों की अन्तर्गतता के बारे में जांच करने के लिये समिति

1925. श्री अटल बिहारी वाजपेयी :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बीषण उद्योग में विदेशियों की अन्तर्गतता की जांच करने हेतु एक उच्च अन्तर्गत समिति का गठन किया गया है, और

(ख) यदि हाँ, तो उसकी कार्य परिधि और प्रगति क्या है?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाह नवाज शाह) : (क) और (ख). बीषण तथा फार्मास्यूटिकल्म उद्योग के विभिन्न पहलुओं की जांच करने के लिये एक समिति गठित की गयी है और समिति के विचाराध्य विषयों तथा उसकी रिपोर्ट प्रस्तुत करने के समय को दर्शाने वाले भारत मरकार, पेट्रोलियम और रसायन मंत्रालय के दिनांक 8 फरवरी, 1974 के महाल की एक प्रति मध्य पटल पर रखी है। [अन्तर्गत में रक्षा भी मई। देखिये संख्या LT-6321/74] ।

QUADRANGULAR DEAL WITH LIBYA, SOVIET UNION AND IRAQ ON CRUDE OIL SUPPLIES

1926. SHRI C. JANARDHANAN :

SHRI C. K. CHANDRAPPAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether India is trying to arrange a quadrangular deal with Libya, Soviet Union and Iraq for supply of crude oil; and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) No, Sir.

(b) Does not arise.

**PAID UP CAPITAL PRODUCTION AND PROFITS
OF M/s. ABBOT LABORATORY**

1927. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether "Abbot Laboratory" is a hundred per cent foreign controlled Company operating in India;

(b) total paid-up capital of the Company;

(c) total profits earned and total amount remitted under various heads by the Company, year-wise, during the last three years;

(d) what are the main products of the Company;

(e) whether the Company was recently allowed substantial expansion of its capacity in formulations which require no special technology;

(f) whether very high prices are being allowed to the Company for its products, and

(g) if so, the facts thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) and (b) M/s Abbott Laboratories, (India) Private Ltd Bombay has a paid up capital of Rs 1 lakh and all the shares are held by M/s. Abbott Laboratory of USA.

(c) The gross profits before tax and remittances made during the last three years have been as follows

Gross pro-	1969-70	Rs 96.09 lakhs
fits befor	1970-71	Rs 126.22 lakhs
tax .	1971-72	Rs 101.41 lakhs
Remittan-	1970/1969-70	Rs 22.65 lakhs
ces (Divi-	1971/1970-71	Rs 22.65 lakhs
dends)	1971/1971-72	Rs Nil only

(d) At present, the firm is manufacturing drug formulations of vitamins, antibiotics etc. names of which are given in the attached statement.

(e) Apart from the COB licence granted to the company in 1971, they were issued a letter of Intent on the 12th March, 1970

for the manufacture of Erythromycin, Gibberallicacid and other drugs on various conditions which *inter alia*, included that the terms of foreign collaboration, import of equipment and the reduction in foreign equity from the present 100% should be settled to the satisfaction of Government.

(f) The prices of drugs and formulations are at present controlled under the Drugs (Prices Control) Order 1970.

(g) Does not arise.

Statement

Injectables

- (a) Bejectal
- (b) Bejectal C Liver
- (c) Bejectal T
- (d) Bevedox

Liquids

- (a) Calcidrine
- (b) Cecon Drops
- (c) Iberol Liquid
- (d) Kaltin C-Neomycin
- (e) Selsun Suspension
- (f) Surbex Syrup
- (g) Torfin
- (h) Vidaylin
- (i) Vidalin M
- (k) Vidalin Drops
- (l) Iberet C

Tablets

- (a) Bevidox
- Cecon '500'
- (c) Erythrocin 100 mg.
- (d) Erythrocin 250 mg
- (e) Iberal
- (f) Optilets
- (g) Optilets M
- (h) Pramilets
- (j) Sucaryl Sugar Coated
- (k) Surbex T

Capsules

- (a) Nembutal
- (b) Tridione

Granules

- (a) Erythrocin
- (b) Pentothal Sodium

SUGGESTIONS MADE BY WEST BENGAL RAILWAY PASSENGERS' ASSOCIATION

1928. SHRI JYOTIRMOY BOSU : Will the Minister of RAILWAYS be pleased to state :

(a) whether West Bengal Railway Passengers' Association has urged upon his Ministry to take up the following schemes, viz. (i) a rail bridge via Jiaganj across the Bhagirathi for an alternative link with Calcutta areas; (ii) doubling of the Farakka bridge; and (iii) a broad-gauge workshop in the N.F. Railway area for prompt repairs of coaches and engines; and

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

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

(b)—(a) (i) There is no traffic justification for construction of a bridge at Jiaganj. The present Farakka Bridge provides rail link with North Bengal and Assam and the existing Jubilee Bridge between Naihati and Bandel provides link between Bandel and Azimganj.

(a)(ii) This is not considered necessary for the present as the existing facility adequately caters for the present traffic.

(a)(iii) There is, at present, no proposal for setting up a new workshop on N.F. Railway for repairs to locomotives and Coaches as the existing facilities meet the present requirements.

BIRD HEILGERS COMPANY CALCUTTA

1929. SHRI JYOTIRMOY BOSU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the composition of the Board of Directors of Bird Heilgers Company, Calcutta as in 1964 and as at present;

(b) names of principal shareholders of the Company as in 1964 and at present and the number and value of shares held by each;

(c) the total number of companies under their control at present and the name of such companies;

(d) whether the Company was charged with violation of the provisions of the Companies Act or any other Act; and

(e) if so, the nature of such violation ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) and (b). There is no company by the name of Bird Heilgers Co. registered under the Companies Act, 1956. However, there are two companies viz, Bird & Co. (P.) Ltd. and Heilgers Pvt. Ltd. (formerly F.W. Heilgers & Co. (P.) Ltd.) registered under the Companies Act, to which presumably the Hon'ble Member refers.

The required information regarding the Board of Directors and principal shareholders of Heilgers Pvt. Ltd. is given in Statement-I and those of Bird & Co. Pvt. Ltd. in Statement-II Laid on the Table of the House. [Placed in Library See No. LT-6322/74]

(c) 56 companies were listed by ILPIC as belonging to the Bird Heilgers House given in statement III laid on the Table of the House. [Placed in Library. See No. LT-6322/74]. 16 companies interconnected with Bird & Co. Pvt. Ltd. have been registered under Section 26 of the M.R.T.P Act are given in Statement IV laid on the Table of the House. [Placed in Library. See No. LT-6322/74]. No company interconnected with Heilgers Pvt. Ltd. is registered under M.R.T.P Act.

(d) and (e). In Heilgers Pvt. Ltd., violations of Sections 292 and 301 of the Companies Act, 1956 were observed. In Bird & Co. Pvt. Ltd., violations of Sections 209(4), 301 and 212 of the Companies Act, 1956 were observed. Action contemplated against these companies is at various stages of consideration. No prosecutions have been launched so far.

STATEMENT MADE BY A MEMBER OF THE M.R.T.P. COMMISSION OF THE ROLE PLAYED BY THE COMMISSION

1930. SHRI JYOTIRMOY BOSU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Dr. H. K. Paranjape, a member of the M.R.T.P. Commission,

stated at a Press Conference in Madras in November, 1973 that "the commission plays an even less important role than what the Act envisages"; and

(b) if so, Government's reaction there-

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b). On the 8th November, 1973 Dr. H. K. Paranjape is reported to have addressed a meeting of a Study Circle at Madras. Views expressed by him were only his personal views.

U.S. AID FOR ELECTRIFICATION OF VILLAGES

1931. SHRI JYOTIRMOY BOSU: Will the Minister of IRRIGATION AND POWER be pleased to refer to the reply

given to Starred Question No. 122 on the 20th November, 1973 regarding U.S. aid for electrification of village, and state the State-wise financial assistance given by the Rural Electrification Corporation to-date, since its inception ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAK PRASAD): The Rural Electrification Corporation was established in 1969. Till 28-2-1974, it has sanctioned 618 schemes of the various State Electricity Boards. These schemes involve total loan assistance of Rs. 30038.177 lakhs, for electrification of 52,931 villages and energisation of 5,58,383 pumpsets. State-wise details are given in the statement attached.

STATEMENT

State-wise details of schemes sanctioned by Rural Electrification Corporation as on 28th February, 1974

Sl. No.	Name of State	Total No. of schemes	No. of villages	No. of pump-sets	Amount of loan sanctioned (Rs. in lakhs)
1.	Andhra Pradesh	50	2560	12766	2178.070
2.	Assam	12	1195	566	727.008
3.	Bihar	43	4832	53789	2502.378
4.	Gujarat	28	1230	34177	1235.235
5.	Haryana	24	1365	23805	915.856
6.	Himachal Pradesh	14	3788	1035	639.345
7.	Jammu & Kashmir	22	1955	336	844.746
8.	Kerala	16	451	8436	712.571
9.	Karnataka	29	1972	21377	1338.585
10.	Madhya Pradesh	73	3354	84263	2756.143
11.	Maharashtra	44	3609	52816	2657.979
12.	Meghalaya	2	63	45	47.205
13.	Orissa	40	3230	33296	1657.064
14.	Punjab	30	3293	38659	1574.012
15.	Rajasthan	44	2443	49541	2144.843
16.	Tamil Nadu	37	3120	44784	1373.081
17.	Uttar Pradesh	69	8046	44544	3927.771
18.	West Bengal	41	6425	24148	2605.284
TOTAL		618	52931	558383	30038.177

DECISION OF SAUDI ARABIA TO REDUCE OIL PRICE

1932. SHRI P. M. MEHTA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

- (a) whether Saudi Arabia has decided to reduce crude oil price;
- (b) if so, the broad features thereof;
- (c) whether India has asked that country to supply more crude oil; and
- (d) if so, the reaction of the Saudi Arabia thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Government have no information.

- (b) Does not arise.
- (c) and (d). Discussions are proposed to be held for the supply of more crude oil during 1974-75

PLAN TO INCREASE CAPACITIES OF INDIAN REFINERIES

1933. SHRI RAGHUNANDAN LAL BHATIA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

- (a) whether Government are planning to increase the capacity of Indian refineries; and
- (b) if so, main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Expansion of the capacity of the Koyali Refinery to 7.3 million tonnes per annum has been taken up. The expansion project is estimated to cost Rs. 28.08 crores and is expected to be completed by early 1977. Expansion of the capacity of the Madras Refinery by about 0.8 million tonnes is also under consideration. Modifications are also on hand to fully utilise the capacity of Barsuni Refinery on imported crude oil with a relatively higher sulphur content. There is no proposal under consideration of Government at present for expansion of

capacities of other existing refineries in the country. However, new refineries are coming up at Haldia, Bongaigaon and Mathura with capacities of 2.5, 1.0 & 6 million tonnes respectively.

PURCHASE OF NAPHTHA AND FURNACE OIL

1934. SHRI RAGHUNANDAN LAL BHATIA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

- (a) whether India has not been able to buy Naphtha and Furnace oil even at exorbitant price; and

(b) if so, steps taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). There has been an acute scarcity of refined petroleum products in the world market during the last few months. Even at extremely high prices, products particularly Naphtha Diesel and Furnace Oils have not been available. There are, however, indications at present of improvement in the availability of products in the world market particularly Furnace Oil; but the prices continue to be high as compared to last year. With the low demand of Naphtha against anticipations so far and a drop in demand of Motor Gasolene, with the increase in domestic prices, there has been no occasion so far this year to look for fresh Naphtha imports from the world market.

IMPROVEMENT OF DIESEL ENGINES MANUFACTURED AT DIESEL LOCOMOTIVE WORKS VARANASI

1935. SHRI NAWAL KISHORE SHARMA :

SHRI R. P. ULAGANAMBI :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Diesel Locomotive Works, Varanasi is currently working on possible improvements in Railway engines to boost up their overall efficiency in view of the present oil squeeze;

- (b) the directions in which improvements are being worked upon;

(c) whether there has been any slowing down in the rate of production of diesel locomotives; and

(d) the number of locomotives produced at Varanasi Works during each of the last two years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b), (i) Research, Design and Standards Organisation of the Indian Railways is initially conducting bench trials to examine the feasibility of mixing high speed diesel oil with light diesel oil with a view to conserving on a high speed diesel. The price of high speed diesel is somewhat higher than light diesel oil and as such the economies pertain to money value and not to improving efficiency as envisaged in the question. Light diesel oil has a relatively higher sulphur content which is deleterious to the diesel engine. It is, therefore, too premature to take a firm decision on this issue till the bench trials themselves are completed.

(ii) Active steps are being taken by Diesel Locomotive Works to expedite the indigenisation of particularly those components which have a bearing on the overall efficiency of the engine.

(c) There has been no slowing down in the rate of production of diesel locomotives as yet on account of the oil crisis.

(d) Production of Diesel Locomotive Works for the last two years was as under:—

Main Line Diesel-Electric Locos

	B.G.	M.G.	Total
1971-72	:	70	35
1972-73	:	60	35

प्रधान मंत्री के देसे पास आरी किये जाने का विविध

1936. कांकड़ दबाव तिह न्या देस मंत्री प्रधान मंत्री के देसे पास आरी करने के बारे में 19 फरवरी, 1974 के अदारीका प्रमाणान्तर ७७ के उत्तर के अदारीका बहु बताने की कुछ कानूनी कि इन अफार के बाबारी पास आरी किये जाने की क्या विविध है?

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रेस मालालव में देसी (बी बुम्बल्ड सर्वी क्लर्क्स) : देसे मानार्द पास उन अविलबों/ संघठनों को बारी किय जाते हैं जो रेसों के प्रति अपना देश के बाद उनके द्वारा किये जाने जाने काम के आवार पर इसके पास समझे जाते हैं।

REACTION OF KARNATAKA AND MAHARASHTRA STATES TO THE DECISION GIVEN BY KRISHNA WATER DISPUTE TRIBUNAL

1937. SHRI ANANTRAO PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state the reaction of Karnataka and Maharashtra States to the decision given by the Krishna Water Disputes Tribunal?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : The Krishna Water Disputes Tribunal forwarded, on the 24th December, 1973, their report setting out the facts as found by them and giving their decisions on the matters referred to them. In accordance with the provisions of the Inter-State Water Disputes Act, 1956, if any State Government is of the opinion that anything contained in the decision requires explanation or that guidance is needed upon any point not originally referred to the Tribunal, it may, within three months from the date of the decision, again refer the matter to the Tribunal for further consideration. On such a reference, the Tribunal may forward a further report giving such explanation or guidance as they deem fit and in such a case the decision of the Tribunal shall be deemed to be modified accordingly.

No such reference has so far been received by the Govt. of India from any of the States.

TRIBUNAL'S DECISION ON GODAVARI WATER DISPUTE

1938. SHRI ANANTRAO PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state the time by which the decision of Godavari Water dispute is likely to be announced by the Tribunal?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : The pleadings of all the party States have been completed and a large number of documents admitted in evidence. The adjudication proceedings are in progress. While efforts are being made by the Tribunal to complete its work as expeditiously as practicable, it is not possible to indicate, at this stage, as to when the hearing of the case will be completed and the Tribunal will be in a position to give its decision.

TUBE RAILWAYS IN MADRAS

1939. SHRI YAMUNA PRASAD MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) Whether Government propose to construct Tube Railway in Madras also in addition to Bombay and Calcutta; and

(b) if so, when the work is likely to commence ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The traffic studies carried out so far for Madras indicate that if the urban development planned by the Tamil Nadu State Government for 1991 is implemented, Madras City would possibly require a Rapid Transit System in one or two corridors.

(b) The State Government has proposed a report on the travel forecasts for 1981 in the Madras Metropolitan area. This report is now under examination by the Metropolitan Transport Team of the Planning Commission in order to consider if any Rapid Transit System would be necessary by 1981. The examination is not yet over.

STOPPAGE OF PRODUCTION OF GAS AT DURGAPUR PROJECTS LIMITED

1940. SHRI YAMUNA PRASAD MANDAL : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether there was total stoppage of production of gas in Durgapur Projects Limited on 4th and 5th February, 1974;

(b) if so, the reasons therefor; and

(c) steps taken by Government to maintain the gas supply ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c). The information is being collected and will be laid on the table of the House.

SUPPLY OF CRUDE BY IRAN

1941. SHRI YAMUNA PRASAD MANDAL : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Iranian Government have assured India of the regular supply of crude oil at a lower price; and

(b) if so, the rate at which crude oil is likely to be made available by Iran ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). It is proposed to get crude oil from Iran on the basis of bilateral arrangements with that country. It is not in the public interest to disclose the details thereof.

AMENDMENT TO MRTP ACT SUGGESTED BY THE FEDERATION OF INDIAN CHAMBERS OF COMMERCE AND INDUSTRIES

1942. SHRI C. K. CHANDRAPPAN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Federation of Indian Chambers of Commerce and Industry has suggested any amendments in the Monopolies and Restrictive Trade Practices Act; and

(b) if so, the broad features of their suggestions and the decision of Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDARATA BARUA) : (a) and (b). The Federation of Indian Chambers of Commerce & Industry had submitted a Memorandum to the joint Committee on the Companies (Amendment) Bill, 1972 which, inter-alia, contain certain suggestions to

amend the MRTP Act also. The Joint Committee had occasion to consider the Memorandum submitted by the Federation and also to take evidence from the Federation in respect of the various suggestions made by it. These are discussed at pages 209 to 241 of the Evidence (Evidence Volume-I) tendered before the Joint Committee of the Companies Amendment Bill, 1972. The Report of the Joint Committee is before both the Houses of Parliament for its consideration.

U.S. INVITATION TO A CONFERENCE ON ENERGY CRISIS

1943. SHRI C. K. CHANDRAPPAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government have received any invitation from the President of U.S.A. for a conference on energy crisis; and

(b) if so the broad features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) No, Sir.

(b) Does not arise.

STRIKE BY STATION MASTERS AND ASSISTANT STATION MASTERS OF LUCKNOW, VARANASI, IZATNAGAR AND SAMASTIPUR DIVISIONS (NORTH EASTERN RAILWAY).

1944. SHRI PILOO MODY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Station Masters and Assistant Station Masters of North Eastern Railway of Lucknow, Varanasi, Izatnagar and Samastipur Divisions recently went on strike to press some of the demands for better service conditions;

(b) gist of demands of the Railway employees involved in this agitation; and

(c) reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). As a result of exchange of hot words on 19-9-1973 between a few Assistant Station Masters of Varanasi Division who were at Varanasi to attend a Divisional Body Meeting and a bill clerk of

Divisional Personnel Office, Varanasi, A.S.Ms of Varanasi Division stopped work by reporting sick en masse from 02.00 hours of 20-9-73. Later on, this agitation affected Lucknow, Izatnagar and Samastipur Divisions also. The main demands were relating to immediate transfer of certain Bill Clerks of Personnel Branch of Varanasi Division dealing with Assistant Station Masters and decentralisation of Personnel Branch of the Division.

(c) The demands were not found feasible for acceptance.

APPOINTMENT OF QURESHI COMMITTEE

1945. SHRI N. K. SANGHI : Will the Minister of RAILWAYS be pleased to state :

(a) when was the Qureshi Committee appointed and its terms of reference;

(b) whether the Committee was expected to submit its report within six weeks of its formation and if so, on how many occasions the Committee could actually meet and by what time the final report of the Committee will be available if not already submitted with reasons for delay, and

(c) whether any change in the personnel of the Committee is being made and if so, the nature thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The Qureshi Committee was appointed in mid-August 1973. It was required to work out the mode and manner of implementation of 10-hour working for loco running staff within six weeks from the withdrawal of the agitation. In addition, it was required to discuss and settle certain other grievances.

The Committee had its first meeting on 23rd August, 1973 and has had six subsequent sessions, the last one having ended on 20th January, 1974.

Since no agreement could be arrived at regarding the mode and manner of implementation of 10-hour working within the targeted period of six weeks, discussions on the subject had to be continued thereafter and are still in progress.

The Committee initially consisted of the Chairman and five members each from the Official and Staff Sides; a representative of the Labour Ministry was also required to attend its meetings. In January, 1974 one additional representative from the Staff Side was included.

JOINT CONSULTATIVE MACHINERY IN RAILWAYS TO DEAL WITH GRIEVANCES

1946. SHRI N. K. SANGHI: Will the Minister of RAILWAYS pleased to state:

(a) whether there is an joint Consultative Machinery in the Railways to deal with the grievances of the different categories of the Railway employees;

(b) if so, the system of representation followed for giving adequate representation to different categories of Railway workers other than through their trade unions; and

(c) if no such organisation is functioning at present, Government's reaction in forming one such in near future?

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

(b) and (c). The two Railway Labour Federations, which enjoy negotiating facilities with the Railway Board, namely, the All India Railwaymen's Federation and the National Federation of Indian Railwaymen, have been given equal representation on the staff side of this Machinery.

Representation is not given according to categories of Railway workers but only through their recognised trade unions. As there are far too many categories of Railway workers, the Government do not consider it feasible to evolve any other Machinery to give representation to each category of employees but the two composite Federations represent all categories of workers.

PRODUCTION OF GAS TO MEET ITS SHORTAGE

1947. SHRI SHANKERRAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the causes and the extent of the shortage of cooking gas;

(b) the steps taken or proposed to be taken to meet this shortage;

(c) whether the entire cooking gas emanating from refineries is not being utilised; and

(d) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Except for some sporadic cases, no general scarcity of cooking gas (LPG) has recently been reported with the existing customers in the country. Certain areas fed ex-Koyali refinery had some shortages during October—December, 1973, due to transportation problems, caused by strikes and floods and 'work to rule' adopted by the refinery workers of Koyali refinery. Supplies to some areas were also affected during the recent trouble in Gujarat. There is however an increasing demand from new customers far in excess of the present production and marketing capacity.

(b) Plans are in hand to maximise LPG Production at all the refineries and develop the necessary marketing facilities. Import of steel has also been permitted to augment the supply of cylinders.

(c) and (d). All the gases emanating from the refineries are at present being fully utilised mostly for marketing as domestic fuel and to a small extent as fuel in the refinery itself. There is however scope for some more gas used as fuel in the Cochin, Koyali and Gauhati refineries to be marketed for domestic purposes, action for which is being taken as mentioned above.

COST OF POWER GENERATION

1948. SHRI SHANKERRAO SAVANT: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what is generally the cost per unit of electric power generated from (i) hydraulic sources; (ii) thermal sources based on oil (iii) thermal sources based on coal and (iv) nuclear sources using different fuels;

(b) whether India has a complete know-how of all the four types of generating systems;

(c) if not, from whom and to what extent the know-how is available; and

(d) the targets of power from each of these sources in the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The general level of the cost per unit of electric power generated in India from projects already completed in the past is as under :

(Figures in paisa/kWh

(i) Hydro	1.5 to 4
(ii) Thermal (coal based)	
1. At mine-heads . .	4 to 6
2. At other places . .	6 to 11
(iii) Thermal (oil based) .	10
Thermal Diesel sets .	25 to 50
(iv) Nuclear (at 75% plant factor)	
1. Tarapur (Using enriched uranium) . .	5 1
2. RAPP (Using natural uranium) . .	8

(b) Complete technical know-how for power generation of all the four types is available within the country.

(c) Does not arise.

(d) The targets for power generation from these sources are as under :—

(Figures in million kW)			
Hydro	6.4		
Thermal	9.4		
Nuclear	0.7		
TOTAL	16.5	million kW	

PRODUCTION AND IMPORT OF KEROSENE OIL TO MEET DEMANDS

1949. SHRI SHANKERRAG SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the quantity of kerosene imported annually during the last three years and the quantity produced indigenously;

(b) the countries from which kerosene was imported during this period and to what extent; and

(c) steps taken to meet the shortage of kerosene and with what result?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). Information regarding production/imports of individual products is treated confidential and therefore cannot be disclosed.

(c) The availability of petroleum products in the country was affected during the last few months due to a steep increase in prices and the general scarcity of petroleum products in the world market. As such economy in the use of petroleum products in the country is of utmost importance. Efforts are however being made within the constraints of foreign exchange availability to maximise the import of crude oil and refined products to the extent possible. In the meanwhile the State Governments have been kept fully informed, including in regard to the month-wise allocations and have been requested to ensure equitable distribution of the allocated quantities and also to take appropriate action under Essential Commodities Act to prevent hoarding and over-charging.

OUTLAY ON HUBLI-KARWAR RAILWAY LINK

1950. SHRI B. V. NAIK: Will the Minister of RAILWAYS pleased to state :

(a) what is the outlay till now on Hubli-Karwar rail link; and

(b) the period within which this rail link will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS: (SHRI MOHD. SHAFI QURESHI): (a) The survey report is under examination. Since the project has not yet been sanctioned, no outlay has been provided in the budget.

(b) Does not arise.

DELAY IN PAYMENT OF DUES TO TELECOMM. MAINTAINERS TEST ROOM LUMDING

1951. SHRI CHANDRIKA PRASAD: Will the Minister of RAILWAYS pleased to state :

(a) whether Telecomm. maintainers Test Room, Lumding are demanding the payment of their overtime, admissible under rules given in Establishment Manual para No. 3505/5(a), since the year 1970;

(b) whether the necessary job analysis was conducted by personal branch of the division on the 20th April, 1971 and the claims of these maintainers were found justified; and

(c) if so, the reasons why their claims are being delayed abnormally and by what time the administration is likely to pay these dues to the employees ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Information is being collected and will be laid on the table of the Sabha.

CONTROL OF FLOOD IN WEST BENGAL

1952. SHRI KRISHNA CHANDRA HALDER: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have any plan to control the yearly devastating flood of river "Ajoy" and the river "Kunur" merging with "Ajoy" in West Bengal in 5th Plan; and

(b) if so, the main features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The State Government of West Bengal have already under execution the following flood control schemes on the Ajoy river;

(i) Strengthening of Ajoy left embankment from Jhanda to Ghoshal in the district of Birbhum estimated to cost Rs. 14.92 lakhs;

(ii) Strengthening of Ajoy left embankment from Ghoshal to Jahanabad in the district of Birbhum estimated to cost Rs. 14.02 lakhs;

(iii) Strengthening of Ajoy right embankment from Purocha to Lakhuria in the district of Burdwan estimated to cost Rs. 31.47 lakhs;

(iv) Strengthening of Ajoy right embankment from Lakhuria to Sagira in the district of Burdwan estimated to cost Rs. 23.36 lakhs.

These schemes are proposed to be completed during the Fifth Plan. The following new schemes have been tentatively included in the Fifth Plan proposals of West Bengal :

(i) Flood protection of Katwa town against spilling of river Ajoy and Bhagirathi in the district of Burdwan estimated to cost Rs. 6 lakhs;

(ii) Kunur Drainage Scheme in the district of Burdwan estimated to cost Rs. 3.8 crores.

TESTING OF SOIL IN TANJORE DISTRICT BY O.N.G.C.

1953. SHRI KRISHNA CHANDRA HALDER: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Oil and Natural Gas Commission has completed the laboratory test of soil in Manargudi in Tanjore District of Tamil Nadu;

(b) if so, with what result; and

(c) if not, when the tests are likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Laboratory test of an oil sample obtained from a tube well in Manargudi Taluk, Tanjore district, Tamil Nadu has been completed.

(b) The sample does not appear to be crude oil.

(c) Does not arise.

FORMATION OF HINDUSTAN PETROLEUM CORPORATION BY REORGANISING ESSO UNITS

1954. SHRI G. Y. KRISHNAN :

SHRI C. K. JAFFER SHAREEF :

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

(a) whether Government have decided to reorganise and amalgamate to form a joint sector unit under the name of Hindustan Petroleum Corporation of the three Esso Companies—Esso Refinery Company registered in India, Esso Marketing Operations—a branch of Esso Eastern Inc., and Lube India; and

(b) if so, the broad outlines regarding the evaluation of assets and payment of compensation ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) The settlement with Esso provides for 100% take-over eventually i.e. after 7 years from the effective date. Initially 74% share in all three activities, namely, Marketing, Refinery and Lube India, is being taken over at a total cost of Rs. 15.40 crores net of taxes. The taxes have to be paid by the Government of India in addition, in rupees. This amount is payable in the following manner :—

(i) On the date of signing of Agreement Rs. 1.84 crores.

(ii) A moratorium of one year; hence payment of only interest of Rs. 0.88 crores in 1974-75. In addition, during 1974-75 Capital Gains Tax will become payable by Esso but will be paid by the Government as per Agreement. This is estimated to be Rs. 5.39 crores.

(iii) from 1975-76 to 1980-81, each year a sum of Rs. 2.26 crores; plus interest on the reducing balance will be payable.

(iv) In 1981, the balance 26% share of Esso will be bought by Government at the face value of the share i.e. for the sum of Rs. 2.6 crores.

Thus the total compensation for 100% acquisition will be Rs. 18 crores net non-patriable plus interest.

रेलवे अस्पताल, कोटा (परिवहन रेलवे) में डाक्टरों की संख्या

1956. श्री औंकार नाल वेरवा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वेस्टर्न रेलवे अस्पताल, कोटा में काम करने वाले डाक्टरों की संख्या कितनी है;

(ख) उनकी अलग-अलग इयूटी क्या है; और

(ग) ए०एम०ओ० तथा डी०एम०ओ० की इयूटीयां कब से कब तक रहती हैं, उनके काम क्या है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 17 (एक मंडल चिकित्सा अधिकारी और 16 सहायक चिकित्सा अधिकारी)।

(ख) नीचे निखे हर विषेष विषय में एक :—

शाल्य चिकित्सा, रोग-चिकित्सा, प्रसूति-चिकित्सा, चिकिरण-चिकित्सा-चिकित्सा, निश्चेतन-चिकित्सा, नेत्र-चिकित्सा चिकित्सा, परिवार नियोजन और दन्त चिकित्सक (बंग-कालिक)। वे अपने-अपने विषेष विषयों से सम्बन्धित काम देखते हैं। शेष सामान्य इयूटी वाले डाक्टर हैं। मंडल चिकित्सा अधिकारी पूरे मंडल का इचार्ज होता है।

(ग) भारतीय रेल चिकित्सा नियमावली के अध्याय 2 के अध्य 'दी' में इनका उल्लेख किया गया है। यह पुस्तक भूल्य है कर जारी ही जा सकती है और इसकी प्रतिवां सोक तभा संविवालय को पहले ही ही जा पूकी है।

रेस्टेक वस्त्रालय, छोटा (परिवार रेस्टेक) के साथ सभे शुद्धि खार्ट ने खोली

1957. वी बॉम्बेर साथ बोर्डर : क्या रेस मंत्री यह बताने की हुआ करेंगे कि :

(क) कोटा रेस्टेक वस्त्रालय के साथ सभे शुद्धि खार्ट में बत तीन बद्दों में कितना गेहूँ, कितना चावल व कितनी सब्जियाँ बैदा की गईं;

(ख) क्या अभियों के जगत में यह फार्म बद्द दीराम पढ़ा हुआ है और यदि हाँ, तो कब से;

(ग) क्या इसके परिवावस्थकृप सरकार को प्रति वर्ष 5000 रुपये की हानि होती है और

(घ) इस हानि से बचने के लिए सरकार का विचार क्या करना चाही करने का है?

रेस वस्त्रालय में उत्पादनी (वी बूथार्ट द्वारा द्वारा कुरेंटी) : (क) 1970-71, 1971-72, और 1972-73 बद्दों के दीराम गेहूँ, चावल और सब्जी के उत्पादन की मात्रा इस प्रकार है—

उत्पादन	1970-71
गेहूँ	1,550 किं. द्वा०
चावल (द्वारा)	1,968 किं. द्वा०
1971-72	1972-73
2,000 किं. द्वा०	1,540 किं. द्वा०
1,584 किं. द्वा०	715 किं. द्वा०
(पाली की कमी के कारण आन का उत्पादन कम हुआ सभी के बूथ की राशि 1,800 द्वा०	
1200 द्वा०	900 द्वा०

(घ) वी नहीं

(क) और (ख) प्रश्न नहीं उठता :

बूथार्ट में विद्यार्थी की बद्दी

1958. वी चालीसवां बंदर : क्या विद्यार्थी और बूथार्ट मंत्री यह बदामे की हुआ करेंगे कि :

(क) क्या बूथार्ट के यहाँ द्वारा दो विद्यार्थी की 50 अंतिकाल कटौती बूथार्ट बिल्डर केन्द्र के बूलिट द्वारा बद्द बिल्डर केन्द्र के एक बूलिट के बदामक बनते हैं जाने के कारण की गई थी; और

(ख) यदि हाँ, तो इन बूलिटों के बन्द होने के क्या कारण हैं?

विद्यार्थी और बिल्डर बंदामक बनते हैं जाने की (वी बूथार्ट द्वारा) : (क) 26 अंतिकाल से 7 फरवरी तक बूथार्ट द्वारा बिल्डर केन्द्र में एक बिल्डर बनते बूलिट के बदामक बन्द तथा एक फरवरी से 8 फरवरी, 1974 तक दारापुर परमाणु बिल्डर केन्द्र में एक बूलिट के बन्द हो जाने के कारण बूथार्ट में इस अवधि के दौरान बिल्डर बास्तुति में कुछ प्रतिवर्ष लागत होती है।

(ख) बाथर सुपर ब्लैटर द्वारा दो साथ हो जाने के कारण बूथार्ट द्वारा बिल्डर केन्द्र में बूलिट नं. 6 को बन्द करना पड़ा था। बूथेसर में साथ हो जाने के कारण दारापुर परमाणु बिल्डर केन्द्र में बूलिट सभी 2 बार बन्द हो गई थी।

भारत द्वारा तेज की बोल के लिए विदेश और बद्दों के सहयोग बोलना

1959. वी चालीसवां बंदर : क्या वी-विद्यार्थी और रसायन मंत्री यह बदामे की हुआ करेंगे कि :

(क) क्या विदेश और नार्दों की उत्तरार्दों ने अपने-अपने देशों में अप्प बद्द भी भासा में तेज के बंडारों का पला लगाया है और वे इस दिनों में बाल्यनिवार होने की आशा करते हैं;

(ख) यदि हाँ, तो क्या देश में तेज की बोल के बद्दों में द्वेषी बाने द्वारा उत्तरार्दा विदेश बड़े की दूरी में रहते हुए भारत द्वारा देश में दूष देशों के लाल लगाने का विवरण है;

(ग) यदि हां, तो इसकी मुख्य बातें क्या हैं?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) ब्रिटेन तथा नावें के उत्तरी समुद्री अपतटीय क्षेत्र में बड़े तेल भण्डार खोजे जाने की सूचना है। इस स्तर पर यह जानकारी नहीं है कि तेल के क्षेत्र में ये खोज इन देशों को आत्मनिर्भर बनाने में पर्याप्त होगी।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

DETERIORATED QUALITY OF FOOD SUPPLIED BY CONTRACTORS IN TRAINS

1960. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the quality of food supplied by the contractors in trains has deteriorated further;

(b) whether the quality of food supplied by Departmental Catering is better than that supplied by the contractors; and

(c) if so, whether Government propose to introduce Departmental Catering in all the trains?

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

(b) The Railway Catering and Passenger Amenities Committee, 1967 which went into the relative merits of departmental and contract catering came to the conclusion that departmental catering was rendering better service than the latter. However, the Committee recommended that Railways should consolidate their existing services and effect an improvement in their quality and service before contemplating further expansion.

(c) Railways have already introduced departmental catering on 26 pairs of trains out of a total of 50 pairs of trains on which dining/pantry/buffet cars are run. Further extension of departmental catering on trains will be considered on a

selective basis keeping in view the recommendations of the Railway Catering and Passenger Amenities Committee.

INTERIM REPORT BY RAILWAY RESERVATION COMMITTEE

1961. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Interim Report submitted by the Railway Reservation Committee has been accepted by Government;

(b) if not, the reasons therefor; and

(c) when this Report is likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). A statement giving the information is laid on the Table of the House. [Placed in Library. See No. LT-6323/74].

ASSURANCES GIVEN ON CONSTRUCTION OF TWO OVERBRIDGES IN KANPUR

1962. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether assurances given by the ex-Railway Minister regarding the construction of two over bridges in Kanpur have not yet been fulfilled;

(b) if so, the reason thereof;

(c) whether any amount has been sanctioned for that by Government; and

(d) if so, the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (d). The construction of road overbridge in replacement of the level crossing No. 81-A on Lucknow-Jhansi Road at Panki, Kanpur is in progress. 40% of the railway's portion of the work on bridge proper has been completed. There has been delay due to shortage of steel. However, the pace of work is in conformity with the progress on the road approaches under construction by the State Government.

The estimates for the construction of road overbridge in replacement of Murrey level crossing at Kanpur has been sanctioned to cover the railway's share of cost. The State Government, however, have not communicated acceptance to their share of cost so far. The work will be taken up as soon as the State Government agree to bear their share of cost and also commence their portion of the work on the road approaches.

Necessary provision has been made to meet railway's share of expenditure in respect of both the road overbridges in the Budget for 1973-74 and 1974-75.

ADDITIONAL STATION FACILITIES AT TRIVANDRUM CENTRAL AND VARKALA (KERALA)

1963. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal under consideration to provide additional station facilities at Trivandrum Central and Varkala; and

(b) if so, the salient features thereof?

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

(b) The salient features of proposals are as under :—

Trivandrum Central.—Consequent upon conversion of the Ernakulam-Trivandrum Central Section from M.G. to B.G., it is proposed to remodel the entire yard and to provide an island platform at Trivandrum Central.

Varkala.—Remodelling of a portion of the station building, improvements to watering arrangements and extension of main line platform to accommodate longer loads of trains.

SCHEME TO PROVIDE HOT MEALS FOR RAILWAY PASSENGERS

1964. SHRI GAJADHAR MAJHI: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have made a scheme to provide hot meals for Railway passengers; and

(b) whether this scheme has been introduced and if so, the names of trains in which it has been introduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Presumably, the reference is to the scheme of picking up 'Ready to Serve' meals under which food cooked in catering establishments at stations are kept in hot cases and later transferred to hot cases provided in the Pantry Cars on trains for service to passengers at meal time.

This scheme has been introduced on the following trains :—

(i) 3/4 Frontier Mail between New Delhi and Bombay.

(ii) 25/26 A.C./Paschim Express between New Delhi and Bombay.

(iii) 15/16 Grand Trunk/A.C. Express between New Delhi and Madras.

(iv) 1/2 Howrah-Delhi-Kalka Mail between Delhi and Mughalsarai.

(v) 153/154 Jayanti-Janata Express between New Delhi and Samastipur;

(vi) 31/32 Jayanti Janata Express between Delhi and Ahmedabad.

STUDY OF 10-HOUR DUTY PROBLEM OF RAILWAY WORKERS

1965. SHRI S. A. MURUGANANTHAM: Will the Minister of RAILWAYS be pleased to state :

(a) whether Qureshi Committee has decided to initiate joint "practical" study of the problem of 10-hour duty for Railway workers; and

(b) if so, the salient features thereof?

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

(b) The object of the study is to ascertain whether the implementation of 10-hour duty for Loco Running Staff can be completed in a period less than 3 years. It is proposed to make a field study of

four Railway Divisions with different working conditions is also to study the overall plans framed by Railways in connection with the implementation of 10-hour working for 1000 summing staff.

OPENING OF SEPARATE RAILWAY SERVICE COMMISSION AT SECUNDERABAD

1966. SHRI Y. ESWARA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government of Andhra Pradesh has requested the Centre for opening of a separate Railway Service Commission office at Secunderabad; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b) : It is proposed to set up a Railway Service Commission during 1974-75 at Secunderabad.

ELECTRIFICATION OF VIZAYAWADA-MADRAS RAILWAY LINE

1967. SHRI Y. ESWARA REDDY : SHRI M. KATHAMUTHU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken a final decision regarding Vizayawada-Madrass Railway line electrification scheme;

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

(c) when it is likely to be implemented?

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

(b) The scheme has a route length of 433 Kilometres, and is estimated to cost Rs. 32.35 crores.

(c) The work on this is already in progress. It is expected to be completed in 1977-78.

RATIONING OF BUNKER FUEL

1968. SHRI Y. ESWARA REDDY : SHRI M. KATHAMUTHU :

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

(a) whether committees consisting of representative of oil companies and port authorities have been appointed to ration the bunkering fuel; and

(b) if so, the salient features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b) : No such committees have been appointed. However an informal arrangement has been made whereby oil companies seek the assistance of port authorities and DG shipping to determine priorities and the quantity of bunkers to be supplied to the calling ships.

तीसरे दर्जे के रेल डिब्बों में उपलब्ध की गई अतिरिक्त सुविधाएं

1969. श्री भारत सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में तीसरे दर्जे के रेल के डिब्बों में क्या क्या अतिरिक्त सुविधाएं उपलब्ध की गई हैं; और

(ख) उपरोक्त अवधि में प्रति 100 किलोमीटर की दूरी पर प्रतिवर्ष रेल किरायों में कितनी वृद्धि की गयी है?

रेल अंतरालय में उन जंगी (जी योग्यता वाली कूरीती) : (क) तीसरे दर्जे के डिब्बों में अतिरिक्त सुविधाओं की व्यवस्था करना एक सत्त्व प्रक्रिया है? सुविधाओं की अनुसृति में निर्धारित भानक की अनुसार सुविधाओं की व्यवस्था की जाती है और आगे सुधार साने के बारे में सुझाव देने के लिए सुविधाओं की विशेष समितियों द्वारा सभी सभी पर संबोधित की जाती है। यिन्हें तीन वर्षों के दौरान किए गए कुछ सुधार इस प्रकार हैं :—

(1) तीसरे दर्जे के यात्रियों को अधिक लाभ पहुंचाने के लिए सुविधा फिटिंग्स की ओरी और उठायी गिरी की रोकथाम करना की व्यवस्था ।

(2) शयन यानों में सामान रखने के लिए विशेष व्यवस्था को हटाकर उपरके बदले अतिरिक्त शयिकाओं/सीटों की व्यवस्था करने के लिए हिदायतें जारी की गयी हैं। यह परिवर्तन इसलिए जरूरी समझा गया कि क्योंकि यह देखा गया है कि सामान रखने के लिए विशेष व्यवस्था का समुचित उपयोग नहीं किया जा रहा था;

(3) पानी के अपव्यय को रोकने के लिए तीसरे दर्जे के बहुत से डिब्बों में स्वतः बन्द होने वाले पानी के अच्छे नल लगा दिये गये हैं;

(4) तीसरे दर्जे के शौचालयों में अच्छी किस्म की मलवाहिकाओं की व्यवस्था की गयी है; और

(5) खराब मौसम के दुष्प्रभावों से बचने के लिए देशी कांच के रेणों में लगाकर तीसरे दर्जे के ईस्पात के बने सवारी डिब्बों में अच्छी किस्म के उष्मावरोधकों की व्यवस्था परीक्षण के तौर पर शुरू की गयी है और कुछ सवारी डिब्बों में ऐसी व्यवस्था भी कर दी गयी है। छतों में उष्मारोधी व्यवस्था के अलावा, जैसा कि आजकल व्यवस्था रहती है नयी योजना के अनुसार सवारी डिब्बों की पार्श्वी और फर्शों में उष्मारोधी व्यवस्था का ध्यान रखा जाता है।

(6) एक विवरण सभा पटल पर रखा है जिसमें पिछले तीन वर्षों के दौरान 2000 किलोमीटर तक की दूरी तक के लिए हर 100 किलोमीटर की स्टेज पर तीसरे दर्जे की डाक/एक्सप्रेस और साधारण गाड़ी के किराए दिए गए हैं। (ग्रान्थालय में रखा गया। (देखिए संख्या एल०टी० 6324/74)

उत्तर प्रदेश और उड़ीसा में चुनावों के सम्बन्ध में प्राप्त शिकायतें

1670. श्री भरत सिंह चौहान: क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उत्तर प्रदेश और उड़ीसा में हाल ही में हुए चुनावों के बारे में सरकार को कुछ शिकायतें प्राप्त हुयी हैं; और

(ख) यदि हां, तो उन पर सरकार ने क्या कार्यवाही की है?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री नीतिराज सिंह चौधरी):

(क) और (ख) जानकारी इकठ्ठी की जा रही है और सदन के पटल पर रख दी जायगी।

TREATMENT OF RAILWAY EMPLOYEES AS INDUSTRIAL WORKERS

1971. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government regards the Railway employees as Industrial workers;

(b) if so, whether Government is ready to concede them the facilities, rights and amenities available to the industrial workers in the public undertakings;

(c) whether the Railway employees would be given bonus on the pattern on which it is available to other industrial workers; and

(d) if not, the reasons for this discrimination?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The service conditions of the different categories of staff on the Indian Railways are regulated by the provisions of the Indian Railway Establishment Code as well as the Central Labour enactments as applicable to them.

(b) No.

(c) and (d). All departmentally run Government undertakings including the Indian Railways are statutorily excluded

from the provisions of the Payment of Bonus Act, 1965, as such, the staff of the Indian Railways are not paid any Bonus.

(c) Only one complaint was received. It was for non-allotment of the vending contract at Bhagtanwala station. The applicant was not considered for the allotment of the contract as he had no experience.

(d) Other things being equal, preference is given to the experienced hands.

ALLOTMENT OF VENDING LICENCES FOR NORTHERN RAILWAY ZONE

1972. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the procedure followed by the Railway administration for the allotment of vending licences at various Railway Stations of Northern Railway;

(b) the names, addresses and other particulars of the individuals and parties who have been allotted vending licences in the various Divisions of the Northern Railway in the current financial year upto 15th February, 1974, Division-wise;

(c) whether any complaints have also been received regarding the allotment of licences, if so, the number and nature thereof; and

(d) whether any preference is given to experienced hands who have been working as vendors on the Railways previously?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Vending contracts are awarded by the Divisional Superintendents. The normal procedure is to invite applications through press advertisements as well as through local publicity. A selection Committee consisting of two Senior Scale Officers one of whom is the Divisional Commercial Superintendent is appointed by the Divisional Superintendent. This Committee looks into the merits of the various candidates such as experience, financial capacity, ability to manage the work satisfactorily etc., and on its recommendation the contract is awarded by the Divisional Superintendent to the party found most suitable.

(b) A statement is laid on the Table of House, [Placed in Library. See No. LT-6323/74]

NEW RAILWAY LINES IN HILLY AND BACKWARD AREAS

1973. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the number and names of Railway lines sanctioned during the current financial year upto 15th February, 1974 and the length in Kilometres, the cost of construction and the target date for the completion of work in each case;

(b) the considerations on which these lines have been sanctioned; and

(c) whether Government have assessed the need for the new lines in hilly and backward States as well and whether such areas have been given any priority in the sanction and construction of these Railway lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Only one new line viz. Wani-Chanaka has been sanctioned during the current financial year upto 15-2-1974, to serve the Cement Plant at Chanaka. The other particulars of this rail link are as under :—

Length	75.72 kms.
Cost of construction	Rs. 5.30 crores.
Target date of completion	1976 (Tentative)

In addition, the following restorations have also been sanctioned :—

(i) Dalmia-Daryapur (26 Kms. Cost Rs. 1.37, crores. target date of completion-March, 1975 subject to availability of funds).

(ii) Gohana-Panipat (39.27 Kms. Cost Rs. 2.16 crores, target date of completion not yet fixed).

(iii) Saraipur-Raghpur-Partapganj-Forbesganj (64 Kms. Cost Rs. 4.65 crores, target date of completion, 1974-75).

(iv) Chhitauni-Bargarh (28.41 kms. Cost Rs. 6.74 crores, target date of completion—Net yet fixed).

(c) The requirements of backward and hilly areas have not been ignored. A new policy which was enunciated by the Minister of Railways in his budget speech for 1973-74, has been under consideration for evaluating the proposals for construction of new railway lines and gauge conversion projects in backward areas, so that the low financial returns on the investment on these schemes do not come in the way of their being taken up. Co-operation of the State Governments has been sought in order to reduce the financial burden of the Railways on account of the construction of these railway lines. It has been suggested to them that they may bear the cost of land and the labour component of the construction cost. Surveys have been ordered for a large number of railway lines in the backward areas, under this new policy, and the following schemes for which the surveys have been completed, have already been approved, but they have not yet been sanctioned, as certain formalities have to be done before their sanction:—

1. Construction of a BG line in the area served by the former Shahdara-Saharanpur Light Railway.
2. Construction of a BG line in the area served by the former Howrah-Amra Light Railway including Bawgachia-Champadanga Branch.
3. Construction of a BG line in the area served by the former Howrah-Sankhala Light Railway.

Parliament's approval has been sought for construction of a few more railway lines of this type in the next Budget which has already been presented.

DAMAGE CAUSED BY FLOODS

1974. SHRI BANAMALI PATNAIK:
SHRI R. N. BARMAN:

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

(a) the extent of damage caused by cyclone and floods to crops, life and property so far during the current year, State-wise;

(b) the steps taken to provide relief to the affected people; and

(c) the nature of assistance asked for by the States and provided for by the Centre, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). Details of the damage caused by floods and cyclones in the different parts of India during the 1973 monsoon and the relief measures undertaken by the States and the assistance provided by the Centre were incorporated in the Statements on the flood situation laid on the Table of the Lok Sabha on July 24, August 28 and November 12, 1973. The latest figures of damage caused to crops, life and property as reported by the various States are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-6326/74.]

Financial assistance to the States is provided for relief measures and repair works necessitated by the floods, based on the recommendations of the Central Team deputed at the request of the States. The amount of expenditure on relief and repairs estimated by the States, the ceiling of expenditure fixed by the Centre based on the recommendations of the Central Teams and the amount of assistance released so far are as follows:

Name of State	Amount of expenditure on relief & repairs estimated by States.	Ceiling of expenditure fixed by Centre based on Central Teams' recommendations	Amount of assistance released so far
(1)	(2)	(3)	(4)
(Rupees in Lakhs)			
1. Assam . . .	1720.23	565.04	200.00
2. Bihar . . .	1266.00	294.00	Nil
3. Gujarat . . .	2484.26	1605.68	550.00
(including drought relief)			
4. Jammu & Kashmir . . .	708.20	294.00	150.00
5. Kerala . . .	612.43	134.50	25.00
6. Madhya Pradesh . . .	1945.80	244.21	Nil
7. Orissa . . .	2512.58	1174.00	300.00
8. Rajasthan . . .	1426.71	805.40	500.00
9. Tripura . . .	908.17	106.80	100.00
10. Uttar Pradesh . . .	3215.00	1411.00	600.00
(including drought relief)			
11. West Bengal . . .	2636.48	1002.72	200.00

The central assistance is released based on the progress of expenditure reported by the State Governments.

POWER FAILURES IN DELHI

1975. SHRI BANAMALI PATNAIK : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of times power supply failed in Delhi during the current year so far and the comparative figures for the corresponding period of the last year;

(b) the reasons of power failure in each case; and

(c) the steps taken or proposed to be taken to set right the affairs of the Delhi Electricity Supply Undertaking ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR

PRASAD) : (a) and (b). There have been no breakdowns so far during the current year or during the corresponding period (January-February) of the last year. There have, however, been a number of local interruptions in supply to different localities or areas as a result of faults in the distribution system.

(c) To prevent local interruptions due to faults in the distribution system, a number of measures have been initiated such as arrangement for alternative sources/routes of supply, conversion of overhead high tension lines into underground cables, augmentation of mains and substation where necessary, more rigorous maintenance of lines and substation, provision of section boxes on the distribution lines.

**PROPER MAINTENANCE OF MACHINERY OF
ORIENTAL GAS FACTORY**

1976. SHRI SAROJ MUKHERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government are aware that machineries worth more than rupees two crores of the Oriental Gas Company, a factory near Sealdah, Calcutta are being rusted and rusted for want of proper maintenance and the entire factory area has been turned into a job jungle of bushes and rusty machine parts;

(b) whether this Factory can produce 50 million cubic feet of gas if properly maintained and functioned; and

(c) if so, what steps Government are taking to keep the Factory in working order ?

**THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI SHAHNAWAZ
KHAN) :** (a) to (c). The information is being collected and will be placed on the Table of the House.

**UTILIZATION OF WORKERS OF ORIENTAL
GAS COMPANY IN PRODUCTION OF GAS**

1977. SHRI SAROJ MUKHERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state .

(a) whether the skilled workers of Sealdah (Calcutta) factory of Oriental Gas Company are given any job with regard to repairing and manufacturing of Gas metres; and

(b) why the workers are not engaged in producing gas from low-standard-coal for which there are proper machineries and arrangements in the said Factory ?

**THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI (SHAHNAWAZ
KHAN) :** (a) and (b). The information is being collected and will be placed on the Table of the House.

**PRODUCTION OF GAS AT THE SEALDAH
FACTORY OF ORIENTAL GAS COMPANY**

1978. SHRI SAROJ MUKHERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the reasons for closing down the coal gas production in Sealdah Factory of the Oriental Gas Company, particularly when the gas supply by the Durgapur Project Limited is irregular; and

(b) whether Government are aware that after replacement of pipes worth Rupees eighty six lakhs these pipes lie uncared for and are being stolen in instalments from the factory ?

**THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI SHAHNAWAZ
KHAN) :** (a) and (b). The information is being collected and will be placed on the Table of the House.

**DEFECTIVE WORKING OF THE METRE
READING PLANT FOR GAS SUPPLY FROM
DURGAPUR PROJECTS LIMITED**

1979. SHRI SAROJ MUKHERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Metre Reading Plant at Bally in West Bengal for the gas supply from Durgapur Project Limited is lying out of order for a long time;

(b) whether there is no arrangement for correct reading of gas consumption by the consumers;

(c) whether the Oriental Gas Company Limited unit has no arrangement for preparation of annual balance sheet and even for keeping record of the numbers and names of gas consumers; and

(d) if so, what remedial measures Government propose to take ?

**THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI SHAHNAWAZ
KHAN) :** (a) to (d). The information is being collected and will be placed on the Table of the House.

DOUBLING OF RAILWAY LINE FROM DUM DUM TO BARASAT IN SEALDAH DIVISION

1980. SHRI A. K. M. ISHAQUE : Will the Minister of RAILWAYS be pleased to state :

(a) whether any Techno-Economic Survey has been made for doubling the 15.2 km portion between Dum Dum to Barasat in Sealdah Sub-Division, if so, the results thereof; and

(b) whether any proposal for doubling the lines from Barasat to Bongaon has been considered ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes. The survey has revealed that this project will be unremunerative. The question of waiver of dividend liability on the investment on the scheme is, therefore, being taken up with the Planning Commission and the Ministry of Finance.

(b) No.

TECHNO-ECONOMIC SURVEY IN NORTH EASTERN REGION STATES

1981. SHRI A. K. M. ISHAQUE : Will the Minister of RAILWAYS be pleased to state :

(a) the names of places where Techno-Economic Survey has been made in the North Eastern Region States up-to-date :

(b) whether Dharmanagar-Kumarghat Railway line has been surveyed and found feasible;

(c) if so, when the execution will be started; and

(d) what are the new Railway lines to be laid during Fifth Plan period in the North Eastern Region States ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Survey have been carried out for the following lines in the North Eastern Region :—

(i) Conversion of New Bongaigaon-Gauhati MG to BG.

(ii) Dharmanagar-Agartala MG line.

(iii) M.G. link from Tezpur to Bhamraguri.

Surveys for the following two lines are in progress :—

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- (i) Silchar-Jiribaw
- (ii) Agartala-Belonia-Sabroom.

Surveys are proposed to be taken up for the following lines at the cost of the North Eastern Council :

1. Jogighopa-Pancharatna-Dudhnoi-Darangiri (BG).
2. Gauhati-Burnhat (MG or BG).
3. Balipara-Bhalukpong new line.
4. Tipling-Itangar new line.
5. Lalaghat-Sairang new line.

(b) Dharmanagar-Kumarghat is a part of the Dharmanagar-Agartala Project for which surveys were carried out in 1970 but the project as a whole was not found financially viable.

(c) It is proposed to take up the construction of Dharmanagar-Kumarghat line in 1974-75 provided that funds are made available by North Eastern Council for the line, out of the allotment made to the Council for development of backward hill areas in the 5th Five Year Plan by the Planning Commission, as funds allotted to the Railways for construction of new lines are very limited;

(d) It is proposed to take up gauge conversion of New Bongaigaon-Gauhati line in the 5th Plan and also the construction of new line from Dharmanagar to Kumarghat. A final decision about other lines to be constructed in the 5th Plan will be taken after the surveys mentioned above are completed.

RENOVATION PROPOSAL FOR SEALDAH DIVISION

1982. SHRI A. K. M. ISHAQUE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a renovation proposal for Sealdah Division;

(b) if so, the details thereof; and

(c) the reaction of Government to this proposal ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Presumably the Honourable Member is referring to the remodelling of station building at Sealdah. If so, the position is as under :—

The work has been undertaken in three phases. The first phase comprising of the Central Wing has since been completed except the mezzanine floor. The works in phase II and III covering the left and right wings are in progress.

TIME SCHEDULE MAINTAINED BY BANGAON, SHANTIPUR, BARASAT AND KALYANI LOCALS

1983. SHRI A. K. M. ISHAQUE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Bangaon, Shantipur, Barasat and Kalyani locals from Sealdah Division do not keep time schedule causing harassment to the commuters;

(b) if so, how far these trains maintained time schedule in the month of November, 1973; and

(c) the punctuality percentage of those trains during the last year ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Some of these local trains have been running late at times.

(b) and (c). A statement is attached.

Section	Punctuality percentage	
	In November, 1973	During Jan. to December, 1973 (average)
Sealdah-Kalyan	72.8	79.0
Sealdah-Shantipur	60.5	69.2
Sealdah-Bangaon	66.2	70.6
Sealdah-Barasat	90.0	84.0

WEST BENGAL GOVERNMENT AND RAILWAY MINISTRY TO SHARE COST OF HOWRAH-AMTA BROAD-GAUGE

1984. SHRI S. N. SINGH DEO : Will the Minister of RAILWAYS be pleased to state :

(a) whether it has been decided that the cost of broad gauging Howrah-Amra Railway would be shared by the Railway Ministry and West Bengal Government;

(b) if so, the salient features of the decision and the date of the decision; and

(c) when the conversion work will start ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The cost of construction and operation of a broad gauge line to serve the areas formerly covered by Howrah-Amra Railway is proposed to be shared equally by the Ministry of Railways and the Government of West Bengal. No official confirmation to this financial arrangement has, however, yet been received from the Government of West Bengal.

(c) The work will be started after the administrative and financial arrangements are settled.

SETTING UP OF WAGON BUILDING FACTORY AT DURGAPUR (WEST BENGAL)

1985. SHRI S. N. SINGH DEO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways had decided to set up new Wagon Building Factory in the country;

(b) whether an; decision had been taken regarding its locations; and

(c) Whether Government propose to take necessary steps to set up this in Durgapur (West Bengal) ?

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

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

LATE RUNNING OF TRAINS

1986. SHRI S. N. SINGH DEO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have made any inquiry into the travellers of loss, billions of man-hours due to late running of trains; and

(b) if so, outcome of the findings and the steps being taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MOHD. SHAFI QURESHI : (a) and (b). Punctuality of suburban trains which effect working man hours is good all over. Punctuality of non-suburban trains however, has been had in the recent past due primarily to several types of agitations, viz. staff, political and social. Railways are aware of the situation, and no enquiry in the matter is considered necessary.

SUBURBAN RAIL SERVICES IN BOMBAY

1987. SHRI DHAMANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether any noticeable impact has been felt on the Bombay Suburban rail traffic because of the steep hike in petrol prices as a result of which more and more people are constrained to take to rail travel;

(b) if so, what extent and how much more Suburban traffic the two Divisions of the Railways are required to handle in Bombay;

(c) whether the Railways are in a position to cope up with the increased suburban passenger traffic; and

(d) whether the Railways propose to increase the number of III Class rakes, apart from the proposed increase in the standing capacity in the I Class compartments on the Western Division of the Railways, speed and frequency of the local trains so as to carry more commuters ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). There has not been any noticeable increase in the suburban passenger traffic in Bombay area after the increase in petrol prices. It is also not possible to assess and quantify the extent of increase in the passenger traffic due to this particular factor because fluctuations in passenger traffic can be for a variety of reasons.

(c) and (d). Proposals to increase the services as a whole are in hand and additional trains are being introduced with the supply of rakes of the composite accommodation pattern, as at present, from the two production units at ICF and Jessops.

POWER GENERATION PROSPECTS IN ENSUING MONSOONS

1988. SHRI P. NARASIMHA REDDY : SHRI SAMAR GUHA :

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

(a) the prospects of power generation till the ensuing monsoons;

(b) whether steps have been taken to ensure optimum capacity generation; and

(c) the special steps, if any, taken or proposed to avert shortages in different deficit States ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) The power supply position in the country would continue to be difficult till the ensuing monsoons particularly in Uttar Pradesh, Punjab and Haryana in the Northern Region, Tamil Nadu, Karnataka and Andhra Pradesh in the Southern Region and West Bengal in the Eastern Region.

(b) and (c). The utilisation of existing power installations is being maximised by monitoring and arranging for supply and transport of coal and fuel oil, spare parts etc.

The programme of constructing inter-state lines and setting up of load-dispatch stations is being expedited.

The projects which are nearing completion are being expedited to ensure early commissioning of the generating unit.

Exchange of power between neighbouring States is being encouraged so as to achieve optimum utilisation of generating capacity.

SETTING UP OF REGIONAL AND NATIONAL POWER GRID

1989. SHRI P. NARASIMHA REDDY : SHRI S. M. BANERJEE :

Will the Minister of IRRIGATION AND POWER be pleased to state the progress achieved and envisaged in setting up Regional and National Power Grids ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD)

SAD) : For achieving the benefits of integrated operation, systematic efforts are being made by the Government to establish inter-State/Regional links in the country since the mid-Sixties. At the beginning of the Fourth Plan period about 31 inter-State/inter-Regional links at voltage 110/132 KV and above had come into existence. Further, construction of 39 more inter-State/inter-Regional links at voltages of 110/132 KV and above was taken up during the Fourth Plan. Out of these, six links have already been completed. Power exchanges to the extent possible are also taking place between various power systems depending upon the availability of power and needs. More inter-State/inter-Regional links at 220 KV and 400 KV are proposed for construction to increase the capacity of the lines for exchange of bigger blocks of power between the systems/regions during the Fifth Plan as the system capacities are also increasing.

For the formation of the National Grids several inter-Regional links have already been established and several others are under construction proposed for construction. The National Grid has to evolve itself in course of time. This is a long term continuous process.

PROPOSED CAPROLACTUM PLANT UNDER F.C.I.

1990. SHRI TRIDIB CHAUDHURI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the present position with regard to the proposed Caprolactum Project under the F.C.I. at Haldia; and

(b) whether the present difficulties with regard to the supplies of Naphtha has led to any rethinking on the part of Government?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). F.C.I. have submitted a feasibility study for establishment of a caprolactum plant of 50,000 tonnes/annum capacity. Alternate locations considered are Sindri, Barauni, Paradeep and Haldia. Since no additional caprolactum capacity is envisaged in the Fifth Plan document, consider-

ation of the FCI proposal has been deferred.

PROGRAMME FOR SETTING UP NYLON PROJECTS IN STATES

1991. SHRI TRIDIB CHAUDHURI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government are thinking in terms of revising its Nylon Projects Programme for various States to be undertaken by the different State Industrial Development Corporations in terms of the letters of intent already issued to them in the light of the present petroleum crisis and shortage of Naphtha;

(b) how many Nylon Projects of different States are in an advanced stage of preparatory phase; and

(c) whether the foreign collaboration commitments already entered into by various State Industrial Corporations would be allowed to lapse ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) :

(a) to (c). Certain important aspects like the overall development of nylon yarn industry in the country and the need for import of foreign technology for nylon plants are under examination in the light of various relevant factors.

13 letters of intent have been issued in December 1971 and July 1972 to State of Industrial Development Corporations of Andhra Pradesh, Karnataka, Kerala, Punjab, Tamil Nadu, Assam, Orissa, Bihar, Haryana, Gujarat, Madhya Pradesh, West Bengal and Uttar Pradesh for setting up new units each of a capacity of 2100 tonnes/annum of nylon filament yarn. The letter of intent have been issued subject *inter alia* to the following conditions :—

(i) Arrangement for import of plant and machinery and terms of foreign collaboration will be settled to the satisfaction of Government; and

(ii) The Corporations should have a minimum equity share holding of 26% and should be the single largest share holder, thereby ensuring retention of financial and managerial

control. The Corporation would obtain prior approval of the Central Government to any proposal for associating private parties in the project.

Some progress with reference to the two conditions mentioned above has been made so far by 10 Corporations. The Central Government has yet to take a decision on the foreign collaboration proposals submitted by the Corporation of Karnataka, Andhra Pradesh, Tamil Nadu, Kerala, Punjab, Bihar, Gujarat and West Bengal. In view of this position, the question of any foreign collaboration commitments does not arise.

POWER SHORTAGE DURING 1970-71 TO 1972-73

1992. SHRI SAMAR GUHA : Will the Minister of IRRIGATION AND POWER be pleased to state the comparative figures of power shortage (i) month-wise and (ii) State-wise during the years 1970-71, 1971-72 and 1972-73?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : The requisite information is being collected from the States and Union Territories and will be laid on the Table of the House when received.

PROGRESS ON CONSTRUCTION OF REFINERY, FERTILIZER AND OTHER PLANTS AT HALDIA

1993. SHRI SAMAR GUHA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the progress so far made about the construction of Refinery, Fertilizer, Soda Ash and other plants in the portarea of Haldia in West Bengal;

(b) whether the measures for construction of these plants are facing unforeseen constraints;

(c) if so, the nature of such constraints;

(d) the steps taken or proposed to remove such constraints;

(e) whether such constraints will cause any delay in the time schedule of construction, commissioning and operation of this plant; and

(f) if so, facts thereabout?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Haldia Refinery is in the final stages of construction Work on the Haldia Fertilizer Factory which, apart from fertilizers, will produce 60,000 tonnes of soda ash per years is in progress. Earth filling work is already in hand. Orders for the main plant and equipment which have to be obtained either from abroad or indigenously have already been placed. Letters of intent for piling and pre-loading work at the factory site have already been issued.

(b) and (c) The main constraints faced at different stages of construction of the Haldia Refinery have been the multiplicity of agencies involved, delays in delivery of materials by Indian and foreign vendors, scarcity of construction materials, nonavailability of wagons and frequent labour troubles etc. There are no such constraints in the case of Haldia Fertilizer Factory.

(d) to (f). Vigorous efforts have been made by the Project authorities to overcome the difficulties which have delayed the construction of the Haldia Refinery and for accelerating the progress of work.

PROJECT FOR REPLACEMENT OF MARTIN BURN RAILWAYS IN HOWRAH-HOOGLY DISTRICTS

1994. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state

(a) whether the project for replacement of Martin Burn Railway covering Howrah and Hooghly districts of West Bengal has been finalised;

(b) if so, facts thereabout;

(c) whether any initial progress has been made for the implementation of the project and what would be the time schedule for completion of the project; and

(d) the estimated cost for the projects?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (d). The restoration of the Light Railways viz. Howrah-Amra, Howrah Sheakhala & Bargachia-Champadanga (in Howrah-Hoogly districts) was considered by the Board, and surveys for these lines were ordered, and have been completed. The estimated cost of these restorations will be Rs. 14.53 crores. The construction of these lines has been approved by Parliament through Supplementary Demands on the basis that the cost will be shared equally between Railways & West Bengal Govt. The work will be taken up after the confirmation is received from the State Govt. regarding sharing of cost. The construction work will be completed in two working seasons from the date of their sanction.

GENERATION OF POWER BY POWER HOUSES

1995. SHRI E. V. VIKHE PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the total power generated by the power houses in the public sector (unit-wise) during the months of January and February, 1974 as compared to the output during the same period in 1973; and

(b) the total power generated during January-February, 1974 by each of the new units of public sector power houses which started functioning after 1st March, 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). The requisite information is being collected from States and will be laid on the Table of the House on receipt.

SETTING UP OF SMALL HYDEL POWER HOUSES ALONG SIDE OF RIVERS

1996. SHRI E.V. VIKHE PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether there is any proposal to have small hydel power houses located alongside perennial rivers in the country;

(b) whether the feasibility of such a proposal from the point of view of employment potential, indigenous supply of equipment, maintenance, connecting them with a national power grid and period of completion has been gone into; and

(c) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). Micro hydel schemes (of upto a few hundred kW capacity) are already being developed by the States in isolated hilly areas on perennial stream wherever these are found feasible.

Each schemes has to be examined on its own merits considering the cost and feasibility of alternative sources of power such as by constructing transmission lines or from diesel sets. Plant and equipment for such schemes is now available from indigenous sources. The period of completion is usually 3 years or so depending on the works involved and accessibility of the site.

About 30 such schemes are already in operation. 28 more are under construction and 36 in various stages of investigation. These are mainly in the States of Uttar Pradesh, Himachal Pradesh, J. & K., Manipur and Nagaland.

"WORK TO-RULE" AGITATION BY CARRIAGE AND WAGON STAFF AND ASMS. IN AGRA DIVISION (SOUTH EASTERN RAILWAY).

1997. SHRI R. N. BARMAN : Will the Minister of RAILWAYS be pleased to state

(a) whether due to "work-to-rule" agitation by Carriage and Wagon Staff and large scale absenteeism by Assistant Station Masters in Adra Division in South Eastern Railway, many trains were cancelled in the recent past; and

(b) if so, the loss suffered by the Railway Ministry and the action taken against the persons responsible for that?

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

(b) The information is being collected and will be laid on the table of the Lok Sabha.

RE-SALE OF TICKETS AT GHAZIABAD, MURADNAGAR AND MODINAGAR (NORTHERN RAILWAY)

1998. SHRI BHARAT SINGH CHO-WHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5297 on the 18th December, 1973 regarding re-sale of tickets at Ghaziabad, Muradnagar and Modinagar (Northern Railway) and state :

(a) whether any action against the erring staff has been taken and the concerned clerk transferred; and

(b) if not, reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Regarding the action against the erring staff the matter is being pursued. Orders have already been issued for the transfer of the concerned clerk from Modinagar.

(b) Does not arise.

NON-PAYMENT OF O. T. A. TO STAFF WORKING AT GHAZIABAD STATION

1999. SHRI MAHA DEEPAK SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state :

(a) whether overtime allowance earned by the staff working at Ghaziabad station has not been paid for the period from August to December, 1973;

(b) if so, reasons for the delay; and

(c) remedial steps taken to improve the present unsatisfactory position?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Overtime allowance due to the staff working at Ghaziabad stations during the period August to December, 1973 has been paid in all except 8 cases. These cases arose on account of incomplete submission of overtime slips. Necessary action has been taken

to arrange payment of overtime due in these cases as early as feasible and also to ensure timely payment in future of overtime dues of the staff working at Ghaziabad station.

IMPACT OF OIL CRISIS ON DIESELISATION PROGRAMME

2000. DR. H. P. SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a seminar was organised by the Institution of Permanent Way Engineers of the Indian Railways regarding the impact of the present oil crisis on Indian Railways especially in regard to its dieselisation programme;

(b) if so, the main suggestions and observations made at the Seminar; and

(c) the steps to be taken in the light thereof during the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. Seminar was organised on Track Topics.

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

SURVEY OF COCHIN-ALLEPPEY-KAYAMKULAM RAILWAY LINE

2001. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have ordered any survey of the proposed Cochin-Alleppey Kayamkulam Railway; and

(b) if so, the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The survey conducted in 1970 revealed that the project would be unremunerative and will not attract sufficient traffic to justify its construction. The estimated cost for construction of the line as revealed by the survey is about Rs. 10 crores. This area is very well served by roads and inland water-ways. The existing Quilon-Ernakulam MG line which is under conversion to B. G. is also not far away from the coast. In view of

this, and the limited resources available for construction of new lines, it would be difficult to consider this project in the near future.

LINKING OF KUTTIPURAM—GURUVAYUR WITH HINDU PILGRIM CENTRE

2002. SHRI C. H. MOHAMED KOYA : Will the Minister of RAILWAYS be pleased to state the latest position with regard to the Kuttipuram-Guruvayur railway connecting the main line with the famous Hindu pilgrim centre?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : At present, there is no such proposal under consideration.

SETTING UP OF A NEW FERTILIZER PROJECT IN GUJARAT

2003. SHRI P. M. MEHTA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state,

(a) whether a new fertiliser project will be set up in Gujarat to produce 1300 tonnes of ammonia and 1600 tonnes of urea daily;

(b) if so, when it is likely to be set up;

(c) what will be the total expenditure involved; and

(d) whether the approval of the Central Government has been sought for the Gujarat State Fertilizers and Chemicals plan to integrate with this new plant for facilities to manufacture methanol and melamine?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (d). The Gujarat State Fertilizer Company have come with proposal in this regard.

(b) and (c). The project, which is estimated to cost Rs. 120 crores, envisages an implementation schedule of 36 months.

12 HRS.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED VIOLENT ATTACKS BY SHIV SENA ON LINGUISTIC MINORITIES IN MAHARASHTRA

SHRI A. K. GOPALAN (Palghat) : Sir,

I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

"Reported increasing violent attacks on linguistic minorities, particularly South Indians, in Bombay and other parts of Maharashtra by Shiv Sena."

श्री जाकुबंत बोटे (नागपुर) : अध्यक्ष महोदय, मेरा पायंट आफ आईंगर है।

अध्यक्ष महोदय : इस पर पायंट आफ आईंगर की इजाजत नहीं है।

श्री जाकुबंत बोटे : अध्यक्ष महोदय, महाराष्ट्र की लिंग्विस्टिक माइनारिटीज और शिव सेना के संबंध में जो कालिंग एटेन्शन नोटिस दिया गया है, उसके बारे में मैं एक सबमिशन करना चाहता हूँ, इस कालिंग एटेन्शन नोटिस के बारे में शासन की ओर से जबाब दिया जाएगा और इस बारे में सकालात किये जायेंगे, और चर्चा भी होगी। इस हाउस में इस विषय पर जो कुछ बातें कही जाएंगी, जो चर्चा या बहस होगी, उस का असर महाराष्ट्र की राजनीति के लिए ठीक होगा या नहीं, हम को यह विचार करना होगा। यदि यह चर्चा हुई, तो मेरे खाल से महाराष्ट्र में खास तौर से बम्बई और कोल्हापुर के इलाके में, एक रिएक्शन होगा और उस से बहा की लिंग्विस्टिक माइनारिटीज का और बर्बरता का दमन होगा। हमारा मकसद यह है कि उन पर जो जुल्म और अन्याय होता है, उसको रोका जाए। अगर इस चर्चा से हमारे उस मकसद पर ही कुठाराबात होता है, महाराष्ट्र में एक रिएक्शन पैदा होता है और वहाँ की लिंग्विस्टिक माइनारिटीज का और दमन होने, और उनके साथ ज्यादा अन्याय होने की संभावना होती है, तो किर मेरे खाल से इस कालिंग एटेन्शन नोटिस पर चर्चा होना और प्रश्न पूछना ठीक नहीं होगा। शिव सेना की एक्टिविटीज और लिंग्विस्टिक माइनारिटीज पर होने

वाले बुल्म की जिम्मेदारी महाराष्ट्र सरकार और महाराष्ट्र सरकार के मुख्य मंत्री पर है। (अवकाश) ऐसी अवस्था में यदि इस सवाल पर वर्चां हुयीं, और उनसे महाराष्ट्र में ला एंड आर्डर की सिवुएशन उत्तम हुयीं, तो उसकी जिम्मेदारी इस हाउस को उठानी होगी। महाराष्ट्र म जो स्थिति है, उसके लिए जिम्मेदार महाराष्ट्र सरकार और मुख्य मंत्री, श्री बसंत राव नायक हैं। उनको हाउस के मामने बुलाया जाए और उनसे सवाल पूछे जाएं।

अध्यक्ष महोदय : माननीय सदस्य चाहते ह कि इस कालिग एटेनशन नोटिस की इजाजत न दी जाए, लेकिन वह महाराष्ट्र के मुख्य मंत्री को यहां बुलाना चाहते हैं, यह अजीब बात है। अगर यह मुख्य मंत्री आने शुरू हो गये, तो यहां रोज अच्छा बुगल रहा करेगा।

माननीय सदस्य ने जो बात कही है, वह मेरे दिल मे भी रही है। मैं भी सोचता था कि क्या इसकी रेलिवेन्सी है या नहीं। लेकिन जिन भेद्यर साहबान ने यह नोटिस दिया है उन्होंने लिंग्विस्टिक माइनरिटीज की बात भी लिख दी है। इसीलिए यह मामला इस हाउस में आया है। अब इस पर बहस की जाए या नहीं और इसका क्या असर होगा, यह तो वे माननीय सदस्य बताये, जिन्होंने यह नोटिस दिया है। श्री चोटे ने यह सलाह दी है कि इस में कुछ खास कायदा नहीं होगा।

श्री बसंत साठे (अकोला) : अध्यक्ष महोदय, हम को भी मुन सीजिए। हम भी एक भाव कहना चाहते हैं।

अध्यक्ष महोदय : अगर एक भेद्यर कुछ कहता है, तो सब बोलना चाहते हैं। इसीलिये यह वरपरा कि इस पर पार्टी आफ आर्डर नहीं आ सकता है। भेद्यर माहूर सब-मिशन कर सकते हैं।

अगर इस बहस के हालात कुछ सुधारने के बाय बिगड़ते हैं, तो ठीक नहीं है।

SHRI P. VENKATASUBBAIAH (Nandiyal) : Coming as I do from South India, I seek to make a submission. (Interruption).

MR. SPEAKER : Order, please.

SHRI INDRAJIT GUPTA (Alipore) : You have not given any ruling whether it should come here or not.

MR. SPEAKER : It is for those gentlemen who have brought it.

SHRI INDRAJIT GUPTA : It is not the property of those who are the signatories of the call-attention. There are precedents in this House...

MR. SPEAKER : I know.

SHRI INDRAJIT GUPTA : Language disturbances took place in Assam. It was discussed in this House on more than one occasion and the Constitution enjoins..

SHRI S. A. SHAMIM (Srinagar) : Heavens will not fall.

SHRI INDRAJIT GUPTA : ...on the Government to protect the rights of the linguistic minorities.

MR. SPEAKER : I agree.

SHRI INDRAJIT GUPTA : We have a Commissioner for Linguistic Minorities. The Constitution is quite clear on the point. All that I would say in deference to what Mr. Dhote has said, is that I think that all the hon. Members who may participate in this discussion are certainly very responsible people and will exercise a certain amount of restraints in the language they will use. There is no need to give a sort of indirect threat that if the matter is raised, it will lead to consequences somewhere-else. On that argument, we would never be able to discuss any time in this House the question of threat to the linguistic minorities

MR. SPEAKER : Shri A. K. Gopalan.

श्री जावुबंत चोटे : अध्यक्ष महोदय, माननीय मदय श्री हन्द्रबीत गुप्ता, ने जो बात कही है, ...

अध्यक्ष महोदय : मैंने आप को चास दे दिया है। आप अपनी बात कह चुके हैं। आप दोबारा कैसे चाहे हो गये हैं?

SHRI S. A. SHAMIM (Srinagar) : I have more valid points than anybody else.

बी बाबूरंत चोहे : अध्यक्ष महोदय, मेरे सब मिशन के बाद माननीय सदस्य, जी इन्हींत बुल्ले ने उस पर अपने कुछ विचार प्रकट किये हैं। उसके बारे में मुझे एक मिनट में कुछ कहने का अवसर दीजिए।

अध्यक्ष महोदय : इस बारे में रुल्जा है। यह तो नहीं हो सकता है कि जो जब चाहे खड़ा हो जाए। आप बैठ जाइये।

I have not allowed anybody.

SHRI P. VENKATASUBBAIAH : I would only make an appeal to the movers of this call attention.

MR. SPEAKER : I would only allow raising the constitutional aspect.

SHRI P. VENKATASUBBAIAH : I am not on that now, Sir.

MR. SPEAKER : So far as the relevancy is concerned, it has come here as it concerns the linguistic minorities.

SHRI P. VENKATASUBBAIAH : I appeal to them to withdraw this Calling Attention Motion. That is my sincere appeal to them as I feel that whatever we may talk in this House will have adverse repercussion. (Interruption).

SHRI RAJA KULKARNI (Bombay-North-East) : The situation will become explosive if the Members are going to attack the State Government. (Interruption).

SHRI INDRAJIT GUPTA : What is this, discussion here will have repercussion there? What is this?

SHRI P. VENKATASUBBAIAH : I speak in the large interests of the country. It is not going to help the harmonious living of the people belonging to all linguistic minorities and minority groups in the metropolitan city like Bombay. I want to appeal to my hon. friends not to create any bitterness as it will have an adverse effect.

SOME HON. MEMBERS—rose. (Interruptions).

MR. SPEAKER : I am not going to allow any other hon. Member. All of you may kindly sit down. The Home Minister.

THE MINISTER OF HOME AFFAIRS (SHRI UMA SHANKAR DIKSHIT) : Sir, The Government of India feel deeply concerned over recent reports of some activities of the Shiv Sena in Bombay and some other parts of Maharashtra which have caused apprehension in the minds of the linguistic minorities, living in Maharashtra. Both the Prime Minister and I have been keeping in touch with the Chief Minister of Maharashtra who is personally supervising the State Government's action to protect the legitimate interests of linguistic minorities. He has arranged for special police patrolling in areas where there is a feeling of insecurity among the linguistic minorities and has strengthened the police bandobast on suburban trains, with a view to affording protection to commuters. A cell has also been set up in the Crime Branch of the Greater Bombay Police for attending to complaints from minorities.

In his meeting with representatives of the linguistic minorities on 8th February, the Chief Minister assured them of the State Government's determination to give them full protection against lawless elements. He reiterated this determination in his statement in the Legislative Assembly on 21st February and also gave a clear indication of the State Government's attitude on the Shiv Sena.

We hope that with continued effective action by the State Government, the linguistic minorities will be enabled to pursue their normal activities without any fear or inhibition and the forces that threaten communal harmony will be adequately contained.

MR. SPEAKER : Now, Shri Gopalan

SHRI S. A. KADER (Bombay-Central South) : May I make a submission?

MR. SPEAKER : No submission now. I have asked Shri A. K. Gopalan to speak now. May I request him to keep sitting and allow Mr. Gopalan to speak?

SHRI S. A. KADER : I shall take only two minutes.

अथवा यहोऽप्यः अन्न ये आप को इजाजत दूँगा तो दस और मेम्बरोंको भी इजाजत देनी पड़ेगी। आप क्यों इस पर बढ़ रहे हैं, मेम्बर को ताका ल पूछने दीजिए।

I hope they will observe full restraint.

SHRI S. A. KADER : I would appeal in the name of the citizens of Bombay not to pursue this matter after the statement made by the Home Minister.

MR. SPEAKER : Let him please sit down.

SHRI S. A. KADER : I share the concern of my hon. friends in regard to the violence that is being perpetrated by Shiv Sena in the city of Bombay, but I would request my hon. friends here that they must weigh the pros and cons of the discussion here. If what has been assured by the Home Minister in his statement does not come about so far as the linguistic minorities are concerned, then I would suggest something. (Interruptions) ... We on our side and even the MPs from Maharashtra will stand as one to finish this menace in the city of Bombay.

SHRI A. K. GOPALAN : If hon. Members do not allow me to speak, then I shall say that I shall not come to Parliament and I shall go away, and I have a right to say so. I shall explain why the resolution was brought forward. If I am not speak, I shall go away. I am not able to speak loudly because, as you know, I am not well, and I do not want to be tested also.

MR. SPEAKER I am very sorry at these interruptions. Mr. Gopalan has come after a long time. Why should hon. Members interrupt him?

SHRI A. K. GOPALAN I shall explain why I am raising this matter. I have with me here a number of telegrams and letters that I had received during the last month, along with newspaper cuttings from important papers and what they have written, and I shall pass them on to the Home Minister. Do my hon. friends want me to disbelieve all that is written there

and the letters that have been sent? I want to bring home really what has actually happened there.

I do not want that the result of this discussion should be any ill-feeling. I am sure it will not be so. For, at the outset, I would like to point out that it is not only a question of linguistic minorities on the one side but it is a question of the workers of Bombay and the Maharashtra workers on the other because they have also been attacked. So, I am talking not only of the linguistic minorities but also of the workers.

As far as the linguistic minorities are concerned, I shall read out extracts from some of the letters and show that India is one. If we cannot discuss this, how can we say that India is one? If we do not all join together and fight against these things, against what has been done to the linguistic minorities, there will be a fight between region and region, and the future of India as one India will be doomed, if this kind of thing is allowed.

What I want to say is that this is how the South Indians are living there. These are the letters. I will give them to the Home Minister. I have no time to read all of them. Here is one telegram: 'Shiv Sena terror continuing. Kindly do the needful.' This is from a Samaj in Vajroli colony. Then 'Save South Indians from 'Shiv Sena atrocities'—this is from the Kerala Christian Association. Then the Kerala Kendra Sangathan people came here. They gave a representation to the Prime Minister in which they have wanted that there should be 'freedom to live peacefully and fearlessly. They want 'freedom of cultural identity, a fair atmosphere for fraternal relations with all sections of people and a democratic environment for communal and linguistic harmony'.

So it is not a question of a fight between Maharashtra and non-Maharashtrians. This must not be taken like that. Whether it is Maharashtra or non-Maharashtrians who are responsible for it, all of us must go there and tell them that what is happening there is bad.

[Shri A. K. Gopalan]

I want to read out one letter which I received. So many letters are there. But from this pathetic letter you will understand how terrible it is there and how people are suffering. A man is working in Gwalior. His wife has written to him from Bombay. He has written a letter to me forwarding the letter of his wife which says :

"I would like to narrate another incident. While coming from school, Shiv Sena gondas attacked our daughter. They asked her : 'Who is your father?' The child being innocent, said 'My father is Raman Nayar'. When they heard the name 'Raman Nayar', they knew that he is a Malayalee. So they beat the girl. The mother says that 'immediately they beat the girl very badly'. From this you can judge what the situation is these days in Bombay. Then the wife says : 'I humbly request you. Do not try for your transfer to Bombay'. He was trying for a transfer to Bombay. The wife says : 'Do not try for a transfer. Please come immediately and take me and our children to anywhere. Actually, I may die here. I am very much afraid to send our daughter to school'.

This is the letter from an innocent woman. This is just one. There are other letters like this. There is even today fear among not only the linguistic minorities. Newspaper reports say that those who expose and criticise these outrages are subjected to the most disgraceful forms of retaliation. Nobody, whether he is a Maharashtrian editor or not, is spared. Editors and critics are being stripped and forced to walk naked through the streets. Newspaper vans are put to fire. Even when the culprits are caught, they manage to go scot-free because of the obvious collusion between Government, its police and the Shiv Sena.

This is what is happening. It is against the Government. The Government must do something to see that these things are stopped. Several South Indian Associations and other associations also from every part of the country have written letters saying that it is impossible to walk along the road and if he

identified as belonging to a linguistic minority, he has to have fear of beating and of his life. This is what is happening. This must be stopped. Is there any harm — I ask my friends who are objecting in saying that these things must be stopped? Why not we, Members of Parliament, all come together and make an attempt to put a stop to these things? Why not all my friends over there come together? Let us go there and tell them that there must be peace, that India is one, the people of India are one.

I was not here. But I read the proceedings in which one member of this House, belonging to the ruling party, put the question. 'Why should Keralites go to Bombay?' Are there not Maharashtrians in Kerala and other States? If a member opposite says 'Why should they go to Bombay?' What is the reply to it? Unfortunately, Kerala is an industrially backward State. But fortunately, in literacy and education, we are the first. What will they do there? So they go to other places.

So, they want to get some job if they are qualified for it. For that, shall they be killed? If that is so, then say that India is not one; that one State has nothing to do with another State; that there is no Central Government and that each Government can do as it likes. Therefore, you must see that something is done very effectively so that the people also feel, not only the linguistic minorities but all the other sections of the people, that they are secure. The Maharashtrian leaders of all parties, including Congressmen, have condemned this thing. So, those loyal men, who are patriotic and who want to see that India is not cut into pieces, should all come together. That is the reason why we brought this matter here.

There is another very important question also. I do not want to go into it in detail because there will be a furore here which I want to avoid. Even before the elections, the Congress Chief as well as the Shiv Sena Chief and some Ministers met together and there was an agreement, and there were certain conditions in that agree-

ment. If the facts are wrong, why did not the Government deny it? (*Interruptions*) My point is this. I know it from the papers. Here are the cuttings from the newspapers. For example, there is the *Blitz* which is not against the Congress and which is always supporting the Prime Minister. In it there is a report. I have taken it from that paper. It may be a lie, but, if it is a lie, why did you allow it? You do not allow me here to speak in Parliament. But you allow these papers to carry such things. Why did you not take action against the paper if it was wrong? Why don't you proceed with a case of defamation against it? Ultimately, it is question of defaming the Government and the Congress and the Prime Minister.

According to a statement by Dr Sharma, the Congress President—though he has not admitted it—as reported in *The Hindu*, something has happened there. There is also a quotation from *Pioneer* on the 14th February which says that the Prime Minister also has in a way said that “the Shiv Sena men approached our people and said that they will agree to our policies”. It says like that. So, why was it not contradicted? The papers write openly that there is an alliance, and there are certain conditions, between the Congress and the Shiv Sena, and they are doing like that. The paper says there was a meeting; the names are given saying which Minister attended, at which Minister's house the meeting was conducted, what were the conditions, etc. The pre-conditions are given there. When all this is said in that paper, have I not a right to raise this issue in Parliament and ask the Minister, “Is it correct and, if it is not, why have you not denied it? Why have you not taken action against the paper?” As a Member of this House, when I come here and say these things which are happening, I am not allowed even to speak. That is another question; I will see to it outside! not here.

There is one thing I have to say. Action will have to be taken to protect the people. There is a fear among the linguistic minorities, and as far as the State Government is concerned, the State Government and the police are supporting these happenings. I will give only one example. A hawker

was killed, and after that, the next day, there was a peaceful procession to protest against it, and the police resorted to a lathi charge on the people. There was a peaceful procession by about 10,000 men, and there was a lathi charge. They were brutally beaten up. So, will there not be a fear in the mind of the people and will there not be a fear in the mind of the linguistic minorities? You must take strong action so that, whoever it is—Shiv Sena men or others—is brought to book.

There is another very important aspect. Now, a new development is taking place in Bombay. For the last so many days, the reports are coming in the papers; letters are there. I have got letters from the Secretary of the employees' association of the Reserve Bank of India, Bombay. A large number of Central offices, financial enterprises and commercial institutions are owned by the Central Government. Recently, the Shiv Sena men have made it a point to demonstrate, against, terrorise and browbeat the heads of these institutions to confine the recruitment only to the local people. Where is the question of India being one if for the Central projects also, only the local people can be employed? Not only demonstrations are there. Similar demonstrations were held in the head office of the Shipping Corporation of India, Life Insurance Corporation of India, Bank of India, Bank of Baroda, Air India etc All these big institutions are there and it was stated; Thereafter you should not employ others. There were demonstrations in front of the State Bank of Travancore, State Bank of Hyderabad and the State Bank of Mysore. Shiv Sena people went there and demonstrated and destroyed furniture and threatened the heads of the institutions hereafter if you appoint anybody who is not a local man, your life will be in danger. If this happens in other States of India, what will happen? There are linguistic minorities in other places. What will happen? There will be a civil war in each region, between the linguistic minorities and the local people. There will be fight and nobody can stop it.

Then there was a circular by the Government and it is that circular which prompted people to do this. It said that

[Shri A. K. Gopalan]

ninety per cent of the jobs in the public sector undertakings must be given to the local people. If there is a circular, will the hon. Home Minister urge that Government to withdraw that circular; let them not say that ninety per cent should be given to the local people in the public sector undertakings. The heads of institutions are terrorised and threatened openly. If they are subjected to such threats, they will not give any job; they are naturally afraid of their life. If such things happen, very soon there will be fight between region and region, between local people and linguistic minorities in every State in India. There will not be the oneness of India in the future. I say : do not leave it only to the State Government because the State Government had openly stated that they would not take any action. There are examples where instead of protecting the linguistic minorities, they beat them when they demonstrated. When a man dies naturally people will demonstrate peacefully and if such peaceful demonstrations are beaten, that means there is no freedom of expression and no freedom of life. Life and property of the linguistic minorities will be in danger and they will have to leave that place. I request you to consider this aspect of the question and not be agitated. It will be the ruin of the whole of India. In Kerala so many Malayalees are unemployed; they are not all coming to other States and that is another question. Let us all join together and fight the problem of unemployment, Maharashtraians and non-Maharashtraians, in the whole of India. It is unemployment that is at the root of this trouble; let us all join together to take steps to solve this problem instead of fighting against certain sections of the people. That is my request to the friends who are agitated. As far as I am concerned I am prepared to go with them. So many people have written letters to me. I have information and I shall go there and tell them on the part of the linguistic minorities whatever is happening there. Let them all live peacefully in Bombay, whether they are Maharashtraians or non-Maharashtraians.

I should request the hon. Home Minister to see that as far as public sector under-

taking at least are concerned, the rule that 90 per cent must be given to the local people, should not be there anywhere, wherever the public undertaking is situated, in any part of the country. Secondly, the heads of all these institutions should not be threatened that only local people should be given; that type of thing also must be withdrawn. Confidence must be created among all the people, linguistic minorities especially that the Central Government will do everything to fulfil its promise that the life and property of the linguistic minorities will be safe.

SHRI UMA SHANKAR DIKSHIT : Sir, I am one with the hon. Member, Shri A. K. Gopalan, in stressing the absolute importance and need for taking firm and effective action to ensure complete protection to linguistic and other minorities in Bombay and other parts of Maharashtra, particularly in Bombay where the recent incidents have occurred. This matter has been discussed at great length with the Chief Minister of Maharashtra. He has written letters to the Chief Ministers of Kerala, Karnataka and Tamil Nadu, giving a clear assurance that he will see to it that protection is afforded to the minorities. He further made a very long statement in the Maharashtra Legislative Assembly, summarising all these assurances. He has given these assurances in absolute terms and without any reservation. Sir, I had a meeting with him this morning. He gave me a history of the incident and gave an assurance in absolute terms that everything humanly possible will be done and protection will be assured.

जी यह लिखें (कांका) : फिल्म साल से ऐस्योरेंम दे रहे हैं, पता है आप को? साल से दे रहे हैं।

SHRI UMA SHANKAR DIKSHIT : As regards the interruption, I shall deal with it in a minute. The Shiv Sena came into existence a long time ago. Effective steps were taken against them so that there was no case of such complaint or other complaints coming in. Only some minor incidents had happened. Shri Madhu Limaye is here. He would have raised the issue if there had been many incidents of that nature. But the fact is that the

matter was contained. Only recently, particularly after the Corporation elections such things have happened... (*Interruptions*) I shall now confine myself to Shri A. K. Gopalan, who has made a very comprehensive statement. I do not think it is necessary for the hon. Members to interrupt me.

His first point was that the police were excessive in their response to the procession that went to the Police Commissioner's office. It was not a completely peaceful procession. I have particulars to show that stones were thrown and several police people were injured... (*Interruptions*). The protest march was 5,000 strong and it proceeded to the Police Commissioner's Office. There were adequate police arrangements. The mob became restive and hurled stones at the police and some policemen were injured... (*Interruptions*) About 100 or more people were injured. 23 hawkers and 129 other peoples were taken into custody... (*Interruptions*). So, it was not a completely peaceful procession. It is wrong to say that... (*Interruptions*)

As far as the facts are concerned the Maharashtra Government have given those facts and I rely on those facts. It is not correct to say that there is a misstatement of facts. If I find I have given any wrong information, I shall myself correct it.

A very important point was raised about the circular. This circular was issued a long time ago. This question arose at a meeting of the National Integration Council. There was a complaint that in public sector undertakings there were a number of cases where the managers bring even ordinary employees, clerks and class IV employees and others from other States, and the local people are not allowed even ordinary employments. Therefore, a circular was issued on national basis in order to safeguard the very values and the ideals to which Mr. Gopalan referred with such emotion.

The circular says that upto Rs. 500, in lower cadres, Class IV and Class III, the preference should be given to local people. There is absolutely nothing wrong in it. This is the principle which has been

also enshrined in the Six-Point Formula so far as Andhra Pradesh and Telangana are concerned. It has gone to soothe the feelings so effectively that the people now feel satisfied. In Bombay, people come from U.P., from South, from North, and if everybody gets employment even in the lower cadres of Class IV and Class III and not Maharashtrians, it is natural for them to feel. We are up against this method of pressurisation, of terrorisation, of using force and forcing the managements to employ Maharashtrians or others. To that, we are totally opposed

So far as it lies on our part, we will not allow this to happen. I appeal to you all to accept the forthright assurance given by the Maharashtra Government that they will do everything possible to bring it down. When something like that happens, you cannot stop it in a day. There are forces which have been supporting this kind of things. Another Sena came into existence in Bihar and another one in Tamil Nadu also and so on. These, in our opinion, are tendencies which are parochial and almost fascist in character. We are totally opposed to them. But to say that even in lower cadres in respect of Class IV and Class III employees we should have outsiders is a principle which is not likely to be accepted. In fact it will promote opposite feelings.

There is no State where there are no minorities, linguistic and other minorities. Even the definition of "local" is that a person who has lived for a number of years is a local or a person speaking the local language. There are Gujaratis; they are all locals. There is no question of only *Marathis* being employed. It is true that Shiv Sena is distorting the circular or this attitude. To that we are opposed. So far as the Government of Maharashtra is concerned, and the Government of India is concerned, we completely accept the concern and the feelings that have been expressed by the hon. Member, Mr. Gopalan and others and we will not allow this to develop further, to escalate further. We will contain it and, I think, gradually, we will be able to see that not only the minorities do get protection but this method

[Shri Uma Shanker Dikshit] of pressuring for employment in the manner in which the Shiv Sena is doing is brought down so that gradually, it is eliminated completely.

Mr. Dhote made a very sensible suggestion in the beginning. But he was subsequently carried away by his own sentiments. I request everybody, including Mr. Dhote also—he should contain himself before containing others—that if you unduly emphasize the differences between the minorities and the other people, etc., it will not help. I am not saying that this would provoke Shiv Sena or others. It will go against Shiv Sena, if they do so I appeal to all for the utmost restraint in the use of language and in inciting the feelings of the people.

SHRI C. K. CHANDRAPPAN (Telli-cherry) : I am very sorry to say that the hon. Minister has made a statement which is more or less misleading in nature. It may be that he might have also got misunderstood; I will come to that later.

Regarding Shiv Sena, it is a fact well known that this organisation is exploiting the frustration and deep feelings of young Maharashtraans who are unemployed and is trying to divert their attention from the real problem of unemployment to achieve its nefarious political ends. We do not look at this issue as a kind of Maharashtraans quarrelling against South Indians or the South Indians quarrelling against Maharashtraans. We do not approach this question from that angle. We see that Shiv Sena is a deliberate creation of the reactionaries in Maharashtra to disrupt the democratic movement, to disrupt the working class movement, to disrupt all kinds of democratic and progressive sentiments and feelings. That is how we see the Shiv Sena...

SHRI VASANT SATHE : Please do not consider Shiv Sena as a Maharashtraan organisation at all. (*Interruptions*)

SHRI C. K. CHANDRAPPAN : This organisation is a threat to democracy, a threat to national unity and this poisonous weed should be removed from our national life. This is our point. When we say this, we are referring to certain things

happening in Maharashtra. That is why we do not feel satisfied by the assurance given by the hon. Minister that the Maharashtra Government would protect the linguistic minorities, the South Indians. It is not only a question of South Indians. Even Hindi-speaking people are not very safe there. Anybody who is not a son of that soil will find his life, property and right to work in danger in that part of the country because of the existence of Shiv Sena.

The Government in Maharashtra has issued an order to which, I think, Mr. A. K. Gopalan was referring. It was not about the order that you have issued directing your public undertakings regarding appointments below Rs. 500/- That was not what he was referring to. If the hon. Minister is interested, I can send him a copy of the order issued by the Government of Maharashtra. The order No. ELP/Undertaking/7934, dated the 25th September, 1973 says that they should employ the local Marathi-speaking persons or personnel to the extent of 80 per cent in all undertakings there. What right do they have to say that? That is not your directive. This order has been signed by Mr. P. A. Sabnis, Joint Director of Industries (P&RP) for Commissioner of Industries. Do you know about this? You did not speak about that at all. This order has been issued and accordingly directions were given to various undertakings there. And this is exactly the demand of Shiv Sena. The Maharashtra Government was carrying out the order of Shiv Sena, the order of Mr. Thackeray, the mini-Hitler. He ordered the Maharashtra Government to issue an order about 80 per cent employment and Mr. Naik with folded hands implemented the order of Mr. Thackeray. That is our case.

The hon. Minister has said that the demonstration was violent, and because of the violent nature, because they threw fruits or something like that, the police had to beat them. Look at these pictures. This photograph has been published by the *Indian Express*, Bombay. There is a comment. There is a general rule everywhere. Even in beating there is a rule. You know it better than myself, that when the

Police is asked to lathi-charge. It is supposed to lathi-charge at the feet so that those who are beaten are brought down. Here is a Police, your Sub-Inspector beating a fallen hawker on his head—I can pass this on to you. An innocent young child has also fallen down. He is beaten mercilessly. These are all press cuttings from the Maharashtra papers showing the same cruel, brutal repression unleashed by the Police of Maharashtra who are supposed to protect the linguistic minorities there. So, you cannot just say that the great man sitting there at the helm of affairs, Mr. Naik, will protect you. You say that Manna will fall from heaven and you stretch your hand to get a little bit of it. That is not the point. So, what do you say ...

MR. SPEAKER : Please ask your question.

SHRI C. K. CHANDRAPPAN : So, my complaint is that he is misleading the House.

I have great regard for many people sitting on that side. I can see people who have publicly protested. For example, the Minister of State for Planning, Shri Mohan Dharia, issued a statement and said that the Congress in Maharashtra should make it very clear that they have nothing to do with the Shiva Sena. I agree with you. I have respect for you. I have respect for other people like him sitting there. They have the same feeling. But, I cannot understand the Labour Leader, Shri Raja Kulkarni who spoke agitated. He is a labour leader. I do not think he is the labour leader of the Maharashtrian labourers alone. With what face will he go and talk to the poor workers? If he represents the working class, let him represent the working class as a class, not as a Maharashtrian or a Keralite, this and that. That is one thing.

Then those who are now so much agitated here and say that if we discuss it here, then heavens will fall there. 'Please do not discuss.' Where were these gentlemen when the onslaught on the poor people was taking place there? We did not see even the face of many of you. You did not even come out with a state-

ment denouncing these fascist atrocities, this brutal force, this undemocratic terror unleashed on the people there. It is not a terror unleashed against the Malayalees. It is not against Tamilians. It is not against Maharashtrians. Who are these Dalit Panthers? The Dalit Panthers are Maharashtrian young men. The fault is that they are Harijans. They are poor people. They are also beaten up by these fascist forces ...

MR. SPEAKER : Please come to your question. You have taken more time.

SHRI C. K. CHANDRAPPAN : I am coming.

Now there is another thing. Some people say that the Kerala Assembly had adopted a resolution asking Bombay to be bifurcated from Maharashtra. No. The Kerala Assembly never said that. No sensible man ever said that Maharashtra should be cut away or that Bombay should be bifurcated from Maharashtra so that our Maharashtrians may cry, 'Our darling city is being taken away'. That is not the case. We never wanted it. Nobody ever wanted that. So, that is not the point. The point is, as Shri A. K. Gopalan rightly pointed out, whether we are one country. This threat is not only a Shiva Sena threat. This we have seen in the east, in Assam, where the linguistic minorities were chased. This we have seen in Orissa and if this happens in Calcutta, what will happen? If my understanding is correct, Bengalees are a minority in their capital city. Is this not something which is a threat to the democratic system itself...

MR. SPEAKER : Please ask your question.

SHRI C. K. CHANDRAPPAN : I am asking him. My question is : considering all these, considering all our difficulties to believe the great promises you are giving and considering the facts that I have mentioned, we have no faith in the Maharashtra Government's protection. So, will you appoint a Committee of Members of Parliament belonging to that side and this side. Let them belong to all parties, let them go to Maharashtra and let them make

[Shri C. K. Chandrappan]

an objective study of the situation there, not to indict anybody, let them study carefully and report back to this House as to what exactly we should do and find out who are the culprits. I don't want that Mr. Naik should sit in judgment and decide the things. This is one thing. If that is not possible will you appoint a judicial inquiry to go into the details and make a study and give concrete proposals, what to do in the matter? May I know what are the concrete steps which you would take immediately to protect the life and property and the decent living of the linguistic minorities and groups in Bombay and also to protect their right to work there?

SHRI UMA SHANKAR DIKSHIT : I have already stated about this and I have given the information and the position as far as Government of India is concerned and the Government of Maharashtra is concerned. Only two or three new points have been made by the hon. Member. One point is that the circular referred to by hon. Member Mr. A. K. Gopalan was another circular and not this circular to which he made reference. The second circular has come to our notice. I have seen it this morning and there the expression used is, 'Marathi-speaking or local'. A person who has lived for a number of years is a local. That is to say, not only Marathi-speaking people, but other people speaking other languages also who live for a number of years, I think, 15 years, I am not quite sure on this but I will have to check up. The point is that that circular does not bar the employment of non-Marathi speaking people. This is so far as that circular is concerned.

The hon. Member has got a wrong impression when he talks about my misleading the House. That is totally incorrect Mr. Gopalan said that the Government of India should withdraw that circular. That means, he was referring to the circular to which I was referring to and giving all the facts of the case. So far as this one is concerned, a circular of that kind has come to our notice and it does not restrict employment only to Marathi speaking people.

श्री उमा शंकर दीक्षित : श्री शिवसेना दीक्षित जी, आप ने पहले बताया नहीं कि ऐसा संकुलर उम का निकाला है.....

श्री उमाशंकर दीक्षित : मैंने उन को बताया मेशनल डेवलपमेंट कॉसिल का। जितनी बात न पूछी जाय अगर वह जारी बात मैं यहां बताऊं तो शाम हो जाय।

श्री उमा शंकर दीक्षित : आप का यह कर्तव्य था कि आप कहते कि हमारा जो संकुलर था उस के विपरीत संकुलर निकाल है। उन्होंने जब बताया तो आप बता रहे हैं कि मैंने आज सबेरे देखा (व्यवस्थाएँ) छिपाने से कोई कायदा नहीं है।

श्री उमाशंकर दीक्षित : मैं छिपाता नहीं हूँ। मैं ने तो बताया। यह छिपाने का तरीका है यह कहना कि मैंने देखा है? लिम्बे जी को बिना कारण मेरे ऊपर आक्रोप नहीं करना चाहिए और मैं अपना कर्तव्य पूरी तरह से जानता हूँ।

श्री उमा शंकर दीक्षित : आप ने पढ़ कहा कि मैं ने देखा आज।

श्री उमाशंकर दीक्षित : और क्या? जब आप प्रश्न पूछते हैं, सबाल उठता है तब बताते हैं। जैसे ही हम को मालूम पड़ा हम ने उन को पढ़ लिया। जैसे ही वह आए उन्होंने कार्यबाही की। एक दूसरी बात कही गई कि जांच होनी चाहिए। तो उन के जो डाइरेक्टर हैं।

The Director of Anti-corruption, Mr. Wagh, has been appointed as an Inquiry Officer to go into the circumstances under which these incidents occurred and also the action of the police and to report his conclusions and recommendations. This is in process.

13-00 hrs.

Lastly, the hon. Member said that we should not believe the assurances given by the Chief Minister of the State. That is

not a position which the Government of India are in a position to accept. With all full responsibility, he has given us the facts, and we accept those facts, and I would request the House also to accept the assurance. This is the only way to achieve the objective with which this calling-attention notice has been raised in this House. For us to say now that we should not believe any statement or any information given by the State Chief Minister is not a correct thing to do.

SHRI INDRAJIT GUPTA : What is his reaction to the suggestion for a parliamentary committee to go there on the spot ?

SHRI UMA SHANKAR DIKSHIT : That would certainly aggravate the situation and rouse the feelings on both sides.

The hon Member had also referred to the Hindi-speaking people, I happen to be a Hindi-speaking person, and I can say that a very large number of Hindi-speaking people are still employed in Maharashtra.

SHRI C. K. CHANDRAPPAN : The common Hindi-speaking people are being beaten there.

SHRI UMA SHANKAR DIKSHIT : As regards that, I have already made the position of the Government clear. The Prime Minister, in this House as well as in the other House, has made the position of the Government of India quite clear that such parochial or such tendencies do not appeal to us and we are against them. Therefore, so far as our attitude is concerned, it is not in doubt. Therefore, it should not be said that I am trying to mislead.

SHRI DINESH CHANDRA GOSWAMI (Gauhati) : Coming from a State which has faced such problems in the past, I can appreciate the sensitivity of the issue. But in spite of this sensitivity, I have raised it in this House because I think that the issue is such that Parliament should not be a silent spectator but should also express its concern over the basic issue involved in question.

The situation has become grave in Bombay, not only because the attacks

made by mob fury on the linguistic minorities but because of the fact that the attacks were not the result of sudden mob fury but were the outcome of the calculated philosophy of a powerful organ like the Shiv Sena. The Shiv Sena should not be taken lightly. It has posed a challenge to the established order and the provisions of the Constitution, deriving sustenance from factors like its organising capacity for blackmailing and violence, passivity of law and order, economic uncertainty and overpopulation of cities like Bombay beyond its enduring capacity.

Therefore, in the context of this threat, I would like to ask directly some question of the Home Minister. My first question is this. What prevents the Government, and why the Government does not put a ban on such organisations as the Shiv Sena, which by its very nature are threatening to destroy the constitutional structures of this country ?

My second question is this. An organisation like the Shiv Sena gets its sustenance from the younger elements, and that being so, what steps are the Government of India taking to create public opinion amongst the younger people against such organisations in Maharashtra and elsewhere throughout the country, and particularly in Bombay ?

SHRI R. V. NAIK (Kanara) : The hon Member has referred to younger elements. It is the goonda elements who are involved. So let him not accuse the younger elements.

SHRI DINESH CHANDRA GOSWAMI : If that be so, I shall be very happy, but I think the younger elements should nevertheless be educated.

Thirdly, in order to assure the House that the Maharashtra Government is taking all possible actions, may I know how many persons have been arrested during the last one year in connection with the Shiv Sena activities, how many have been punished, and during the last three months, how many arrests were made, and what is present position of the investigation ? The fourth question is: whether the Home Ministry has given very strict direction, to

(Shri Dinesh Chandra Goswami) the Maharashtra Government to desist from taking any executive decision either in regard to allotment of houses or things of a similar nature which may give the impression that the Government is doing something succumbing to the pressure tactics of the Shiv Sena? My fifth question is: Whether all constitutional remedies have been tried in order to curb this type of activity? My last question is: Will he take note of the fact that over population of cities like Bombay and Calcutta has caused such problems? It has encouraged Senas like the Shiv Sena in Bombay and different forces in Calcutta.

SHRI SAMAR GUHA (Contd): I am sorry to say that this is not called for. Not a single word has been uttered in Calcutta. Do not rake it up. Seventy five per cent of the labour of Calcutta comes from outside. Do not rake up these things. Not a single word has been uttered there. They have every right to work there.

MR. SPEAKER: I had not allowed you. May I request Shri Goswami not to refer to other things?

SHRI DINESH CHANDRA GOSWAMI: When I referred to 'forces' in Calcutta, I was not referring to communal forces; I referred to forces which are detrimental to the established political order or situation. They are there in Calcutta because of this problem. I was not referring to the communal situation.

SHRI SAMAR GUHA: They will again become Naxalites. The way things are going in West Bengal, they are going to become Naxalites. This is the result of the way they are dealing with the elections there. I warn Government that the way they are doing these things in West Bengal, the way things are happening, will again turn them into Naxalites.

MR. SPEAKER: May I make a request? Everybody is very touchy over very little things or small things. Be kind to your neighbour, who is sitting very near you. Do not refer to him; you had better direct your question to the Minister. Or ask him to move away from your neighbourhood!

SHRI DINESH CHANDRA GOSWAMI: I was only referring to the problems created by over population of cities. Has Government given serious thought to it? Has Government drawn up any plan to halt or minimise the migration of people or any community from any province to cities like Bombay or Calcutta to keep the population within certain limits, keeping in view the consideration that over-population of such cities beyond their limit or enduring capacity leads to various socio-economic problems?

SHRI VASANT SATHE: We are now having twin cities in Bombay so that more people can come.

SHRI UMA SHANKAR DIKSHIT: Essentially, he has asked two questions. He wants to know whether Government have decided to or are going to ban the Shiv Sena. This question of banning organisations which may be suspected of illegal activity or para-military formation, things of that sort, has been considered several times before and the balance of considerations has been found in favour of not banning such activities.

AN HON. MEMBER: Why?

SHRI UMA SHANKAR DIKSHIT: Because it leads to underground activity. The remedy sometimes proves worse than the disease. In any case, this is not a matter on which from here straightway I can say that we are going to ban them. But in other respects, on other occasions, this issue has been examined in connection with the RSS and other bodies, and the balance of considerations has been found against it. If he writes or if he wants that this matter be again considered, it can be considered, but I think this is the present policy of the Government of India.

Then he has suggested that an efforts should be made to prevent people from other States entering larger cities.

SHRI DINESH CHANDRA GOSWAMI: No; not from other States.

SHRI UMA SHANKAR DIKSHIT: You have said so; it is on record. You have said, "from various States". I think you did not mean that from Saurashtra or

Resagist people should not go to Bombay. What you mean is that people from Madhya Pradesh or West Bengal or Uttar Pradesh or any other State should not go and crowd up there. This matter has been considered. (*Interruptions*) There again, the balance of consideration has been found to be against it. If he has any other suggestion to find solution, we are open, and we will consider it with sympathy. (*Interruptions*)

SHRI DINESH CHANDRA GOSWAMI : Lest I should be misunderstood, let me clarify that I have not said migration from other States; Is aid migration from the rural areas to the city should be prevented, for it creates many socio-economic problems.

SHRI UMA SHANKAR DIKSHIT : He said that taking into consideration the area and the accommodation capacity of a large city, the Government should consider—I am putting in my own language what he meant—whether or not people should be allowed from other States to crowd into the city. (*Interruptions*).

MR. SPEAKER : That is all right. He has understood the point.

AN HON. MEMBER : How many were arrested ?

SHRI UMA SHANKAR DIKSHIT : I have got the information that in regard to the incident of the 25th January, 1974, 43 persons were arrested, but if the hon. Member wants comprehensive figures for a longer period and if he asks a separate question, then I will answer, and give all the details.

13.12 HRS.

PAPERS LAID ON THE TABLE
KEROSENE (FIXATION OF CEILING PRICES)
AMENDMENT ORDER

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : I beg to lay on the Table a copy of the Kerosene (Fixation of Ceiling Prices) Amendment Order, 1974 (Hindi and English versions), published in Notification No. G.S.R. 5(E) in Gazette of India

dated the 1st January, 1974 under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-6310/74].

RAILWAY ACCIDENTS (COMPENSATION) AMENDMENT RULES, 1974

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : I beg to lay on the Table a copy of the Railway Accidents (Compensation) Amendment Rules, 1974 (Hindi and English versions), published in Notification No. S.O. 119(E) in Gazette of India dated the 25th February, 1974 under sub-section (3) of section 82-j of the Indian Railways Act, 1890. [Placed in Library. See No. LT-6311/74].

13-13 HRS.

MESSAGE FROM PRESIDENT

MR. SPEAKER : I have to inform the House that I have received the following message dated the 2nd March, 1974 from the President :

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on the 18th February, 1974."

13-13½ HRS.

RESIGNATION BY MEMBER

MR. SPEAKER : I have to inform the House that Shri H. N. Bahuguna, an elected Member from Allahabad constituency of Uttar Pradesh, has resigned his seat in Lok Sabha with effect from the 4th March, 1974.

ESTIMATES COMMITTEE

FOORTY-FIFTH AND FORTY-SIXTH REPORTS

SHRI R. K. SINHA (Faizabad) : I beg to present the following Reports of the Estimates Committee :—

(1) Forty-fifth Report on action taken by Government on the recommendations contained in their Fortieth Report on the Ministry of Petroleum and Chemicals (Department of Chemicals)—Fertilisers.

[Shri R. K. Sinha]

(2) Forty-sixth Report on action taken by Government on the recommendations contained in their Thirty-fourth Report on the Ministry of Petroleum and Chemicals (Department of Chemicals)—Petrochemicals.

JOINT COMMITTEE ON OFFICES OF PROFIT

EIGHTH REPORT

SHRI PATTABHI RAMA RAO (Rajamundry) : I beg to present the Eighth Report of the Joint Committee on Offices of Profit.

RE. QUESTION OF PRIVILEGE
(Query)

श्री जानकुबत धोटे (नागपुर) : अध्यक्ष महोदय, 1 मार्च को फील्ड मार्शल मानेक शा और माननीय मदस्य, श्री राम हैडाऊ, का जो मामला नागपुर मे हुआ, उस के मिलमिले में मैंने प्रिविलेज मोरान दिया था। उस बक्त ज्ञाप ने उस वाक्ये को रिपोर्ट मगाई थी। नागपुर मे जो कुछ हुआ, माननीय सदस्य को भारा गया और उन को इस मदन मे धाने से रोका गया या नहीं, उस की रिपोर्ट अभी तक नहीं आई ह। माननीय मदस्य, श्री राम हैडाऊ, मार खा कर और इखमी हो कर यहा आ गये हैं, लेकिन वह रिपोर्ट अभी तक नहीं आई ह। उस मे देरी क्यों लग रही है?

SHRI SAMAR GUHA (Contai) : The hon. Member has just reported that he had been mercilessly beaten; and he also says that information is being delayed. The hon. Member himself has come here. You should ask the Government to expedite the matter and get that information.

श्री जानकुबत धोटे : अध्यक्ष महोदय, वह नेताजी स्टीचु का इश्यू है। फील्ड मार्शल मानेक शा ने नेताजी चोक मे नेताजी सुभाषचन्द्र बोस की प्रतिमा का अपमान किया।

अध्यक्ष महोदय : मैंने अभी पूछा है। अभी तक मेरे आफिस मे उस की कोई मूलना नहीं मार्हा है। मैं पूछूँगा कि देरी की क्या बजह है।

SHRI S. M. BANERJEE (Kanpur) : May I with your permission make one submission? Mr. Ganesh is here; he is one of the Ministers in the Finance Ministry. Thousands of employees of General Insurance are observing one hour token strike as a protest against the Finance Ministry's refusal to accept the agreement reached between the federation and the General Insurance Corporation. It was to be implemented. When it came to the Finance Ministry unfortunately it had not been accepted by the Finance Ministry. Today a demonstration has been held throughout the country by the general insurance employees. Mr. Ganesh should convey this feeling to Shri Y. B. Chavan so that he may make a statement. We are in a mood to settle this matter; I can say this on behalf of the employees.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) : I came to the House and I am listening of course but there was no notice.

SHRI S. M. BANERJEE : I am asking him to listen to me and convey this feeling to the Finance Minister.

MR. SPEAKER You must give some notice; then you must have my permission. I have only allowed one Member.

MATTER UNDER RULE 377

REPORTED SHORTAGE OF DIESEL OIL, KEROSEN OIL AND FERTILIZERS IN WEST BENGAL

SHRI SAMAR GUHA (Contai) : The matter which I am raising has been reported in the West Bengal Press and it was raised in the West Bengal Assembly also; it is agitating the mounds of people there. There is acute scarcity of diesel oil, fertiliser and kerosene in the State of West Bengal. The matter is very important for the reason that in West Bengal, particularly in the flood-affected areas, there is no irrigation now because the pump-acts are lying idle in the absence of diesel oil. So, there is no possibility of getting water. Secondly, the Formosa varieties of wheat, rice and barley require a lot of fertilizer. But there is neither diesel nor fertilizer available in West Bengal. There is an

acute shortage of both. It should be remembered that what is affected is the second crop, particularly in the flood-affected areas where the first crop was washed away and this is the only crop on which they have to depend for their livelihood. In my constituency of Contai and Midnapore there were successive floods every year for the last six years and so this second crop is very important. Every day I am getting a large number of letters from different people in my constituency about the scarcity of diesel oil and fertilizer. Regarding kerosene, I hope the hon. Members of this House will remember the classical statement of Shri Bahuguna wherein he said that the people of UP will bathe in kerosene. While I cannot say anything about the present supply position of kerosene in UP, so far as West Bengal is concerned, there is shortage of kerosene, particularly in the rural area. I would be glad if the hon. Minister would inform us as to what is the requirement of West Bengal of diesel oil, fertilizer and kerosene, what is the shortfall and what steps are the Government going to take to meet this shortfall without much delay.

श्री भूषु लिम्बे (बांका) : अध्यक्ष महोदय, मेरी एक प्रार्थना है : जब समर्गुहा जी ने आवश्यक वस्तुओं के आवाद का सचाल उठा ही दिया है तो क्या आप मंत्री महोदय से यह कहेंगे कि सभी राज्यों के बारे में कहें क्यों कि बिहार में भागलपुर और संचाल में न गल्ला मिल रहा है न चीनी मिल रही है न डीजेल मिल रहा है, तो सभी राज्यों को क्या कोटा दिया गया था उस के बारे में स्टेंट-मेंट आए ? अखादारों में देख कर मैं इंग हो गया कि बिहार की जो मांग थी उस का एक चौथाई भी आप ने पूरा नहीं किया ।

MR. SPEAKER : This is a matter under rule 377. It relates only to kerosene, diesel oil and fertilizer for the State of West Bengal.

श्री भागवत ज्ञान आजाद (भागलपुर) : अध्यक्ष महोदय, बिहार में भी बहुत कमी है वहां के बारे में भी वह कहें ।

अध्यक्ष महोदय : जो दिया है उस के बारे में ही कहने दीजिए। मिनिस्टर के लिए एक रक्षित न विस का नोटिस दिया गया है। वह कोई एनसाइक्लोपीडिया थोड़े ही है ।

श्री भागवत ज्ञान आजाद : अच्छा, कल रक्षित बिहार का ।

पंद्रोलियम और रसायन मंत्री (भी देवकांत बहादुर) : कल मैं रहूंगा नहीं, मुझे जाना है ।

अध्यक्ष महोदय : आप से आप कल के लिए कुछ मत लीजिए। कमिटमेंट कोई नहीं हो सकता। कल क्या होगा, देखेंगे। वह तो बिहार के गवर्नर रहे हैं, आप उन से अलाहिदा बात कर सकिएं, बता देंगे ।

SHRI D. K. BOROOAH : So far as the question of shortage raised by Shri Samar Guha is concerned, I read this news in the *Times of India* this morning. I immediately asked my office to find out the position of diesel oil, high speed diesel, kerosene and LDO in West Bengal. Before I came here they gave me a note on the supply position.

In the case of High speed diesel oil, petroleum product requirements of West Bengal are met from Budge Budge/Maurigam in Calcutta area and New Jalpaiguri-Siliguri in North Bengal. Budge Budge/Maurigam received product by coastal movement at Haldia-Budge Budge. At Siliguri-New Jalpaiguri white oil products (including light diesel oil) are received by pipeline from Gauhati Refinery. So far as kerosene and light diesel are concerned, they come from Gauhati.

There has been no shortage of high speed diesel oil at either Calcutta or Siliguri during the month of February. There should as such be no reason for any shortage of high speed diesel oil in West Bengal. The newspaper report also mentions of diesel shortage for irrigation pumps, implying thereby a shortage of light diesel oil. Because, as hon. Members know, irrigation pumps are mostly functioning with light diesel oil and not high speed diesel oil.

The requirements of light diesel oil for entire West Bengal are met from Siliguri/NJP. Due to sufficient product being available at Siliguri, no coastal movement of LDO is planned for Calcutta/Maurigram nor has it been possible to do so due to the scarcity of product in the north-west region and high demand of high speed diesel oil in general. On the other hand, LDO stocks at Siliguri have been building up due to poor offtakes.

During the month of February, the loading from Siliguri NJP has been extremely poor due to the various labour problems affecting the operations on north eastern and NF railways. Total loading from Siliguri MG and NJP BG, which feeds the West Bengal area has been of the order of about 50 to 55 per cent of the requirements. This has affected the availability of light diesel oil in West Bengal including power houses in West Bengal.

The entire Motor Gasolene requirements of West Bengal are also met from Siliguri/NJP and the stocks of motor gasolene in Calcutta are also extremely poor. Leading from NJP/Siliguri, however, continue to be affected due to railway problems and unless an immediate improvement is possible, there may be complaints of motor gasolene shortage also in West Bengal.

Regarding kerosene oil, there has been a cut of 15 to 20 per cent in January and February, 1974 and 15 per cent in March, 1974 to all States, including West Bengal

श्री मधु लिमये : यू पी का तो उन्होंने कहा कि डबल कोटा हमारा हो गया।

श्री देवकांत बरुआ : मेरे पास फिररज है। मैं फिरर दिखा सकता हूँ, महाराष्ट्र को ज्यादा दिया और उन को कम दिया है।

श्री मधु लिमये : डा० राजेन्द्र कुमारी बाजपेयी का स्टेटमेंट है।

श्री देवकांत बरुआ : मैं फिरर दिखा सकता हूँ।

श्री समर गुह : उन्होंने कहा कि "They will bathe in kerosene."

SHRI D. K. BOROOAH : This was done to maximise diesel production in the refi-

neries because of requirements of diesel oil in western parts of India where agricultural operations were going on.

This is the information I have got. About fertiliser, I could not get it. The distribution of fertiliser is done through Agriculture Ministry. Anyway, I will look into that.

SHRI INDRAJIT GUPTA (Alipore) : Kerosene quota has been reduced by 15 per cent. To ensure that this limited supply of kerosene will be at least available to the public, have you any scheme for supplying kerosene through the public distribution system or you leave it to the open market in which case no kerosene will be available to the public ?

SHRI D. K. BOROOAH : I have no scheme. It will be with the State Government. West Bengal is one on the States where they have not taken up the responsibility of public distribution.

13.29 HRS.

ESSO (ACQUISITION OF UNDERTAKINGS) IN INDIA BILL—*contd.*

MR. SPEAKER : About the Esso (Acquisition of Undertakings in India) Bill, the time allotted by the Business Advisory Committee was 2 hours and the time taken is 3 hours and 40 minutes. This is the third reading of the Bill. Only Shri Indrajit Gupta's name is here. After him, it will be put to vote because it has already taken much more time than was allotted.

We now adjourn for lunch to meet again at 14.30 hrs.

13.30 HRS.

The Lok Sabha adjourned for Lunch till thirty minutes past Fourteen of the Clock.

The Lok Sabha Reassembled after lunch at Thirty-four minutes past fourteen of the clock

[MR. DEPUTY-SPEAKER in the Chair]

ESSO (ACQUISITION OF UNDERTAKINGS IN INDIA) BILL—*Contd.*

SHRI INDRAJIT GUPTA (Alipore) : Mr. Deputy-Speaker, Sir, I am sorry to say that, after hearing all that the Minister has had to say on this Bill, I have no option but to oppose it. The main argument

brought forward has been that it is, after all, a take-over, an acquisition of a foreign country; therefore, we need not bother about other things; this fact, by itself, should be enough to get the support of this House. I beg to differ from this. Of course, there is a take-over no doubt, but the whole modality of the take-over, the *modus operandi* of the take-over, as incorporated in this Bill, is such that it is not possible to support it. It is a pernicious thing. I wish to make this point clear, that the Minister has said—and he is right—that the Constitution of this country as it stands at present does not permit the Government to carry out nationalisation without compensation; to that extent, he is right. But, that is not the whole truth. If that was the whole truth, there would be no meaning attached to the Twenty-fifth amendment of the Constitution which this House carried out in 1971. When this House enacted the Twenty-fifth amendment to the Constitution, what was the social and economic philosophy behind it? Why was that term 'compensation' altered and the word 'amount' substituted in its place? I do not want to go into the whole background. Hon. Members know it very well. It was precisely because a poor country like ours, an under-developed country like ours, which has got very limited resources, cannot afford to pay an exorbitant amount as compensation. Therefore, the idea behind the Twenty-fifth amendment was that the notion of market value and compensation in terms of the market value which was what the Supreme Court sought to uphold, is something which would prevent us from carrying out such nationalisation measures in the interests of the country and, therefore, consciously and deliberately, this House introduced the Twenty-fifth Amendment to the Constitution with the idea that in certain cases it may not be necessary and it may not be desirable or practicable and that it should be the right of this country to pay an amount which may be less than the book value or the market value of the property taken over, but which would be in conformity with the economic status of this country. So, I would say that the provisions of this Bill as such go behind the spirit of that Twenty-fifth Amendment.

The hon. Minister said that this country is not yet committed to nationalisation without compensation. Is this country committed to a nationalisation measure affecting a company which is a branch of one of the biggest multi-national corporations, minus its trade-marks, minus its patents, minus its designs, minus its goodwill, minus the shares held by that company in the Indian corporations which are incorporated in this country? All these things have been exempted. Neither its trade-marks, nor its patents, nor its designs, nor its goodwill, nor the shares held by the Esso Inc. in the Lube India or in the refinery company—none of these are to be touched. Plus and on the top of that, this amount of Rs. 3 crores in foreign exchange is to be given.

Now, Members from all sides of this House, not only from our side but from the other side too, during the course of the discussion pleaded with the Minister to please take the House into confidence at least regarding the calculation of this amount. We must be satisfied. Otherwise, the Twenty-fifth amendment has no meaning, and all that he had to tell us was that a committee which is after all a committee consisting of Secretaries, which is a committee of bureaucrats—you may call it an expert committee or anything else you like, but they were a committee of Secretaries of some Ministries—has worked out this amount, so, we should be satisfied. Sir, we do not get the break-down, we do not get the details; we do not get the facts and figures. We do not get the method of computation, calculation or anything and we are asked to vote for a Bill which means that a poor country like ours whose foreign exchange resources are in a State of an acute crisis at this moment has to part with a huge amount like this.

Another thing I would bring to your kind notice. It comes to my notice that an amount of between Rs. 3—4 crores is owed to this country by Esso Inc. I was not aware of this previously. How was it done? Some engine oil was imported from Roumania by the Indian Oil Corpo-

[Shri Indrajit Gupta]

ration and Rs. 3.13 crores worth of this engine oil as given as a loan transaction by the IOC to Esso between 1967-71. To other foreign oil companies it was not given as a loan but to Esso only it was given in the form of a loan on the clear understanding that this engine oil would be returned to IOC, tonne for tonne, that the oil would be returned from their own resources later on tonne for tonne. Has it been done? My information is, it has not been done. Esso got round the whole situation by saying, we cannot return the oil, we will pay in rupees. Sir, I have with me a document which later on I propose to take the permission of the Speaker—if he gives it to me—to lay on the Table of the House, which is the Internal Audit Report of the Indian Oil Corporation which clearly said I quote

'If the original intention is sought to be changed now, especially when the present price of the product has gone up considerably by about Rs 1 crore, it will amount to allowing unintended benefit to Esso. Had the present price of the product in question gone down, Esso in all probability would have forced us to accept the product on 'tonne for tonne' basis. It may therefore be necessary to insist on Esso to return the produce and IOC may undertake to market the same which would allow IOC further margin on sales.'

It means, they have not done it. That 3.13 crores worth of engine oil which was given to them as loan is worth more than 4 crores now. That oil has not been returned. We are now asked to pay a compensation of over Rs. 3 crores. What has happened to this amount of Rs. 4 crores which they owe us? Has it been set off against this? Has it been calculated after setting off this Rs. 4 crores, we don't know; we are completely in the dark. I am seeking the permission of the Speaker that I should be allowed to lay it here. I will authenticate this. This is the Internal Audit Report of the IOC. Let it be placed on the Table of the House; let Members see what kind of preference and facilities have been given to Esso com-

pany. How they are trying to get out of the picture without returning that oil, and on the contrary for their installations here we are asked to pay this huge amount the basis of which calculation is not shown to us. Therefore, this is my submission.

SHRI VASANT SATHE (Akola): If it is true it is a very serious matter.

SHRI INDRAJIT GUPTA: It is a serious matter, Mr Sathe; you are a knowledgeable person regarding these oil companies and I am bringing it to your notice. I am requesting the Government through you, Mr. Deputy Speaker, that until they come forward before the House with a White Paper or a statement giving the detailed calculations, figured and computation of how they arrived at this amount, until you take the House into confidence, this Bill should be kept pending. The Government can come forward with that information as soon as they can, and only then this Bill should be taken up for passing. Otherwise we have no alternative but to oppose it. It is not enough just to say that because we are acquiring something, therefore, support us. Of course we want acquisition, but not through a Bill whose detailed terms and provisions are most pernicious and go behind the spirit of the Twenty-fifth Amendment of the Constitution.

Sir, my final word is this, Mr. Minister, I am not blaming you, this is not a personal matter. Perhaps the ball was set rolling sometime ago; I don't know when that Secretaries Committee started functioning, perhaps you have not assumed office then. But what I want to say is this, that in practice, whether you like it or not, the structure of this Bill is such that you are preempting the right of this country in future to carry out acquisition of foreign undertakings on the basis of payment of an amount which is to be decided by this Parliament and to be decided in terms of our capacity. We are in the middle of a most acute foreign-exchange crisis. You may please see your Economic Survey. You may please read Mr. Chavan's speech. Therefore, we have to tailor the compensation to our capacity

to pay. Even he said yesterday when somebody asked him about President Gadaffi. The Minister said that even President Gadaffi said, I will pay, but I will pay later. He said, I will take it over now and I will pay later. At least he had that much gumption because he cannot pay now, it is a poor country. But he took it over and he said, I will pay you later. But here, our great Government of India does not have the courage to say boo to a goose. The Easo Incorporated's operations in India are a negligible little fraction of their global operations. they are such a huge global octopus that what they are doing in India is nothing, it is a little drop in the ocean. Even to them we cannot say, it is all right, we will pay you, but we will pay you later; we cannot pay you now until we get out of this crisis, some sort of moratorium on it. We are being asked just to shell out this money to them. Therefore, I would plead with you and through you I would request the Government, that the heavens would not fall, let him come forward at the earliest opportunity with a White Paper, taking the House into confidence about the details of how this thing has been arrived at. What has happened to that Rs. 4 crores worth of engine oil which they owe to us which they have not given back to us? Here is the internal audit report which says so. Why should we pay the Rs. 3 crores when they owe us Rs. 4 crores? What is the mystery behind this? Unless we are satisfied on these things, we cannot support this Bill. Therefore, I would ask you to see if Government are willing to accept my proposal.

SHRI H. N. MUKERJEE (Calcutta-North-East) : I would like to formulate this as a point of order and of propriety. This is a matter of very serious importance.

MR. DEPUTY-SPEAKER : He is raising a point of order?

SHRI H. N. MUKERJEE : A point of order can partake of the nature of propriety, and I would beg of you to give your mind to this formulation. I have

listen with very great care to what my hon. friend has just said and I hope the Minister also takes notice of this business. This is the first time after the 25th amendment to the Constitution that we are dealing with a foreign octopus of this variety. Therefore, my point of order is that if the House is deprived of any factual computation of the basis of compensation which is being offered particularly in the case of a foreign company operating in this country, in the absence of an objective delineation of the financial position re. compensation, it is not open to Government to ask this House to pass this kind of legislation.

In spite of whatever might be said about the sovereignty of Parliament and the prerogatives of Government in approaching Parliament with any kind of legislation, there are certain principles involved, and, therefore, I would beg of you to put this matter strongly before the House, and also apply your mind to a consideration of this business. The Minister can go back and cogitate over this matter and come forward tomorrow with a schedule.

We are told that this company, namely the Essos owes this country Rs. 4 crores, and we are paying them Rs. 3 crores out of our own scarce resources. That being so, there is the necessity for a White Paper or whatever you call it, giving an objective computation of the moneys which might conceivably be payable to this foreign company; without that, we cannot take note of this business.

SHRI DINEN BHATTACHARYYA (Serampore) : The Deputy-Speaker himself had raised this point yesterday and he put questions to the hon. Minister but the hon. Minister could not satisfy the House.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : I satisfied the House, but I could not satisfy him.

SHRI DINEN BHATTACHARYYA : All the Members were agitated on this issue.

SHRI INDRAJIT GUPTA : Do I have your permission to lay* this document on the Table ?

MR. DEPUTY-SPEAKER : He can hand it over to me at the moment.

SHRI INDRAJIT GUPTA : Yes, I am handing it over to you.

SHRI VASANT SATHE : This is a very revealing document.

MR. DEPUTY-SPEAKER : I do not know whether it is a point of order or a point of propriety, but I have allowed Prof Mukherjee to raise it. Even yesterday, during the discussion, I had said that I was myself a little befuddled with the whole purpose of the Bill. I had put a question to the hon. Minister whether it was right for this House to go through with this Bill in anticipation or in consideration of a hypothetical situation which was not before the House. The Minister had said that he had referred repeatedly to an agreement with this company. The House knows nothing about that agreement. The Bill is to acquire certain undertakings of this company, but at the same time, it makes so many exceptions. And ultimately it amounts only to the taking over of certain assets and liabilities.

DR. RANEN SEN (Barasat) : It is taking over of old junk. The other day I charged the Minister with misleading the House. It is taking over of old junk at a high price.

SHRI D. K. BOROOAH : And the House did not agree with you.

MR. DEPUTY-SPEAKER : Thirdly, the Minister mentioned a certain figure of Rs. 18 crores or something, which is nowhere in this Bill. He said, if I understood him correctly, that this is only a part of the deal.

Now this is another fact brought forward by Shri Indrajit Gupta. I do not know. It is for the House to decide. It is not for the Chair to decide. We can only point out all these things. It is for the House to take note of these things. If the Minister can satisfy this House, the House in its wisdom will decide. That is all I can say.

PROF. MADHU DANDAVATE (Rajapur) : How can the House decide ? Through you we have made a request. Let us have the comprehensive agreement.

MR. DEPUTY-SPEAKER : I had said as much. Let the Minister reply.

SHRI C. K. CHANDRAPPAN (Telli-cherry) : These are questions on which the Minister should not take the view that he has the majority and he can get it passed. I think this is a more serious national issue.

SHRI D. K. BOROOAH : When you run an administration, you run on the basis of majority. This is an inescapable fact of life in Parliamentary government. Let there be no mistake about it. Certainly we have to discuss issues. We have to discuss them in a dispassionate manner without, if I may say so, any emotional or even psychological commitment.

SHRI H. N. MUKERJEE : But you cannot conceal facts from Parliament.

SHRI D. K. BOROOAH : I am not concealing facts. How do you say that ?

SHRI H. N. MUKERJEE : If facts are called for, you will give them, I hope.

SHRI D. K. BOROOAH : As far as it lies in my capacity and wisdom...

PROF. MADHU DANDAVATE : There is no question of it lying in your capacity. It is lying in your pocket. You take out the agreement.

SHRI D. K. BOROOAH : As I said, the only question raised was : what is the basis of this amount that has been fixed of Rs. 2.59 crores ? As I had said earlier, this is part of a larger deal, but you in your wisdom had decided that it does not really form part of this Bill and therefore, we need not go into that.

MR. DEPUTY-SPEAKER : I did not say that. I said that you could come forward and make a statement as to what is this deal.

I only said that this agreement is not before the House because nothing has been placed by you before the House.

SHRI D. K. BOROOAH: So far as this Bill is concerned, it only relates to the taking over of the marketing division which is the installations. What is the basis of computation of the amount? I said the procedure is such and such. I made a mistake yesterday in saying that there were three Secretaries. There were four Secretaries because both the Secretaries of Expenditure and Economic Affairs were also members of this committee. So there are four Secretaries. They came to this conclusion, on the basis of what? On the basis of the book value, the inventories and also because we are taking over a running concern. It is not a new concern or a dead concern. It is not a sick concern. It is a thriving profitable concern. So the profitability factor is also there.

This is not the first time that this question of payment of compensation has come before the House. When the late Shri Kumaramangalam came before this House when he took over the Indian Copper Corporation, what did he say? He made this statement about computation. This came up again in regard to the take over of the coal mines. If you will permit me, I will read out the principle which he enunciated here, and I think it was acceptable to both Shri Indrajit Gupta and Shri Hiren Mukerjee. He said :

"We have still to determine what was the exact position so far as the work of the company was concerned and on what basis we could finally decide the compensation to be paid. Under sec. 11, we have decided that the compensation that is reasonable in terms of the circumstances would be Rs. 7 crores. This is a figure which taken by itself really has no relevance.

I think it is my duty to put before the House the considerations that moved us. What we have done in this case is to take into account the different valuations so far as the company is concerned, the worth of the paid-up capital of the shares in terms of the present market value of the shares, the net worth of the company itself, that

is to say, the assets minus liabilities, and the ways of taking these different matters, looking at the valuation of the assets of the company, and coming to the conclusion regarding the figure which is appropriate and reasonable from the point of view of the take-over of the Corporation. For the payment of Rs. 7½ crores, what we are getting in the hands of the copper smelting and refinement on the one hand and equipment and all that goes into it and mining on the other hand, that will enable us to produce around 10,000 tonnes of copper."

This is the story. This is the basis. The basis is very simple. We took the value, we took the profitability of the company and we took also the marketing aspect. We also took the various installations which I had read out, but not the inventory. If the inventory is to be placed before the House, that will be a big, thick book if we take into account all the inventories. So, on this principle we came to the conclusion that this is a reasonable amount, a fair amount, both for the Government to give and the company to take.

SHRI K. NARAYANA RAO (Bobilli): What is the relevance of it? What is the relevance of the Constitutional Amendment if we pay at market value? (Interruptions).

SHRI D. K. BOROOAH: That relevance, I cannot explain. That could be explained by the highest Congress authority. This was by the Congress Cabinet. You may either accept it or may not accept it. That is a different thing. (Interruptions). Congress authority for him; not for us.

SHRI INDRAJIT GUPTA: Explain it to the House. He asked a very valid question. What is the validity of the 25th amendment to the Constitution if we go on paying compensation at market value?

MR. DEPUTY-SPEAKER: I do not know whether there is any other authority before this House. If there is, then we have to rethink about the entire constitutional set-up!

SHRI D. K. BOROOAH : I quite accept your view. But it was a Congressman speaking to a Congressman. (*Interruptions*).

SHRI DINEN BHATTACHARYYA : It is not your private chamber. This is Parliament House. (*Interruptions*).

SHRI D. K. BOROOAH : I know that, but all of us on this side were returned by the Congress Party. So, the application of the principle has to be decided by the Government; how it is and how it will be. In this case, the Government thought in its wisdom that it should be applied in this manner. So, this is the application

SHRI VASANT SATHE : He also does not talk of the market value.

SHRI D. K. BOROOAH : He said that. "The worth of the private capital of the shares in terms of the present market value of the shares." Mr. Mohan Kumara-mangalam had said it.

So far as the point that Mr. Indrajit Gupta made is concerned the position is this. I have just got it now. Had he raised it a little earlier, I would have got it perhaps after a more detailed investigation. The position is this. Esso deposited the value of the oil given on loan with the IOC which the IOC is still holding as deposit against the loan. Esso subsequently obtained certain import licences for the import of lube and gave it to the IOC and claimed it as return of the loan. The IOC has still not finalised the adjustment and it is under consideration of the IOC.

SHRI H. N. MUKERJEE : This kind of fishy transactions are going on all the time with dubious Secretaries operating all over the place.

SHRI D. K. BOROOAH : Mr. Mukerjee has experience of many things but not of ordinary, common business transaction.

SHRI H. N. MUKERJEE : I do not wish to touch this kind of a dirty deal. It is an operation which is so obviously fishy with some bureaucratic blackguards being in the picture. To hell with business. You must talk sense and give arguments and reasons. Do not refer to a dead man and what he had said.

SHRI D. K. BOROOAH : I was only citing a precedent. If it does not suit Mr. Mukerjee I cannot help it.

SHRI H. N. MUKERJEE : It is apparently a fishy operation. If you are able to clarify it, we shall be happy.

SHRI D. K. BOROOAH : Why do you start with the idea that it is fishy ?

MR. DEPUTY-SPEAKER : I know that fish has become very costly now.

SHRI H. N. MUKERJEE : The oil ministry has been stinking for the last ten years.

SHRI D. K. BOROOAH : Both fish and oil make each other palatable; there is nothing like fish fried in oil.

As I said earlier, IOC has not finalised this matter and it is under consideration of the IOC management. It is being sorted out. These are normal transactions in the oil industry. Some of us may not know about it because of our lack of experience or business tradition or perhaps because of scholarships, I do not know. It is a fact of life about which we may not have any information or knowledge; it is a common practice.

It is always a pleasure, Mr. Deputy-Speaker, to hear Mr. Indrajit Gupta; he speaks so well and effectively but I think so far as this Bill is concerned, it was somewhat irrelevant.

PROF. MADHU DANDAVATE : Repeatedly this point was raised. After the 25th amendment was adopted the whole concept of compensation had disappeared and the concepts of market value and profitability and other things will not be brought into the picture. Prof. Mukerjee rightly asked : what are the norms ? Why is it that the principle of the 25th amendment is being discarded ? For that you are giving no explanation at all.

SHRI D. K. BOROOAH : I am not here nor is it my business to give ideological or theoretical explanations. Although we have said that we can do so without compensation, it does not say that you must do it without any compensation. There is differ-

ence between the two. A decision will have to be taken by the Government at the appropriate time. It may be that some day we may change places; some of us may continue to be here also under the new dispensation.

SHRI D. N. TIWARY (Gopalganj): When you acquire the land of the kisans you say that fair compensation or market value cannot be given. But when you acquire the property of a businessman you say that market value will be given. Why this double standards?

SHRI D. K. BOROOAH: Even here the market value is not given. Only that is taken into consideration. We do not pay on the basis of the market value. But we must remember that we are taking over a running concern, a profitable concern.

SHRI B. V. NAIK (Kanara): When you take over a profitable running farm of a farmer, he is not compensated. Sometimes the 25th Amendment is made applicable in their case. It is a fact of life.

SHRI D. K. BOROOAH: In their case also it should not be done.

SHRI VASANT SATHE: So far as Esso is concerned, you say it is profitable. I do not know whether Esso is today really profitable under the present constraints.

SHRI D. K. BOROOAH: It is, because it is an oil company.

SHRI VASANT SATHE: Even with the price hike?

SHRI D. K. BOROOAH: For that we are giving price hike to their products. It is a profitable concern. Moreover, it is running a 2.5 million refinery, which can be expanded.

SHRI VASANT SATHE: What would be the market value of the inventory?

SHRI D. K. BOROOAH: I do not have the details of the inventory. I think it is never customary to give the entire inventory. It is not done.

SHRI VASANT SATHE: Sir, you said that according to the principle enunciated by the late Shri Kumaramangalam the market value is taken into consideration. It is

in that context that I wanted to know the market value. If the market value is Rs. 5 crores, then Rs. 2.5 crores would be 50 per cent of the value.

SHRI D. K. BOROOAH: My information is that the installations themselves would cost about Rs 10 crores.

SHRI RAMAVATAR SHASTRI (Patna): What is the harm in giving this information to the House?

SHRI D. K. BOROOAH: The harm is that the other oil companies would have a longer lease of life. That is what Burmah-Shell and Caltex are trying to do. Therefore, may I move that the Bill be passed?

SHRI INDRAJIT GUPTA: Regarding the loan to Lube he said they have paid some money which is held in reserves as against that loan. About that an internal audit report is there. It is not paid back in rupees; it is paid in oil and the price of oil has gone up several times.

SHRI D. K. BOROOAH: That property is not lost. When they deposited it they wanted oil. Of course, today things have changed....(interruptions)

DR. RANEN SEN: When they have to give us some money, they give it in rupees. But when we have to pay them some money, we give it in dollars. This is the policy of the Government of India with regard to American companies....(Interruptions)

SHRI D. K. BOROOAH: This dispute is going on. At that time it was the value, whatever the amount was. Rs. 3 crores were deposited. We are asking them to return the oil.

SHRI INDRAJIT GUPTA: Now it is over Rs. 4 crores. So, from this amount you can at least deduct Rs. 1 crore.

SHRI D. K. BOROOAH: It cannot be done.

SHRI INDRAJIT GUPTA: We have no money for so many items and yet we are going to fill up the pockets of these people.

SHRI D. K. BOROOAH: We are not going to fill up the pockets of these people. We are taking away from them a concern which is earning profits.

PROF. MADHU DANDAVATE : One point repeatedly raised is regarding the dollar and rupees. They are not prepared to refer to that point at all. Shri Indrajit Gupta specifically asked this question.

MR. DEPUTY-SPEAKER : Now I will put the whole thing to the House.

SHRI INDRAJIT GUPTA : Sir, are you satisfied?

MR. DEPUTY-SPEAKER : There is no question of my being satisfied. The House over Rs. 4 crores. So, from this amount has to take a decision; not I.

SHRI H. N. MUKERJEE : Could we not ask the Government to go back, reconsider this and come again before this House?

MR. DEPUTY-SPEAKER : It is for you to make that suggestion.

SHRI H. N. MUKERJEE : It is full of loopholes. Even to my illiterate business consciousness, it seems to be a proposition which is unacceptable. How can the Government do it? It cannot be done....

MR. DEPUTY-SPEAKER : You have made an appeal. It is for the Government to react.

SHRI H. N. MUKERJEE : Is this the way to do it? Is the Government going to function merely by brute majority? The hon. Minister threatened a little while ago that Parliament means majority. We know it. But we have to function more gracefully. A more graceful operation of the majority principle is what the parliamentary life connotes. If that sort of grace is to be given the go-by, let us know it. There are three or four Cabinet Ministers sitting here. They can easily go back for a recess insofar as their particular discussion is concerned. They can go back to their chief, the Prime Minister, and consult here eminence, and then come back again and do something about it. She could be told about the feelings of the House....

MR. DEPUTY-SPEAKER : You are an appeal.

SHRI H. N. MUKERJEE : I am, perhaps, making a show-piece of myself

which I do not wish to do. But I do it in exceptional circumstances. *Esso* is being given something on a silver platter which is not proper. (Interruptions)

PROF. MADHU DANDAVATE : You use your good office.

MR. DEPUTY-SPEAKER : If I misuse my good office, it becomes a bad office.

Now, I put it to the House....

PROF. MADHU DANDAVATE : The Minister should respond to the appeal made by Shri H. N. Mukerjee.

MR. DEPUTY-SPEAKER : Silence is sometimes more eloquent than speech. If he does not speak, it means he has given a response.

The question is :

"That the Bill, as amended, be passed."

The Lok Sabha divided

Division No. 9] AYES [15.16 hrs.

Ankineedu, Shri Maganti
 Ansari, Shri Ziaur Rahman
 Arvind Netam, Shri
 Azad, Shri Bhagwat Jha
 Basappa, Shri K.
 Bhattacharyya, Shri Chapalendu
 Brahmanandji, Shri Swami
 Chavan, Shrimati Premalabai
 Chhotey Lal, Shri
 Daga, Shri M. C.
 Darbara Singh, Shri
 Das, Shri Dharnidhar
 Daschowdhury, Shri B. K.
 Desai, Shri D. D.
 Dwivedi, Shri Nageshwar
 Engti, Shri Biren
 Godara, Shri Mani Ram
 Gogoi, Shri Tarun
 Gomango, Shri Giridhar
 Gopal, Shri K.
 Gotkhinde, Shri Annasaheb
 Hanumanthaiya, Shri K.
 Hari Singh, Shri
 Kailas, Dr.
 Kakodkar, Shri Purushottam
 Kamala Prasad, Shri
 Kamble, Shri T. D.
 Kaul, Shrimati Sheila
 Kavde, Shri B. R.
 Kisku, Shri A. K.

Kulkarni, Shri Raja
 Lakshminikanthamma, Shrimati T.
 Mahajan, Shri Vikram
 Mahajan, Shri Y. S.
 Mahata, Shri Debendra Nath
 Majhi, Shri Gajadhar
 Mahotra, Shri Inder J.
 Mandal, Shri Jagdish Narain
 Mirdha, Shri Nathu Ram
 Mishra, Shri Jagannath
 Mishra, Shri L. N.
 Mohammad Yusuf, Shri
 Murmu, Shri Yogesh Chandra
 Naik, Shri B. V.
 Negi, Shri Pratap Singh
 Oraon, Shri Tuna
 Painuli, Shri Paripoornanand
 Pandey, Shri Narsingh Narain
 Parashar, Prof. Narain Chand
 Partap Singh, Shri
 Paswan, Shri Ram Bhagat
 Patil, Shri Krishnarao
 Patnaik, Shri J. B.
 Pradhani, Shri K.
 Raghu Ramaiah, Shri K.
 Rajdeo Singh, Shri
 Ram Surat Prasad, Shri
 Rai, Shrimati B. Radhabai A.
 Rao, Shri Jagannath
 Rao, Shri K. Narayana
 Reddy, Shri P. Ganga
 Reddy, Shri P. Narasimha
 Richhariya, Dr. Govind Das
 Roy, Shri Bishwanth
 Sadhu Ram, Shri
 Saini, Shri Mulki Raj
 Samanta, Shri S. C.
 Sankata, Prasad, Dr.
 Sathe, Shri Vasant
 Shahnewaz Khan, Shri
 Shailani, Shri Chandra
 Shambhu Nath, Shri
 Shankaranand, Shri B.
 Sharma, Shri A. P.
 Sharma, Shri Nawal Kishore
 Sharma, Shri R. N.
 Shenoy, Shri P. R.
 Shetty, Shri K. K.
 Shivappa, Shri N.
 Sohan Lal, Shri T.
 Tiwary, Shri D. N.
 Tula Ram, Shri

Unnikrishnan, Shri K. P.
 Virbhadra Singh, Shri
 Yadav, Shri N. P.

NOES

Banerjee, Shri S. M.
 Bhattacharyya, Shri Dinen
 Chandrappan, Shri C. K.
 Dandavate, Prof. Madhu
 Deshpande, Shrimati Roza
 Godfrey, Shrimati M.
 Goswami, Shrimati Bibha Ghosh
 Gowder, Shri J. Matha
 Gupta, Shri Indrajit
 Haldar, Shri Madhuryya
 Halder, Shri Krishna Chandra
 Kachwai, Shri Hukam Chand
 Krishnan, Shrimati Parvathi
 Madhukar, Shri K. M.
 Mavalankar, Shri P. G.
 Mohammad Ismail, Shri
 Mohanty, Shri Surendra
 Pandey, Shri Sarjoo
 Pandeya, Dr. Laxminarain
 Ramkanwar, Shri
 Rao, Shri M. Satyanarayan
 Sen, Dr. Ranen
 Sharma, Shri R. R.
 Shastri, Shri Ramanavtar
 *Shastri, Shri Sheopujan
 Yadav, Shri G. P.

MR. DEPUTY SPEAKER : The result**
 of the division is : Ayes : 85; Noes : 26.

The motion was adopted.

RAILWAY BUDGET 1974-75—

GENERAL DISCUSSION

MR. DEPUTY-SPEAKER : Now we take up the General Discussion on the Railway Budget. Ten hours have been allotted for this discussion, and the time to the different parties and groups has been allotted on that basis. Shri Mohammad Ismail.

*Wrongly noted for NOES

**The following Members also recorded their votes for Ayes : Sarvashri Natwarlal Patel and Sheopujan Shastri.
 8-11481SS/73

श्री मोहन्नद इस्माइल (बैरकपुर) : उपचायक महोदय, मैं रेलवे बजट का विरोध करता हूँ। यह से पहले मैं यह कहना चाहता हूँ कि श्री प्रियंका का ही सवाल नहीं है, बल्कि इस बजट से इस सरकार की नीति का साफ पता चल जाता है। यह बिल्कुल जनता विरोधी और मजदूर विरोधी बजट है। सरकार इस देश में धन तंत्र कायम करने की जिस नीति पर चल रही है, वह इस बजट से साफ जाहिर हो जाती है। आज यह हालत हो गई है कि यह कहना भी बेजा नहीं होगा कि रूलिंग पार्टी, कांग्रेस उन रीएक्शनरी लोगों के सामने सरन्डर कर रही है, जो देश में धनतंत्र कायम करना चाहते हैं। यह सरकार प्राप्तेमिल वाले करती है, "गरीबी हटायो" का नारा नगाती है, लेकिन इस रेलवे बजट से साफ पता चल जाता है कि वह रीएक्शनरीज के खिलाफ लड़ने के बजाये उन के सामने सरन्डर कर रही है, और उन के बिल्कुल करीब जा पहुँची है, जिस की बजह से देश में एक भ्रष्ट पैदा हो रहा है।

मैंने शूरू में कहा है कि यह बजट जनता विरोधी है। इस बजट में जो किराये बढ़ाये गये हैं, उन से साफ जाहिर होता है कि यह सरकार जनता के खिलाफ है, वह उस के हितों की बिल्कुल परवाह नहीं करती है और यहाँ से धनियों की रक्खा करना चाहती है। जो किराया आप ने बढ़ाया वह फस्ट क्लास के लिए 800 मील के लिए 7 परसेट और थड़ क्लास के लिए 8 परसेट बढ़ाया। 1000 किलोमीटर के लिए 8 परसेट बढ़ाया फस्ट क्लास में बड़े लोगों के लिए और गरीबों के लिए 10 परसेट। यह है आपका नीति। उसके बाद 1200 किलोमीटर के लिए 8 परसेट फस्ट क्लास में और 11 परसेट गरीब आदमियों के लिए थड़ क्लास में। 2000 मील के लिए 7 परसेट किया है फस्ट क्लास में और 10 परसेट किया है थड़ क्लास में। यह है आपकी जन बाबी नीति का खुला और खिला हुआ सचूत।

जो फेट बढ़ाया है उस में भी गरीबों के इस्तेमाल की चीजों पर ज्यादा बढ़ाया है। कोयला, कपड़ा, हर्ड आदि तमाम चीजों के ऊपर आपने फेट बढ़ाया है। बास के लिए कम किया है। गरीबों के काम की चीजें जैसे बत्तन, कोयला, कपड़ा, हर्ड आदि इन पर आपने बढ़ाया है। इससे इन तमाम चीजों के दाम बढ़ेंगे। आम जनता के ऊपर आपने यह बोका लादा है और जो बास ले कर कागज बनाते हैं, पेपर मिन खोलते हैं, धनी आदमी हैं उन पर आपने कम लगाया है। तुम को कम देना पड़ेगा क्योंकि तुम बास लेते हो और तुम चूंकि कपड़ा लेते हो, बत्तन लेते हो इस बास्ते तुम को ज्यादा देना पड़ेगा। यह बजट जन विरोधी है यह अप्ट हो जाता है इन बातों में।

आपकी पूरी स्पीच भी मजदूरों के खिलाफ है। बजट का सब से बड़ा हिस्सा जो है उस में आपन मजदूरों का इडिसिस्लिड बताया है, कहा कि पे बिनियम देना पड़ा, पैसे ज्यादा बढ़ान पड़े, इसके बावजूद भी वे बदतमीजी बरते हैं। रेलवे जो एक इडस्ट्री है इसको आप दूसरी पब्लिक बड़र टैकिंग रेसे कम्पेयर करे, उनकी मिनिमम वेज क्या है और आपके यहा क्या है। पब्लिक सेक्टर की मिनिमम वेज भी आपके यहाँ नहीं है। आज रेल मजदूरों की हालत यह है कि कलेक्टिव बारगोनिग बदले की तमाम बात खस्त हो बढ़ है, वह रास्ता बन्द हो गया है प्रेक्टिकली। आपका एक ही स्लोगन है कि रिकानाइज़, यूनियन में बाते करें, जमीं जी से बात करें, रिकानीशन की जो नीति आपने बनाई थी 15-20 साल पहले वह खस्त हो चुकी है। जनता की चेतना आज बड़ गई है, मजदूरों की तकलीफें बढ़ गई हैं, उनके ग्रीवेंसिज बढ़ गए हैं, को हल करने का बड़ और कोई हवियार नहीं है। एक ही हवियार है कि इनिस्टिशन हो और फ़ैडेशन रिकानाइज़ हो। बरै रिकानीशन के होगा नहीं। ऐसा

करके क्या चीज़ आपने पैदा की है ? आज कैटेगरी बूलियन्ज़ पैदा हुई है और क्या पैदा हुआ है, चेटाव पैदा हुआ है, हड्डियाल पैदा हुई है, बन्द होते हैं । आप कहते हैं कि तुम लोग भड़काते हो । हम सिर्फ़ हवा देते हैं और वे भड़क जाते हैं । और हम ये चीज़े मज़दूरों के मामने बोले तो क्या होगा । मैं एक मिसाल देना चाहता हूँ— आज शर्मा जी ईमान्दारी अगर यहा बोले तो मही मायने में जो कैलेक्टिव बार्गेनिंग की बात है, वह नहीं है । आज रेल के मज़दूरों का अगर बोट लिया जाय और सीक्रेट बैल्ट के ईमान्दारी से बोट लिया जाय तो ५५ प्रसेट बोट इन के खिलाफ रहेंगे—यह भेग चेलन्ज़ है । अगर कैलिक्टिव बार्गेनिंग और रीअल बार्गेनिंग बाड़ी बनाना चाहते हैं तो वह रेलवें बोर्ड का मैम्बर नहीं करेगा, बैरी माड़व नहीं करेगे, रेलवें बोर्ड की नीति में काम नहीं चलेगा, कैलिक्टिव बार्गेनिंग के लिए रेलवे के ईम्प्लाईज़ जो आहें और उन की आर्गेनाइजेशन जो प्रोजेक्ट रहेंगी, उम में काम ठीक होगा । बोर्ड के मैम्बर नहीं करेंगे । आज बोर्ड के मैम्बर नहते हैं और मवी जी उम पर दस्तखत कर देते हैं । यह लाठी ने ५५ घूमने है कि हम गिरगनाड़ह हैं... ।

श्री १० पौ० शर्मा (बक्सर) : कैलिक्टिव बार्गेनिंग दो गार्डियों में त्रोती है, एक पार्टी नहीं करनी ।

श्री शोहम्मद इस्माइल : मैं यह कह रहा हूँ कि आज रेलवे बोर्ड की पूरी पालिसी जो है—वह एक ब्यूरोक्रेटिक वे में चलती है । बोर्ड ऐसी नीतियां से कर चल रहा है कि वह कहेंगे कि वह करो, तो वह करनी ही होती और नहीं करेंगे तो कहेंगे कि इनडिस्प्लान है, सर्वेट करो और नारे इत्काम लगाओ । आप के पास ट्रिप्पेजेट करते हैं तो आप कहते हैं कि यह तो ठीक है, क्योंकि हसारे बोर्ड के बड़े-बड़े हाथी बोल रहे हैं ।

और भी एक मिसाल मैं देना चाहता हूँ । मज़दूरों के साथ आप अनफेयर लेबर प्रिविटिस कर रहे हैं प्रोजेक्ट के नाम से । अब एलेक्ट्रिफ़िकेशन का काम जैसे है । यह बब तक रहेगा आप नहीं रहेंगे तब भी यह चलता रहेगा, मरते दम तक रहेगा । एलैक्ट्रिफ़िकेशन का काम किसी भी देश में जो होता है वह तो एक कान्टीन्युअस प्रोजेक्ट होता है, लगानार बढ़ता ही रहता है । आज यहा निया बल बहा किया इस तरह में यह चलता है । रहता है । मगर आप की नीति यहा है ति बानपुर तप तो लाएंगा डीजेन । वहा आग़ा एलैक्ट्रिफ़िकेशन का इजन । वहा आग़ा एलैक्ट्रिफ़िकेशन का इजन आग़ा दमरे दिन जायगा । बिनना वैस्टेज आप बरने हैं दम तरह में । थोड़ा यहा कर दिया, थोड़ा वहा कर दिया । बाम तो जहा जहा जरूरत है वहा कान्टीन्युअस होता है, मगर मज़दूरों के साथ क्या बर्ताव आप का हो रहा है ? उहते हैं प्रोजेक्ट के मज़दूर हैं इमलिए कोई राइट उनको नहीं । चार रुपये तीन रुपये जा भी ननद्याह उन को मिलती है वह मिलती है । छुट्टी का राइट नहीं प्राविडेट फड़ ५ । राइट नहीं ग्रेन्डटी नहीं, कोई चोज नहीं । बवांटर नहीं पी० टी० ओ नहीं पाम नहीं, बम चार रुपये लो अ०१० जाओ । बयो० प्रोजेक्ट के मज़दूर हैं । यह क्या आप की नीति है ? प्रोजेक्ट जो है जो कान्टीन्युअस नेचर के हैं, उन को प्रोजेक्ट आप बोलते हैं । छोटे छोटे जी की बात वहे तो वह ममक में आती है ति दो चार ६ महीने में काम खत्म हो जाएगा । लेविन एलेक्ट्रिफ़िकेशन तो अभी तब नहीं हूँ आ, मरते दम तब खत्म नहीं होगा । ता प्रोजेक्ट के पीछे आपका मतलब क्या है ? ए० एम० टी० प०० है । कलकत्ते में अन्दर ग्राउन्ड रेलवे हमारे देश के इतिहास में पहला कदम है । अडर याउन्ड रेलवे वहा वहा होने जा रही है । यह कोई दो चार दस साल में खत्म हो जाय, ऐसी बात नहीं है । वहा यह काम चलेगा,

[बी बोहम्बद इस्पाइल]

बम्बई में बलेगा, कलकत्ते के अलय अलग भावों में बलेगा । मध्य यह भी आप के अनुसार प्रोजेक्ट है । तो ऐसे परसामेंट नेबर के जो काम हैं, जहां एक नया इतिहास हमारे देश में काम हो रहा है वहां पर भी आप इस तरह से कर रहे हैं, प्रोजेक्ट के नाम से एक्सप्लाय-टेशन कर रहे हैं और अनफेयर लेबर प्रैक्टिस कर रहे हैं । जब आप ऐसा करते हैं तो प्राइवेट एम्प्लायर भी कहता है कि जब बड़ा एम्प्लायर नहीं करता है तो हम क्यों करें? वह भी कहता है यह काट्रिक्ट लेबर है । तो इस के बारे में आप की पालिसी क्या है वह आप बताएं ।

कलेक्टर बार्गेनिंग का जहां तक सवाल है, यूनियनों के रेकमीशन का जहां तक सवाल है उसके बारे में जो आप की नीति है वह क्या है? एम० टी० पी० सी० जो है इस के अन्दर एक ही यूनियन है । नया है, एक ही यूनियन है, मजदूरों ने बनाई है । बार बार मुझे आ कर बोलते हैं कि क्या अन्धेर है? जब जनरल मीटिंग के पास जाओ तो कहते हैं अनरेकमाइज्ड है और जब बोलाव हो तो जाय तो कहते हैं कि इंडिसिप्लिन है ।

इस का सौल्युशन कौन करेगा, कौन उनकी श्रीकेन्द्रेज को सुनेगा? कहा जाता है कि ट्रान्सपोर्ट मेम्बर के पास जाओ, हम उन से पूछेंगे तब बात करेंगे । उन्होंने अपना रिप्रेजेन्टेशन दिया, उनका डेपूटेशन कुरेशी साहब से मिला, उन्होंने एक्सोरेंस भी दी कि वहां जायेंगे तो मिलेंगे, लेकिन यद्ये तो मिले नहीं । तीन बर्ष से कलेक्टर बार्गेनिंग का मामला चल रहा है, काई नहीं सुनता है । ज्यादा कहते हैं तो कहा जाता है, कि शर्मा जी के पास जाओ, वे रिकमाइज्ड हैं, जब शर्मा जी की कहां दूँहे—वे आज पटना में हैं तो कल बम्बई में हैं, परसों यहां हैं । आखिर आप की नीति क्या है, आप उस यूनियन की रिकमानीशन देंगे या नहीं? मैं उस यूनियन

का नाम भी बता देना चाहता हूँ—उस का नाम है एम० टी० पी० रेलवे बर्कें यूनियन । उन के प्रैसिडेन्ट और सैकेटरी बार बार मिनिस्ट्री के मिल चुके हैं, लेकिन कोई सौल्युशन नहीं निकला—हम्या करइस के बारे में बतलाएं ।

श्री बुकुम चल्ल कलवाय (बुरेगा) : कहते हैं कि हड़ताल करवाते हैं ।

श्री बोहम्बद इस्पाइल : बंगाल को इस मामले में बदनाम करते हैं, कहते हैं कि वह तो पूरा लाल है । जो कुछ होता है, कहते हैं कि मार्क्सिस्ट्स ने किया है, जो कुछ आप करते हैं उसके लिये भी हम को बदनाम किया जाता है ।

कैजुल लेबरस का मसला बहुत पुराना मसला है—इस में तीन लाल से ज्यादा लोग हैं । इन की क्या हालत है—कोई यूनिफाइड बैज स्केल नहीं है, इन के लिये कोई रूल नहीं है । ओपन लैण्ड में जाओ तो वहां भी कजुबल लेबर को 6 महीने में रेशूलर किया जाता है, लेकिन यहां तो वे टैम्परेटी ही गिन जाते हैं । कैजुल लेबर में जो दूसरे प्रोजेक्ट है, जैसे कलकत्ता में कही 4 रुपया, की 3 रुपया, कही 2 रुपया, कही 1 रुपया 4 आना या 8 आना मिलता है—इस तरह से उन का एक्सप्लायटेशन हो रहा है । कैजुल लेबर के बारे में ओपन लैण्ड में जो आप की नीति है? उस रास्ते को आप बहा क्यों नहीं अपनाते हैं? मैं इस के बारे में आप की साझ़-साझ़ नीति जानना चाहता हूँ ।

ये जो कैटेगरी यूनियन के बोराव हो रहे हैं इस का कारण क्या है, यह क्या रूप लेने जा रहा है? 27 फरवरी को रेलवे एम्प्लायर की तमाम हिन्दुस्तान की रिकमाइज्ड और नान-रिकमाइज्ड यूनियनव के रिप्रेजेन्ट किया । उन का फैसला है कि 10 अप्रैल तक हमारी पूरी परिक्षण सैकटरी के बदावर होनी चाहिए । 10 अप्रैल तक फैसला नहीं हुआ तो उस के बाद वे फैसला लेने जा रहे हैं कि मई के अन्धरे वे क्या करेंगे

आप लिपर रहे, आप को उन का मुकाबला करना चाहेगा, दबाव रखने ठम्प हो जायगी—इस के बारे में भी आप अपने जबाब में हमें बतायें कि आप क्या करते जा रहे हैं।

चार-वांच दिन हुए टैक्नीशियन स्टाफ ने अपना रिप्रेजेन्टेशन दिया, इतिहास के भैने उस को यहा भेज दिया। इन का जबाब आया है कि उन को पै-कमीशन के मुताबिक भिलेगा और यह भी सुझाव दिया गया कि रिक्गणाइज़ यूनियन को तत्त्वात्कार के उन के द्वारा आये। इन में डीजल और इलेक्ट्रिक इन्जिन के टैक्नीशियन्ज शामिल हैं। मैं आपको बताना चाहता हूँ—बगर इन में गुस्सा रहेगा, डिस्कोंटेंटमेंट रहेगा—तो इस का नतीजा बहुत खराब होगा। इन की मांग है कि 80 परसेंट प्रमोशन डिप्रेजेन्ट से होनी चाहिये। आप क्या करते हैं कि बाहर से लोको को ला कर प्रमोट कर देते हैं, उन के सुपरवाइजर और चार्जमैन बैठे रह जाते हैं। इस पर आप को फौरन गोर करना चाहिये।

जनता की श्रीवन्सेज सुनने का क्या तरीका है? मैं पालियामेन्ट में 7-8 वर्ष से आया हूँ और बहुत परेशान हो गया हूँ। मेरे इलाके की जनता पूछती है कि आप कैसी पार्लियामेन्ट में जब हैं जहा कोई सुनवाई नहीं होती है। हजारों बाबमियों ने दरखास्त भेजी, ईप्टेशन मिल, नवापाठा, बड़ानपर कास्टीचूएन्सी में हाल्ट स्टेशन होना चाहिये, वहा डेढ़ लाख आदमी हैं, जिन में बक्से भी हैं, एम्पलाइज़ भी हैं, सीम-चार भीक छूट कर जाना पड़ता है, लेकिन अभी तक कोई फैसला नहीं हुआ। कभी कहते हैं कि हो जायगा, कभी कहते हैं कि एम्पलाइज़ हो रही है, एक महीना हुआ जबाब दिया है कि एकानामिकल नहीं है, इसलिये नहीं होगा। मैं आप से पर्याक विसेक्टर द्वेषविदीज की विज्ञ पर अधीक्ष करता हूँ—उन की सीम-चार भीक जल्दी पड़ता

है, दमदम जा कर गाड़ी पड़ती है एम्पेन्ट हो जाते हैं, चार्जसीट हो जाते हैं बहुत परेशान है, वहा पर हास्ट स्टेशन बहर दीजिए। इस से आप की आमदानी बढ़ेगी लेकिन फिर भी नहीं करना चाहते हैं, इस में राजनीति चल रही है।

इसी तरह से ईस्टन रेल्वे में अवस्थितुर है, जहा से लोग 8 सालों से दरखास्त भेज रहे हैं जिस बक्त रेण चक्रवर्ती जी भैरी जगह पर इस पार्लियामेन्ट में भी, उन्होंने भी इस को उठाया था—कागनारा और सामनगर के दीव में हाल्ट स्टेशन होना चाहिये। वहा 1 लाख 50 हजार आदमी रहते हैं, उन में बक्से भी हैं, एम्पलाइज़ भी है—लेकिन अभी तक कुछ नहीं हुआ। अगर इस में महीने का पांच हजार रुपया बच्चे भी हो जाय तो इस से लाखों आदमियों को सुविधा हो जायगी—लेकिन कोई सुनवाई नहीं हो रही है।

हावड़ा-आमता में आप ने किस तरह का बर्ताव किया है—कभी कहते हैं बोडेज चलेगी, कभी कुछ कहते हैं। मैं यहा हनुमतेया भाहब की दाद बूगा, उन्होंने बोल्डली डिमीजन लिया कि उन को दिया जायगा। बहुत से लोग तो बने गये, लेकिं जो पड़े हैं वे पड़े हैं—आप साफ-साफ बनाइये कि आप क्या करना चाहते हैं। लटका कर रखना बहुत खतरनाक है। पर्याक श्रीवन्सेज इस तरह से पूरी नहीं होयी। जब केराव होता है, स्वटिग होती है तो आप न क्या तरीका अविद्यार किया है, गाडियों को बन्द कर देने हैं, गोली चलाते हैं और लोदो को बदनाम करते हैं। अभी असम में 15 फरवरी को क्या हुआ—लोकोमैनो से आप का एग्रीमेंट हुआ था कि 10 बल्टे की इयूटी होगी लेकिन आप ने उस को इम्पीलीमेन्ट नहीं किया। एन० एफ० रेलवे के भैरेजर कहते हैं कि हमारे पास कोई इन्ट्रूक्शन नहीं है, हम क्या करे। बाद में उन लोगों को चार्जसीट दिये गये, जिस के

[श्री मोहम्मद इस्माइल]

कारण वहा बहुत जोरों से आन्दोलन चल रहा है। मंत्री महोदय ने बारे रेलवे बोर्ड ने क्या किया, वहा देने कैन्सिल कर दी, गुह्य देन कैन्सिल कर दी, फूह देन्च कैन्सिल कर दी और अब बारों में प्रचार कर रहे हैं कि उन की वजह से फूह देने कैन्सिल करनी पड़ी है—इसके भायने हैं कि मजदूर ही कसूरवार है, रेलवे बोर्ड बहुत सीधा है, उस की कोई गलती नहीं है। मैं पूछता हूँ—15 फरवरी के एसीमेंट को आपने इम्प्लीमेंट क्यों नहीं किया। आप को पिछला तजुर्बा है, वे लोग कितनी इयूटी देते थे, उन्होंने आप को अल्टीमेटम दिया, आखिर आप ने फैसला किया, अब उस को इम्प्लीमेंट नहीं करना चाहते—अपनी बेहजती खुद कराते हैं। आप को अपनी इज्जत की परवाह नहीं है—मंत्री महोदय ने खुद फैसला किया था। 15 फरवरी को लागू होना था, लेकिन आप ने उसे रेलवे बोर्ड पर छोड़ दिया और रेलवे बोर्ड के लोग उस को सैबोटेज करने के लिये वहा गए, इस तरह से ये लोग अनपेट्रियाटिक इयूटी कर रहे हैं, देश में संकट पैदा करने की कोशिश कर रहे हैं।

कोल के बारे में मैं भी कुछ कहना चाहता हूँ। बैगन नहीं मिलते हैं, यह सवाल है। मैं आपको इन्कारमेंशन देना चाहता हूँ कि जितने बड़े बड़े मर्चेन्ट्स हैं उसके रेलवे बोर्ड में ट्रांसपोर्ट बेम्बर से लेकर डी एस० तक मंधली मिलता था, दस हजार बीस हजार रुपया, तो यह वहाँ से सैट्टाप हो रहा है, क्या आप इसकी इक्वायरी करेंगे? अब कोयले के लिए एजेंसी मिलती है, लाइसेन्स देते हैं लेकिन वे वही लेते हैं और बेच देते हैं। बैगन्स की तलाश कौन करेगा? यह तो रेलवे बोर्ड ही करेगा। यह बात नहीं है कि हमारे देश में बैगन्स नहीं हैं, बैगन्स तो हैं लेकिन उनको सप्लाई नहीं किया जा रहा है।

ट्रेन्स तो सेट चलती है उसके लिए ट्रांसपोर्ट रिस्पांसिविल है। ट्रेन सेट चलती है

तो डी०एस० एक रिपोर्ट देता है और सी०ओ० पी० एक० रिपोर्ट देता है और ट्रांसपोर्ट बेम्बर को रिपोर्ट मिलती है तो वह एक डायरेक्टर देता है। लेकिन फिर ट्रेन्स सेट ही चलती है। फिर वह कैसे ठीक होगा? जोनल में यह पावर जाती तो काम चलता। टाइम कंट्रोलिंग पावर और बैगन्स के लिए जोनल पावर होनी चाहिए। लेकिन जो मूवमेंट है वह तो ट्रांसपोर्ट बेम्बर, रेलवे बोर्ड करते हैं। यह तरीका ठीक नहीं है। फिर जोन की रिस्पान्सिविलिटी क्या है? वह कह देता है कि ट्रांसपोर्ट बेम्बर ने जैसा आँडर दिया है वैसा हम कर रहे हैं।

आखिर मैं बेडम के बारे में कहकर खत्म करूँगा। रेलवे के जो बेडम है उनके लिए कर्ड यूनीफाइड पालिसी नहीं है। साउथ में अधर उनके लिए कमीशन है तो यहा पर दूसरा तरीका है। कोई भी एक यूनीफाइड पालिसी नहीं है कि इतनी ननखाला, इतना कमीशन, इतना यूनिफार्म—किसी भी बीज की कोई बात नहीं है। यह बोर्ड जो ऊपर बैठा हुआ है वह मैट्टाज करना है, हमारे मजदूरों के साथ उम्रका मेल नहीं बैठ सकता क्योंकि कि अभी भी व्यूरांकैटिक तरीका चला आ रहा है।

SHRI A. P. SHARMA (Buxar): Mr. Deputy-Speaker, Sir, I rise to support the budget estimate of the Railway Minister for the year 1974-75 presented to this House. Sir, the Indian Railway is the biggest national undertaking of our country. The Indian Railways employ more than 1.5 million workers, working in different categories. Being a public utility service, the commercial aspects of the railways also cannot be lost sight of. Under the difficult circumstances that the Indian Railways have been working during the period under review, it is really a matter of gratification that the Railway Minister could present such a practical budget before this House.

My friend Mr. Mohammad Ismail and others are in the habit of not seeing the good in others, especially in the Ruling party and this Government. May I ask that in view

of the situation stated in his Budget speech by the Railway Minister for which our friends on the opposite have been responsible for creating so much disruption in the working of the Railways and that several factors have been responsible for loss and damages in the country so far as the railways are concerned, could there be any better budget estimate than one that the Railway Minister has presented ?

They have described the Budget as anti-people and anti-labour. I do not know whether they understand the meaning of labour, because while talking about labour he said that only the Chairman of the Railway Board signs the collective bargaining agreement. It is well-known that bargaining is a transaction between two parties and if the Chairman alone signs some documents that does not become collective bargaining. It becomes collective bargaining when two parties, management and labour sign a document. When he was talking about labour I think he had no idea of labour or he has completely forgotten labour. He and the other friends there always do so.

As far as the interest of the people is concerned it is evident that the Railway Minister has initiated new policies for the construction of new lines. The policy so far was that whenever there was to be a construction of a new railway line, the earnings from that area were the main factor. He has changed that policy and he has taken the development aspect of that area into account, because the railways are an instrument of economic development of the country. If that aspect alone has been taken into account as the main criterion than the railways would have been running around a few big cities of the country like Calcutta, Bombay and Madras and the backward areas of this country would never have a railway line. It is this aspect of the Budget that has to be appreciated by one and all. But I am sorry that whatever good things there may be, my friends are either unable to appreciate them or they are not in the habit of doing so.

There was talk about unrest among labour and he also talked something about the trade unions. The type of trade unions that they want to function in this country

is neither going to be in the interest of labour nor in the interest of the nation. It is universally recognised that when a trade union puts a demand before the employer, it has to start negotiations with the employer. If they fail to settle the dispute through negotiations, then they will have to go in for arbitration. I am happy to mention that the Railway Minister in his budget speech said that wherever there is a dispute between the railways and the workers, if it is not settled by negotiation or mutual discussion, it will automatically be referred to arbitration.

But some of my friends on the other side are not interested either in the settlement of disputes of the workers or in the smooth running of the railways. So, they always resort to strike, and that too sporadic strikes. When the locomen realise the implications of the settlement which has been arrived at by these people on their behalf, they will be cursing them throughout their lives. When they come to know what harm you people have done to the locomen and that class of railway workers belonging to that category, they will curse you.

It is generally said that the railways are not running enough wagons and, therefore, there is shortage of coal in the country. In fact, there has been discussion in this House and it has been asked whether the shortage is of coal or of wagons. The answer is that both coal and wagons are available. Then, one can legitimately ask, how has this shortage arisen ? This reason is that coal is lying at the pit-heads and the wagons are lying at the siding. Nobody wants to take the trouble of carrying the coal from the pit-head to the wagon which is standing in the siding. In the olden days it was the responsibility of the coalminers to carry the coal from the pit-head to the sidings. The loading and unloading took on an average three to four or perhaps five hours. Now it is taking 10 to 14 hours. Who is responsible for this ? It appears that after the nationalisation of coalmines, the people who are responsible for producing coal have lost all interest in it and they are not carrying the coal from the pit-head to the siding. They are wanting 400 railway sidings to be constructed near the pit-heads when only coal will be moved from the pit-heads to the

[Shri A. P. Sharma]

wagons. This is the situation that we are facing today. Therefore, it cannot be said that the responsibility for the shortage of coal lies with the railways.

Then I come to the criticism about the present system of working of the railways, especially the system of the Railway Board. I do not know whether the Railway Minister has examined the question of how the functioning of the railways can be re-organised, if necessary. But, I can say that this pattern of the railways has been copied by several other departments.

Very recently, the Posts and Telegraphs Department has also switched over to the working of the P&T Department through the system of the Board. The L.O.C. also has done that. Therefore, every now and then, to talk against the Railway Board is unfair. After all, the Railway Board is a part and parcel of the machinery of which the Minister is also a part and parcel and the Government is also a part and parcel of that. Particularly when the Minister has time and again declared in this House so far as he is concerned, he is responsible for carrying out the policy decisions, and, whatever he decides, the Railway Board has to carry out, it is very unfair to talk against the Railway Board. When we look at this aspect, I think, there also the criticism is not justified.

Here, I would like to make one suggestion to the hon. Minister for his consideration. Personally, I also feel that there is too much of centralisation of power. I would request him to examine as to what extent he can divest the powers of the Railways Board to the General Managers and the lower authorities so that for every small matter, they should not come to the Board. For example, even for sanction of Class III post, the General Manager is not competent to do. He has to come to the Railway Board. Even for a post carrying Rs. 200 or Rs. 300, he has to come to the Railway Board. If it is not correct, he will correct me later on. There is a ban against the recruitment of Class IV employees. The removal of that ban is to be sought from the Railway Board. I think, the Divisional Superintendents or the General Managers of the various railways are quite competent to sanction these posts. The result is that

in the absence of not receiving the approval from the Railway Board, the Work suffers a lot. Therefore, I would request the hon. Minister to change this policy and see to what extent these powers can be decentralised.

Now, I would like to draw the attention of the hon. Minister to the oft-repeated things mentioned by me personally in this House. One is about the Personnel Management Department of the Railways. I would request him to examine this matter. In the past, the Railway Ministry agreed that there was a necessity for having a separate Personnel Management cadre. What is happening today in the Railways is that anybody and everybody is competent to be a Personnel Manager. The result is that whosoever comes in the Personnel Management Department, he works there for the time being and, later on, when he gets a promotion or he gets transferred to his parent Department, as they call it, and the post of the Personnel Manager is always filled up temporarily or as a stop-gap arrangement by various officials. My suggestion to the hon. Minister is that a separate Personnel Management cadre is absolutely necessary because the Personnel Management Department deals with human beings and it should be treated as one of the expert Departments of the Railways because they have to deal with various people.

I now come to the question of recognition of unions and the concept of one union in one industry. This question has also been discussed often in this House. Our great President has been one of the great trade unionist in this country. I do not want to quote him. But I can say that today also he has started feeling that the concept of one union in one industry is not practicable....

MR. DEPUTY-SPEAKER : The hon. Member knows the rules that he cannot quote the President.

SHRI A. P. SHARMA : I am only referring to him as a trade unionist.

MR. DEPUTY SPEAKER : Even then, that is not permitted.

SHRI A. P. SHARMA : If it is objectionable, I will not do that.

I am telling you that the concept of one union in one industry is a very good thing. What happens? We have to look at the past history. There used to be two federations in the Indian Railways....

SHRI DINEN BHATTACHARYYA (Serampore) : One federation.

16.00 Hrs.

SHRI A. P. SHARMA : You do not remember history because it does not suit you. There used to be two Federations and two Unions on the Indian Railway, and with the efforts of great leaders like Jai Prakashji who was at that time President of one Federation and Shri Harihar Shastri who was President of the other Federation, one Union was brought about. But what happened thereafter because the unity was not brought about for common purposes with common ideology and common method of working? What happened thereafter? My friends always talk about unity, but when that unity did not turn out to their advantage and when people like myself acquired majority in that Federation, they walked out of it. In the year 1957-58 they walked out of the combined Federation and made a request for revival of the old Federation and they got it. (*Interruptions*) I am just telling how their history of unity is a broken history of unity. Therefore, when they talk about unity, they do not talk about unity amongst the workers; what is at the back of their mind is who should capture the Federation, who should capture the Union. Shri Ramavtar Shastri talks about category-wise unions and his leader, Shri Indrajit Gupta, talks about one union. This is the controversy going on between these two persons. (*Interruptions*) Therefore, what I have always been feeling is this. If really unity is to be brought about, if there is really going to be one union, then who should be the persons? Mr. Vajpayee, the other day, requested the Railway Minister to disband the unions. At that time also I pointed out to him that it is not the Railway Minister, it is not the General Manager, it is not the Government, who will form or disband union; it is the workers who will do it. The question is, amongst the workers, who are the people who are going to be a responsible trade union. Not those who do not care for trade union. Mr. Shastri may

collect a crowd of some people like a crowd which is collected in the street whenever there is some drama or show and which disperses after it is over. This is what he may do. But trade-unionism is a serious business proposition. It is a responsible trade union that one should talk of. And what is a responsible trade union? A trade union cannot be a responsible trade union unless and until it is based on fully-paid membership. They collect two annas against the minimum of Rs. 2 which is required to be collected under the Trade Union Act. And with this part-collection, they collect a crowd. As you know, nobody likes to pay money; it is very difficult to collect money, more particularly on a voluntary basis. Why are they afraid when I talk about fully-paid membership? And who are the people who are expected to decide the fate of a trade union? Even in General Elections, the voters have got certain qualifications, that one must be 21 years of age, one should not have been criminally convicted and one must be in the voters' list. Now what should be the voters' list here? The voters' list which will decide about one union should be of those persons who belong to the unions, recognised or unrecognised, and who are fully-paid members. Then only there can be one union brought about on the basis of their franchise. Of course, whatever my friends on the Opposite talk, they may talk in the name of workers, but whatever they talk is more in their own interest than in the interest of workers.

I want to say one more thing. Government should also consider as to what is going to be the guarantee. Government may not give recognition to a particular union, but whether you give recognition or not, what are you going to do with these irresponsible people who try to paralyse the Railways? They try to paralyse the industry. They always try to settle disputes by means of a strike and illegal strikes. What are you going to do with these people? How are you going to deal with them? (*Interruptions*)

One more thing I would like to suggest. You examine the various aspects of the Railway Unions. What are these Unions? They are nothing but a projection of the political parties in the trade union field. You

[**Shri A. P. Sharma**]

see that the Jana Sangh wants to have a Bharatiya Mazdoor Sangh. Why do not the Jana Sangh people join the National Federation? Shri Ramavtar Shastry wants to have a union of AITUC. Why not they join the National Federation of Railwaymen? After all if they think that the workers are with them, let them join the National Federation of Railwaymen and let them become Members of that Union. But they do not want to carry a constructive trade union. They simply want to disturb the trade union. They want to build union by dividing the workers into as many compartments.

About the category unions, the less the said the better. The Minister has already said in his speech that there are 47 unions in the Indian Railways. According to the friends over there, there should be 700 unions in the Railways. God save the Indian Railways, the Railway Minister and the Railway Board. When that day comes, they have to deal with 700 unions, all kinds of snakes and scorpions and all kinds of people... (*Interruptions*) and the Railways will come to a virtual stand-still. Moreover, there will always be a fight, not between the Railway Ministry and the workers but there will be a fight between the various categories. The Asstt. Station Master will quarrel with the guard, the guard will quarrel with the driver and the driver will quarrel with the fireman... (*Interruptions*) You have no idea, you have no knowledge. Please listen.

They were talking so far about the loco running staff. They do not know who are the loco running men. There is a driver, there is a fireman, there is an engine cleaner and on the top of that he was talking about the mechanical staff. Then, what is going to happen? You will see very soon and the Minister also will see that the drivers' demand will be one category of demands, the firemen's another category quite different and the cleaners' demands will be a third one. This is what they want to bring about. This is how they want to bring about unity.

I want to tell these friends that if they are really interested—Mr. Banerjee should hear me—in the unity of trade-unionism, they must first establish their political ideology. Let the workers and such fully-paid members of the various unions, whether it

is this union or that union, decide as to what type of union they would have...

SHRI S. M. BANERJEE (Kanpur):
Ballot.

SHRI A. P. SHARMA: Yes, yes. I am talking about ballot.

Then only they will find as to what is the meaning of the trade union. But I am quite sure that they will not agree to that because it does not suit them. It will always suit them to collect the people who are not prepared to fulfil their responsibility. This is how they want to run the trade-unions in the country. Therefore, I am for one industry, one trade union. But the problem is so difficult that to talk of one union-one industry and then do away with everything, will be over-simplifying the problem that the Indian Trade-Union movement is facing in this country.

One thing more and I have finished.

SHRI S. M. BANERJEE: Why should he finish?

SHRI A. P. SHARMA: I will finish.

The Pay Commission has submitted its recommendations. The Government has taken a decision on the major recommendations of the Pay Commission. Some of the recommendations on which the Government has taken a decision are being implemented. I know that a large number of people have opted for the new pay scales given by the Third Pay Commission. There are a large number of problems still pending the decision of the Government. There will be a number of anomalies also. I would inform or rather request the hon. Minister about this. The Government in principle have already agreed that there should be an Anomalies Committee at the national level and also at the departmental level. I would request him that he should take the step to see that immediately this Anomalies Committee is set up at the Railway, at the departmental level. Where the anomalous situation arises, regarding the fixation of pay of the Railway employees, this should be looked into and I request him to take this step immediately.

My last point is this. This is an important point. So far as the industrial workers of the Government of India are concerned

and especially the railway employees are concerned, this is very important and this is regarding the question of bonus. It is a very important question before the Railway employees. I hope that the Bonus Review Committee which is already expected to submit its report will submit its report by the end of this month. Before that Bonus Review Committee only the National Federation of Railwaymen had appeared and presented the case of the Railway employees. I hope something will come out of it. You will see that all these friends will claim the credit but they did not have the courage to appear before that Committee, Sir. The National Federation of Railwaymen is the only Federation that has appeared before that Committee and this report is expected very soon. I would request the hon. Minister to implement that report of the Bonus Review Committee. Railways are one of the biggest employing ministries in this country and whatever may be the recommendation of that Committee, they should implement them. The Railway Minister must be the first to accept the recommendations of that Committee as Railways are the biggest employing Ministry. I am quite sure that their case is genuine, their case is obvious. Once that principle of bonus is decided upon, whether an industry runs at a profit or at a loss, a quantum of minimum bonus is to be given. I have pleaded for Mr. Banerjee also Defence Production personnel will also get it. So I request the Railway Minister that from his side, he should see to it that this report of the Bonus Review Committee is accepted *in toto* and the entire railwaymen in this country are given a minimum of 8 1/3 per cent bonus.

With these words, I thank you for giving me a chance to speak, and I support this Budget which was described by my friend as 'anti-labour' and 'anti-people'. As a matter of fact this is the most practical Budget that the Minister could have ever produced. Thank you.

SHRI S. M. BANERJEE : I support this portion of the speech; others should be expunged.

SHRI A. P. SHARMA : .. which you did not hear!

MR. DEPUTY SPEAKER : Mr. Ramavtar Shastri. You are aware that there are

two speakers of your party and one of them is a newcomer to this House. If you take too much time you will jeopardise the other Member's chance.

श्री रामावतार शास्त्री (पट्टना) : उपचायक महोदय, रेल मंत्री, श्री सलिल नारायण मिश्र, ने जिस घाटे के बजट को गत 27 फरवरी को पेश किया है, मैं उसका जोरदार विरोध करता हूँ। यह बजट जनता-विरोधी, गरीबों पर चोट करने वाला, मजदूरों पर बार करने वाला और देशी-विदेशी इजारेदारों की मदद करने वाला है, इसी लिए मैं इसका विरोध करता हूँ।

16 15 hrs.

[SHRI VASANT SATHE *in the Chair*]

रेलवे बोर्ड के पापां का ही यह नतीजा है कि रेल मंत्री ने 200 करोड़ रुपये से ज्यादा घाटे का बजट पेश किया है। रेल मंत्री ने गरीबों का रेल का किराया, और माल ढोने का भाड़ा, बढ़ा कर 136.38 करोड़ रुपया बसूल करने की कोशिश की है। इसके बावजूद लगभग 99.75 करोड़ रुपये का घाटा बच जाता है। उन्होंने तीसरे दर्जे — चाहे वह मेल, एक्सप्रेस, और साधारण गाडियों में हो — का किराया बढ़ा कर 34.54 करोड़ रुपया बसूल करने की कोशिश की है, और इस की तुलना में एयर-कन्डीशन्ड और प्रथम दर्जे का किराया बढ़ा कर केवल 4.44 करोड़ रुपया प्राप्त करने की कोशिश की है। इस से प्रकट होता है कि उन की चोट गरीबों पर है। इस तरह वह गरीबों को मिटा कर गरीबी बिटाना चाहते हैं।

उन्होंने माल-भाड़ा तो बढ़ाया है, लेकिन माल के 73 ऐसे आइटम्स हैं, जिन को ढोने में जो खर्च होता है, उन का भाड़ा उस से भी कम लिया जाता है। उन में कुछ ऐसी चीजें भी हैं, जिन का भीष्म फायदा देख और विदेश के इजारेदार उठाते हैं। जैसा कि एक माननीय सदस्य ने बताया है, बांस ढोने में

[श्री रामाकृष्ण शास्त्री]

रियोमेंट दी जाती है। इस का कायदा कौन उठाता है? —विहार। आयरन और—कम्बा लोहा—समुद्र के किनारे तक ले जाने के लिए रेल विभाग सहूलियत देता है। उस का कायदा कौन उठाता है? —जापान का इजारेदार पूंजीपति। इसीलिए मैंने कहा है कि यह बजट जनता-विरोधी, मजदूर-विरोधी और इजारेदार-पक्षी है।

हम जानते हैं कि कोयले का इस्तेमाल सब लोग करते हैं। उस के भाड़े को बढ़ा कर रेल भंडी 39.33 करोड़ रुपये कमूल करेंगे, जिस का लाभिमी नतीजा यह होगा कि कोयले की कीमत बढ़ेगी और आम जनता की तबाही बढ़ेगी। कोयले के अलावा जो 72 आइटम्स हैं, जिन को रेल भंडी ने छोड़ा है, उन से वह केवल 44.89 करोड़ रुपये कमूल करना चाहते हैं। यह है इस सरकार की भाल ढोने की नीति का नमूना।

क्षमा कमी भंडी महोदय ने यह सोचा है कि छाटा क्यों होता है। इसका मुख्य कारण है करपान—नीचे ले ले कर ऊपर तक भव्याकार—और सामान की बर्बादी। रेलवे स्टोर्ज में 35,000 आइटम बेकार पड़े रहते हैं, जिन की जरूरत नहीं है। लेकिन चूंकि रेलवे बोर्ड के म्यूरोकेट्स की जेबों के पैसा नहीं जाता है, हम लिए स्टोर्ज में कालातू मामान पड़ा रहता है और इस से छाटा होता है।

सबबन रेलों में 13 करोड़ रुपये का छाटा होता है। सरकार यह छाटा क्यों बदाइत करती है? कलकत्ता, बंडई और मद्रास आदि नक्कड़ों में उन सबबन रेलों में वे साधारण लोड यादा करते हैं, जो कारबानों में काम करते हैं। जिन बड़े-बड़े पूंजीपतियों के कारबानों वें वे जान करते हैं, सरकार उन पर दैनें जान कर इस बाटे को क्यों नहीं पूछता है?

रेल भंडी (श्री एल० एम० लिय्ड) : स्कूलों के बच्चों से टैक्स बसूल करें?

श्री रामाकृष्ण शास्त्री : जो सोशल लायब्रान्स में काम करते हैं, मैं उन की बात कह रहा हूँ।

रेल विभाग को भव्याकार और सामान्य की बर्बादी को रोकना चाहिए। उसे अपनी टाप-हीवी एडमिनिस्ट्रेशन को सुधारना चाहिए। आखिर रेलवे बोर्ड की—इन सफेद हाथियों की—क्या जहरत है? ये कवच उठाने से रेलों के चब्बे में कमी की जा सकती है। कौन नहीं जानता है कि बेनजामों के एसाइटमें में लालों का अपला किया जाता है? पिछले साल इस सदम में मेरे दल के उपनेता, श्री सरजू पांडे ने एक बड़े जबाबदेह अकासर पर चूस लेने के इच्छाम लगाये। लेकिन उस के बाद आपने सिक्क दिया कि साबित नहीं हुआ। कोई इच्छायारी नहीं की गई—इस की आप ने जांच तक नहीं करवाई।

आप छाटा कम करना चाहते हैं—सो गरीबों पर, मजदूरों पर बोट करना कम कीजिए और रेलवे बोर्ड के हाथियों को जरा दुरुस्त कीजिये। उन के ऊपर लगाम साधाइये और बरबादी को रोकिये। उसी तरीके से कोई बात होती है तो आप कहते हैं और आपने खुद अपने भाषण में कहा है—27 तारीख को—एक तरफ रेल के सारे मजदूर, ८० आई० आर० एफ० से लेकर सारे कैटेग्रीज के लोग और दूसरे सोग ८०आई०टी०य००सी० और ८०आई०आर०ई०झी० के सोब अपनी मालों पर विकार कर रहे थे, आप से अपने की तीयारी कर रहे थे और यहाँ आप बोट कर रहे थे कि वे हड्डताम्ब करते हैं। आप को यही बात सिर्फ दिखाई पड़ी कि मजदूर ही सब से अपाव गुनाहगार है और आपकी ये लोग जो देश को बेच कर जा रहे हैं, ये गुनाहगार नहीं हैं। तो इन को तो आप समाप्त कीजिये। रेलवे को अपार्टिक दंग से बचाइए। इसके लिये कास्पोरेशन बाहर, बाहर से कास्पोरेशन

बने हुए हैं तो इस में बाल विकल्प हो सकती है। लेकिन आप ऐसा नहीं करेंगे। खुद आप कहते हैं, बच्चनी रिज्वूल्याली रिपोर्ट में कि भजदूरों की प्रारब्धिकिटियाँ बड़ी हैं, और वह रही है फिर भी देश को बाटा हो रहा है। इस स्थिति को बत्तम कीजिये और भजदूरों से सहयोग कीजिये। लेकिन कैसे सहयोग मिलेगा? उन की हालत आप जानते हैं—

196 रुपये में उनसे सहयोग मिलने वाला है? आज के जमाने में 314 रुपया आप नीठ बेस्ट देने को तैयार नहीं हैं तो आप कम से कम यह तो कहते कि पब्लिक सेक्टर के सरकारी कारखाने के कर्मचारी को कम से कम जितना मिलता है, उतना आप देंगे। बोनस आप उन को दीजिये। सस्ते गल्ले की दुकान की अप्सेजों के जमाने में जो सहृदयता थी, वह उन को दीजिये। तब हम समझेंगे कि आप उन से सहयोग लेना चाहते हैं। उन से बात कीजिये, हमदर्दी विख्यालाइये, न कि छंडा लेकर कहिये कि कैटेगरी के लोग देश के दुष्प्रभाव हैं और बाकी शर्मा जी ही देश के सबमें बड़े प्रेमी हैं। इस नीति को छोड़िये तभी आप का काम बलेगा। कैटेगरी यूनियन बड़ी भजबूत है मिथ्या जी और आल इंडिया रेलवे एम्प्लाईज कान्फेडरेशन भी भजबूत है जिस से आप का पाला पड़ता रहा है।

रीनिंग स्टाफ से आप का पाला पड़ चुका है। आल इंडिया लोको मैकेनिकल स्टाफ से आप का पाला पड़ चुका है, आल इंडिया सिग्नल और ट्रेली कम्युनिकेशंस एसोसिएशन से आप का पाला पड़ चुका है। आल इंडिया स्टेशन मास्टर्स एसोसिएशन से आप का पाला पड़ चुका है। इसी तरीके से लेकिन स्टाफ है, और, और बहुत सारी यूनियनें हैं। खुद आप ने कहा है कि 70 कैटेगरी की यूनियनें हैं। 70 नहीं ज्यादा हैं। यूनियनों की बात में कह रहा हूँ। 70 से भी ज्यादा यूनियनें हैं। आल इंडिया रेलवे एम्प्लाईज कान्फेडरेशन

के पीछे चलने वाली बर्जनों यूनियनें हैं। 40 आई०टी०य०सी० के नेतृत्व में चलने वाली यूनियनें तमाम रेलवे में हैं। 40 आई०आर०एक० है, एन०एफ०आई०आर० है, ये तमाम हैं और आप कहते हैं कि ये तो नड़बद्ध करने वाले लोग हैं। सब से पहले आप के कांग्रेस के लोगों ने कैटेगरी की यूनियन को बालू किया था। इहोंने बनाया था इंडियन नेशनल रेलवे वर्कर्स फेडरेशन। कैटेगरी को लेकर के यूनियन इन्होंने बनाई भी कांग्रेस के शर्मा जी जैसे लोगों ने और बाद को वही इंडियन नेशनल रेलवे वर्कर्स फेडरेशन, नेशनल फेडरेशन आफ इंडियन रेलवे में बदल गया। तो कैटेगरी बनाने वाले दोषी नहीं। उनके सामने आप ने स्थिति ऐसी कियें कर दी जिस की बजह से उन की बात कोई नहीं सुनता। अगर हम लोग सवाल करते हैं तो आप जबाब दे देते हैं कि पी०एन०एम० से सब फैसला होता है। पी०एन०एम० में कैटेगरी के लोग हैं? पी०एन०एम० में आल इंडिया रेलवे एम्प्लाईज कान्फेडरेशन के लोग हैं? आप अगर बहाँ उन की बात मुनावा चाहते हैं तो इन को रेप्रेजेंटेशन दीजिए। आप कहते हैं कि हम केवल दो फैडरेशन रेक्सनाइज कर सकते हैं—ए०आई०आर०एफ० और एन०एफ०आई०आर० को। तो आल इंडिया रेलवे एम्प्लाईज कान्फेडरेशन को क्यों नहीं कर सकते? कैटेगरी की यूनियनों को क्यों नहीं कर सकते? जापकी सरकार इस्पात के कारखाने में पांच-पांच यूनियनों से नियोजित एशन करती है, आप तीन से भी नहीं कर सकते? क्या कठिनाई है? लेकिन आप ने शायद तय कर लिया है कि लड्डाकू यूनियनों को हम कुछ नहीं करेंगे। मेरा कहना है कि इधर आप का ध्यान जाना चाहिए। आल इंडिया रेलवे एम्प्लाईज कान्फेडरेशन को भी मान्यता दीजिए। तमाम कैटेगरी की यूनियनों को मान्यता दीजिए। अगर आप एक यूनियन बनाने की कमता नहीं रखते,

[भी रामाबादर शास्त्री]

शर्मी जी पर, लगाम लगाने की ताकत आप में नहीं है तो हम गुप्त मतदान के आधार पर ऐसा करने को तैयार हैं। आप बोट से लीजिए। शर्मी जी चुने जाएंगे तो रामाबादर शास्त्री और उन के तमाम साथी उन के साथ जाएंगे और अगर हम चुने जाएंगे तो उन्हें भी बही करना पड़ेगा।

कैंचुआल मजदूरों की बात उठाई गई। 3 लाख 20 हजार कैंचुआल मजदूर हैं। उन को जब चाहा है निकाल दिया। 6 महीना पूरा नहीं होने दिया। उन को तो 196 रुपया भी नहीं मिलता। कहीं दो, कहीं तीन, कहीं साढ़े तीन यही मिलता है, इसमें ज्यादा नहीं मिलता। कैंचुआल बर्कर और मबस्टीट्यूट जो होते हैं उन को जब चाहा है निकाल दिया। उन की अलग 4 लाख की तादाद है। उनकी तरफ आप का ध्यान जाना चाहिये ताकि आप ऐसा कर सकें जिस से वह संतुष्ट हों और फिर आप के साथ वह सहयोग कर सके। अगर ऐसा नहीं करेंगे तो आंदोलन होगा। अभी 27 तारीख को, यैने जिमका जिक किया, आप यहां आधं दे रहे थे और वहां तमाम यूनियनों के लोग कम्बेशन कर रहे थे। उन्होंने 6 मूँही मांग पढ़ तैयार किया है और आप के पास भेजा है। कहा है कि 10 अप्रैल तक आप ने उनसे बातचीन नहीं की तो उन को मजबूर हो कर संघर्ष का रास्ता अपनाना होगा। उन का कहना है कि उन को औद्योगिक मजदूर भाना जाना चाहिये। उनको बांनस आप दीजिए। उन को नीड बेस्ट बिनियम दें आप दीजिए। अगर वहां तक नहीं जा सकते तो सरकारी कारबाहों के मजदूर को जितला मिलता है उनका दीजिए। सस्ते जल्दी की दूकान उन के लिए बोलिए। उन का जो रोड आप दमन करते हैं वह बन्द करिए और आप ने लोको मेकेनिकल स्टाफ के साथ समझौता किया 24 जनवरी को और बाद में कहते हैं कि हम ने कोई बात नहीं

किया। फिर उन के तमाम नेताओं को ट्रॉलकर्फट कर दिया। उन के जनरल सेकेन्डरी और 101 कार्यकर्ताओं को आपने ट्रॉलकर्फट कर दिया। यह जो कम्बेशन हुआ उस में उन्होंने एक कमेटी, एक मोर्चा बनाया है। उस के नेता जो हैं उन से बात कीजिए। 10 अप्रैल से पहले हम चाहते हैं कि बातचीत से समझौता हो जाए क्योंकि हम नहीं चाहते कि उन को हड़ताल करनी पड़े। लोगों को उस से तकलीफ होती है, जनता को तकलीफ होती है, देश की आर्थिक स्थिति पर अमर पड़ता है। तो हम नहीं चाहते कि हड़ताल हो लेकिन अगर आप भजबूर कर देंगे यित्रा जी तो कहां जाएंगे लड़ने।

आखीर में मैं यह कहता हूँ कि दैनिक यात्री जो है उनकी समस्या गंभीर है। मैं बार-बार आपको किट्ठी लिख चुका हूँ अपनी तरफ में उन की बातों को लेकर लेकिन यह भासला जैसा था तैसा है। उन की बही तकलीफें हैं, बड़ी गाड़ियां हैं, छोटी गाड़ियां हैं, उनके बीच समय का टकराव हो जाता है। फिर दुर्घटनाएं जो होती हैं उन का कहीं आपने जिक नहीं किया। अभी आप बोट मार रहे थे, मधुबनी में गोलमाल करने की कोशिश कर रहे थे, वृथ कैचर करने की योजना बना रहे थे और उनी समय मुरादाबाद के निकट ऐक्सीडेंट हो गया जिस में आप के कहने के मूलाधिक 41 आदमी मरे लेकिन बास्तव में कई सी मरे। तो इस की तरफ भी आप का ध्यान जाना चाहिए। ऐक्सीडेंट क्यों होते हैं। सब की जड़ और बीमारी है यह रेतवे बोर्ड और उसके लोग। इन को समाप्त कीजिए। कार्योरेशन बनाइए। मजदूरों से समझौता कीजिए। अभी जो कोबाड़िनेशन कमेटी बनी है जिस के कम्बीनर हैं जार्ज फरेंडीष उनसे समझौता कीजिए ताकि हड़ताल न हो, देश आगे चले और मजदूरों का सहवाल आप को मिले, आप का सहयोग मजदूरों को मिले। नहीं तो सोहा कद कर देंगा, कोई रोक नहीं सकता।

PROF. MADHU DANDAVATE (Rajpur) : Before the hon. Member speaks, I have just one appeal. In this debate, very often what happens is, we spare the Minister and the Government, and we go on attacking the officers and other employees with hot words. The Minister can always defend himself. If unparliamentary expressions are used, the Minister can get up and object to it, but the officers cannot do it.

Therefore, I feel that while we should attack the policies mercilessly and even the Board, we should spare the employees and officials, but our attack should be mainly on policies. That is my appeal.

MR. CHAIRMAN : In any case no unparliamentary words should be used.

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Sir, I rise to support the demands presented by the Hon. Railway Minister in this August House. The Railway Budget is an exercise in the context of the total development as well as the continuous economic growth of our country. It has to be viewed from many angles. Though labour welfare occupies a prominent part in it, it cannot be a substitute for the entire approach to the Budget. It is in this light that I want to speak a few words on this Budget.

The Railway Minister this year was faced with a Herculean task, namely bringing before the country a picture of the Railway finances which have been subjected to very heavy strains because of public agitations, various shortages and rise in prices. These figures, namely, Rs. 1298.27 crores, which he has marshalled for us to consider, indicate the difficult task he has to perform. He has left as much as Rs. 52.79 crores as an uncovered gap. Few will realise the difficulties with which he was beset. One has to remember that the new Budget has also to synergise with the beginning of the Fifth Plan. As a result a new direction is to be given to the development of the railway system in the country. Rather than thinking in terms of evasive platitudes and talk of gheraos and all that we must ponder and think where the country is going. There are people and there are areas which are waiting for new railway lines. Does it not mean that the people who are squatting on the railway track today prevent the trains

from moving and set fire to them are the greatest enemies of the nation? Are they not showing disrespect to the sacred blood of the martyrs which had been shed on the borders of our country? I request the Railway Minister to take courage in his hands and come forward with an assurance to this House that such an agitational approach will not be tolerated and that a Bill will be brought before the House under which every squatter who tries to obstruct the movement of trains or damages railway property would be dealt with as a traitor. Why should not capital punishment be awarded to those people? Why are we not thinking on those lines? I want the Hon. Minister to come forward with such legislation so that the wheels of the country's economy are not put back by 200 years. It is an easy thing to laugh now. Can you imagine that if the trains are stopped like this for each manday that is lost, the country is suffering a tremendous loss? There are areas and there are people who have been subjected to the utmost neglect by the Britishers and afterwards for the last 20 years. It is no use waving flags whether they are red or green or yellow. We must see what has happened in the First Five Year Plan. 1300 kilometres of railway lines were added. After 20 years of planning we have not added more than 6000 kilometres of railway line. The Minister has been kind enough to give a list of important new lines. I want him to devote more attention to this aspect of the matter and see that industrial and agricultural development and also commercial development takes place. All types of development depend upon communication and unless we are able to communicate from one part of the country to another we cannot do justice to the country.

The railway system in our country is a huge network. It is the largest in Asia if I am not wrong. It accounts for 68 per cent of the total goods traffic and 50 per cent of passenger traffic. Every body who is well-versed knows that passenger traffic is not a profitable proposition. It is a losing proposition. For that you have come forward with a new kind of concept in your railway budget speech that short distance for passengers by rail is a losing game and so you are thinking in terms of discouraging this. I

[Prof. Narain Chand Parashar]

would not agree with you, because the areas which are left uncovered so far may have to suffer on account of this approach. The areas where you have big lines, the areas which you have developed already would gain and those areas which have not had the feel of the country's development programme will stand to suffer.

In your budget speech you have mentioned 30 new railway lines. The total amount allocated for the construction of new railways in the Fifth Plan for the entire country, that is, the Union of India, is Rs. 100 crores. What is the loss which you have suffered on account of strikes? It is also Rs. 100 crores. So, what you are providing for the whole country by way of new railway lines that amount is lost because of strikes. Let us stop and pause where this is leading the country.

In regard to these 30 new railway lines I would request the Minister to have one approach, and that is that one State should have at least one railway line in the next Five Year Plan. We are happy that in some areas the railway lines have already been sanctioned. We want you to honour them. We want to support all your commitments to this House, for the sanction that Parliament has already voted. We have no dispute about them. But while sanctioning new lines, kindly bear in mind this fact that every State, big or small, should be touched by your hand. The country is waiting for you. You should not sit only in Delhi. The children in the rural areas want to feel your presence by having railway lines.

Among the 12 railway lines for which surveys have been conducted and completed, there is one line in my State, namely, Nangal to Talwara. About 50 to 60 Members of Parliament requested the Prime Minister to take up this line and it was at her instance that this survey was ordered. Now that survey has been completed. Here I want to say that during the last 25 years Himachal Pradesh has not added even a single kilometre of railway line, be it broad, metre narrow gauge. At the same time, in order to have irrigation projects and provide water

to the canals in Rajasthan, our railway lines have been closed. Where are our people? They are fighting on our borders, shedding their blood for protecting our country from the enemies. Are you going to help the blackmarketeers or big businessmen who are running the business of smuggling, by providing them container coaches, air-conditioned facilities, first class travel facilities and even better platforms while not caring for the State of the soldiers who fight on the borders? Is this the kind of policy which you want to follow? I want you to serve the backward areas, because the country is far flung and these jawans have gone to the borders to protect the sacred motherland, if necessary by even laying down their lives. Is this the return which you are giving to a State from where such jawans come, when the country has invested a lot of money on those jawans? Therefore, I want you to adopt a new approach. May I remind you of what you said while presenting the budget last year? You said:

"The classical concept of traditional economic viability needs to be re-adapted in the light of the historical experience gathered from the economic development of different societies. The principle that transportation infra-structure must evolve along the pattern determined by pre-existing economic viability needs to be modified to the extent that very often the creation of the infra-structure themselves lead to additional demand and increased commercial prospects. The selected areas, the calculus of short-term economic returns must yield place to the long-term benefits through a policy of deliberate developmental expenditure."

When you construct a new railway line, there is industrial development, there is commercial development, there is all-round development. If you take up the construction of the Nangal-Talwara line there would be development of that area. There would be more generation of electricity and this would be available to Punjab, Haryana and Delhi. Apart from the development of that area, there will be additional income to you from freight and passenger fares. Remember that when the country was suffering from serious food shortage last year, it was Punjab that came to the rescue. Special food trains were

rushed from Punjab to the rest of the country but for which there would have been food riots in the country, especially in Maharashtra. During the British rule they made Bengal suffer from a famine because it was a revolutionary part of the country. Now we should not allow such a situation to be developed by not providing enough transport in the country.

Every part of the country should help every other part of the country from wherever there is no SOS, a call for some sort of immediate rescue. If you give us railway lines in Himachal Pradesh, we will be able to create additional hydro-electric power with better projects. Similarly, the Ministry of Irrigation and Power has also supported the railway line. Shri Balgovind Verma, when he was the Deputy Minister in the Ministry of Irrigation and Power, had written a letter to you. If the whole of it cannot be constructed at the moment for want of funds, then at least 50 Km. from Nangal should be definitely constructed during 1974-75. I would request you that north-western part of India which has been neglected and which has been out of sight of every Railway Minister should be in your mind and you should do justice to this area.

I want to bring to your kind attention another very important thing and that is the reorganisation of railway zones. At present, the administrative system in the railway is so large that it is unwieldy. It was on 14th April, 1951 that the historical administrative set-up in the country was announced and six zones were created within a year, upto April, 1952. Then, three new zones were created and the last zone to be created was on October 2, 1966. Two railways were untouched by any of these three reorganisations. One is the Northern Railway and the other is the Western Railway. Even today, the total kilometreage of Northern Railway is more than 10,000. Similar is the case of Western Railway. What is the use of having such a huge, sprawling unit to which there is no attention paid by anybody? Take for example, the northern zone. From Jodhpur to Mughalsarai, it is 1430 Km. How many Members of Parliament are on the Northern Zonal Committee? It is nearly 150 Members. Even the largest Parliamentary Committee, a joint Committee of both the

Houses, on a particular Bill consists of not more than 45 Members. But your Northern Zonal Committee consists of as many as 150 Members, from all the States. I think, that is a big injustice done to that area. So, I request for immediate splitting of Northern Zone and creation North-Western Zone. Comprising the North Western States of J&K, Himachal Pradesh, Punjab, Haryana, Delhi and Western Uttar Pradesh—Ferozepur, Delhi and Moradabad. Divisions.

What about the Railway Service Commission? The Railway Service Commission is at Allahabad. There is a railway line upto Jammu and now you are thinking of having it up to Srinagar. The candidates from Srinagar and Jodhpur have to travel to Allahabad for interview, etc. Where should they stay? Is not the country going to look to them that they have a fair representation in the railways? It is high time that the re-organisation of the zones undertaken by the Government 20 years ago should be looked into again and there should be an immediate attention paid to the Northern and Western Railways which are sprawling like anything. The new proposed Northern-Western zone should have a separate Railway Public Service Commission.

Now, I want to draw the attention of the hon. Railway Minister to the general condition of running of trains. Shaukat Thanvi a famous Urdu satirist, once projected a very interesting picture—*Swari Ki Rail*. He said that a ballot will be taken at Delhi railway station as to the direction in which the train is to move. It so happened that the majority of passengers, of course, without ticket, in the train happened to be for Calcutta side. So, the train moved towards Calcutta side. At Allahabad, it was discovered that most of the passengers were for Allahabad. They got down. Another ballot was taken and it was found that the majority of passengers were for Bombay side. And the train started moving towards Bombay side. Then, another ballot was taken and it started moving towards Pathankot side.

Today, what is happening is the fore-taste of what Thanvi had projected before Independence. Today your trains do not stop at the scheduled stops. Wherever a mob comes

[Prof. Narain Chand Parashar]

up and pulles up the train, the train stops. Your trains are running late; they are stopping at any and at every point.

What is happening today? In the Month of February, at the Nasrala station, a very sad incident took place. A crowd, a mob, attacked the train, threw stones and the guard had to take shelter at the station. But the train would not move. Fortunately, the District Magistrate, Hoshiarpur was near; he was contacted and the S. P. and the D.C. took the train to Hoshiarpur. Nobody has done anything so far about that incident. What is the hon. Minister doing towards the safety and security of the lives of honest workers who come from far-away homes? In the interest of the economy of the country, in the interest of the future generation of the people who are looking to you with hope, it is high time that you provide for the security of the railway workers, for the safety of the trains and for the safety of the railway property.

I would congratulate the hon. Railway Minister on some of the nice measures that he has taken during the year. He brought forward a very progressive Amendment Bill that provided for compensation in the case of injury, total disability and death. It is very good that now for every death the compensation to be paid would be Rs. 50,000 and not linked to the earning capacity. This is a highly socialistic measure which will be hailed by all right-thinking people.

Similarly, he has also brought forward new hopes and new concepts in his speech and has also given new directions to the country's transport policy. I want that, in consultation with the Ministry of Transport, he may evolve a national policy on transport and communications, for the development of railway system, so that the entire country has the taste of development, and people in the backward areas and hilly areas are also able to get something.

I want to refer to a railway line in his own State for which there is a very great demand and which has international tourist importance because on this there are four important pilgrimage centres, of Muslims, Hindus, Jains and Buddhists, that is, from

Rajgir to Gaya. This has also been recommended by the Uneconomic Branch Lines Committee. If this gap is connected, the line would be economical and also the congestion on the main line via Patna would be relieved because it would be connected with the Grand Chord Gaya line.

Finally I would like to say that the country looks forward to Mr. L. N. Mishra, he may come forward with firm steps with a strong hand and a new hope and we are all at his back.

श्री हुकमचन्द कछवाय (मुरेना) :

सभापति जी, रेल मन्त्री महोदय ने जो बजट भाषण दिया है उसमें सभी वातों से मैं सहमत नहीं हूँ। मन्त्री महोदय ने अपने बजट भाषण में बतया है कि अनाज लाने ले जाने के लिए अधिक गाड़ियों की सहायता दी है और उसके कारण से कुछ गाड़ियां बन्द करनी पड़ीं लेकिन यह बात विल्कुल गलत है। मैं जानना चाहूँगा उन दिनों में आपने कितनी सवारी गाड़ियां बन्द की हैं और अनाज ले जाने वाली कितनी गाड़ियां चलाई हैं? मन्त्री महोदय जवाब देते समय यह बताएं कि उन्होंने कितनी गाड़ियां चलाई हैं और कितनी सवारी गाड़ियां बन्द की हैं! इस सम्बन्ध में यह बात सही है कि कार्य कुशलता के कारण कुछ गाड़ियां ठप्प हुई हैं, यातायात में कमी आई है और उसकी जिम्मेवारी रेल प्रशासन पर है न कि कर्मचारियों पर। रेल प्रशासन अपना कार्य करने में पूर्ण सक्षम नहीं है। इसके अनेकों कारण हैं। मैं इसके विस्तार में जाना नहीं चाहता हूँ। इनमें एक कारण यह भी है कि जितने जोनल आफिस हैं उन्हें शक्तियां कम हैं, अधिकार कम हैं क्योंकि अधिकारांश अधिकार रेलवे बोर्ड लेकर बैठा है। इस लिए यदि उन्हें कोई काम करना होता है, कोई निर्णय लेना होता है क्योंकि कभी-कभी तत्काल निर्णय लेने होते हैं तो वे रेलवे बोर्ड की तरफ देखते हैं और जब तक यहां से बटन दबा नहीं दिया जाएगा तब तक वे कोई काम नहीं कर सकते हैं। मैं सरकार से

मात्र करके हूँ और अब सदन में भी कही बार तभी वक्तों जो और के इस बात को कहा बात है कि यह जो रेलवे बोर्ड है, इसे समाप्त किया जाए ।

सदन में कही बार मात्र हूँ है कि इस को समाप्त किया जाना चाहिए । परन्तु मालूम नहीं त्रिवी महोदय के समाने क्या विषय है । मैं उनकी कठिनाई समझता हूँ, बहुत सी उम्मीदें रेलवे बोर्ड की सलाह लेकी पढ़ती हैं और हर रेल त्रिवी सोचता है कि रेलवे बोर्ड के और बह काम नहीं कर सकता । हमारा मार्गदर्शन करने वाला रेलवे बोर्ड ही है । यही कारण है कि यह रेलवे बोर्ड टिका हुआ है, जब कि इस पर काफ़ी बच्ची होता है । मैं समझता हूँ कि इस को समाप्त कर दिया जाए तो काफ़ी बचत होगी ।

त्रिवी महोदय ने अपने भाषण में कहा है कि कर्मचारियों में अनुकासन की कमी के कारण रेलवे के बहुत से काम और प्रकार में नहीं हुए । मेरा कहना है कि प्रकासन ने इस बात का प्रयास किया है कि मानवता प्राप्त यूनियन को ही अध्य भजदूरों पर बोया जाय, जो बास्तव में बहत है । आज वह युग नहीं है कि विद्य यूनियन को मानवता मिली है वह यूनियन ही अकी भजदूरों पर बोयी जाए । आज बहुत सी यूनियन हैं जिनके पीछे हजारों लाखों अधिकी हैं, लेकिन उन को मानवता नहीं दी जाती, और तदा इस बात का प्रयास किया जाता है कि एक ही मानवता प्राप्त यूनियन के माध्यम से यादा काम किया जाए । मानवीय भर्ती जह रहे वे कि एक ही पैदे-रेण रहे, एक ही यूनियन हो । मेरा कहना है कि क्या आप सब इस बात को आनन्द की तैयार हैं? इन आप सी बह बात के सहजत हैं । आज वह अकी नहीं है कि एक ही यूनियन को मानवता है । विद्य प्रकार चार्टिकार्नेंट में विषय विचारों के लिए जूल कर आते हैं और यहाँ बैठक बैठ कानून आते हैं उसी प्रकार की अन्य बाहर रेलवे में भी आजू

कीविए जिस में सब विचारों के लोग उस में आएं । एक ही विचारबार की यूनियन ब रहे ।

भी हुकम बन्द कठबायः आप जब कहते हैं कि बाकी यूनियन समाप्त होनी चाहिए, तो मैं आप से पूछता हूँ कि आप अपने इस की यूनियन समाप्त करने के लिए तैयार हैं?

भी एल० एल० लिखः समाप्त करने की बात नहीं है, एक यूनियन बनने की बात है।

भी हुकम बन्द कठबायः यह सारी बातें राजनीति के बाधार पर सोची जाती हैं ।

समाप्ति महोदयः एक यूनियन जब बन जाएगी तो जितनी असर बलव रहेगी सब अपने आप समाप्त हो जाएगी ।

भी हुकम बन्द कठबायः ऐसा करें तो सही । करना नहीं चाहते क्योंकि बगार करेंगे तो मानवीय भर्ती जी बलव धोम देंगे । इसलिए मेरा निवेदन है कि कोई विषेष मार्ग इस बारे में निकालें ।

जहा तक बेतन आयोग के नियंत्रण की बात है उन को लेकर काफ़ी लोगों ने देश में आन्दोलन प्रदर्शन व हड़ताल किए अधिक बेतन आयोग की स्थापना हुई, उन के लिए तीन, चार साल तक कर्मचारियों ने संघर्ष किया कि हमारा आज जो बेतन है वह कम है । तब जादार बेतन आयोग बना । उस ने तीन, चार साल में अपनी रिपोर्ट दी और उसके बाद सरकार ने तो, तीन साल विचार में लगा दिए । अब रेल ग्रन्ती कहते हैं कि हम अभी नहीं दे सकते हैं । मतलब यह हुआ कि 8,10 साल हो जाए । जब इन विलम्ब होता तो सब आविक है लोगों के मन में गुस्सा बैदा होता क्योंकि जब लोगों की आधिक स्थिति ठीक नहीं होती तो उन की मानसिक स्थिति भी ठीक नहीं रह सकता । और इस महाराज के अन्दर लोगों की क्या हालत हो

[भी हुक्म बन्द कालाय]

गई है ? मंत्री जी को कठिनाई होती नहीं है, और भवान ने इतना दिया है, इतना अन इकट्ठा हो गया है कि आप कभी बाजार में जायेंगे नहीं । लेकिन छोटा जो बग है यह काफ़ी कठिनाई उठा रहा है ।

मंत्री जी ने अपने भाषण में कहा कि जहां तक हिंसाब की बात है 30 करोड़ 50 लाख 40 की बचत की है कुछ निर्माण कार्यों में । मैं जानना चाहता हूँ कि जो निर्माण व्यय में बचत की है वह यह निर्माण कार्य कम लागत में पूरा करके बचत की है या जो निर्माण कार्य तथ किया था वह शुरू ही नहीं किया इसलिए बचत हुई है ? मंत्री जी हृपया इस को बताने की कृपा करे ।

सधापति जी, मंत्री जी ने अपने भाषण में जिक किया था गुना-मकसी लाइन का । इन लाइनों पर अधिक आमदनी हो, यह सभी चाहते परन्तु यह कार्य पूरी तरह चालू नहीं हुआ है । और कब से प्रारम्भ हो रहा है ? कुछ काम हुआ फिर बन्द हो गया । इस तरह से हानि हुई है । इसलिए जिननी नहीं रेलवे लाइनें बनायी हैं उन पर आमदनी नहीं होती । इस का एक सब से बड़ा कारण यह है कि उन स्टेशनों पर पहुँचने के लिए यातायात के साधन नहीं हैं । उदाहरण के लिए उज्जीन-इंदौर लाइन को लीजिए वहां पहुँचने के लिए रास्ते नहीं हैं जिसके कारण गाड़ियों को ट्रैकिं अधिक नहीं मिलता है । तो जिन लाइनों को आप डासना चाहते हैं वहां पर कुछ ऐसे रास्ते भी बनायें ताकि सीधे स्टेशनों पर पहुँच सकें ।

इसी के साथ साथ आप ने डीजलाइजेशन का जिक किया है । लेकिन मेरा कहना है कि आज की स्थिति पूरी तरह से इस पर डिपेंड न कीजिए । आप कोयले और बिजली का उपयोग कर सकते हैं । इस से काफ़ी लाभ होगा । एक ही बीज पर निर्भर नहीं रहना चाहिए ।

रेलों के अवधर बोरियों कम हों इस के उद्देश्य से आप ने रेलवे सुरक्षा दल का निर्बाचित किया जिस पर आप जति बर्च 9,10 करोड़ 40 बर्च करते हैं । परन्तु दुर्भाग्य की बात है कि बोरियां पहले से चार गुनी बढ़ गई हैं, और जो रेलवे सुरक्षा दल के जबाब है उन के माध्यम से अधिक बोरियों की जाती है । मैंने आप को इस के बारे में सिखा भी है ।

भी एस० एस० लिख : बिलकुल गलत बात है ।

भी हुक्म बन्द कालाय : उन सोगों से मिल कर ही बोरियां होती हैं । वह बिना टिकट चलते हैं, उन के परिवार के सोन बिना टिकट चलते हैं और अगर कोई टी० टी० आई० उन के खिलाफ़ कार्यबाही करेगा तो उस टी० टी० आई० की जान को खतरा रहता है मेरी निजी जानकारी है, मेरा बड़ा निकट का सम्बन्ध है टी० टी० आई० सोगों से । टी० टी० से मेरा निकट का सम्बन्ध है । शास्त्री जी भी उस क्षेत्र में काम करते हैं । जिस उद्देश्य को सामने रखकर आपने इस योजना को शुरू किया था उस में आप सफल नहीं हुए हैं ।

अत्यसंबंधिकों, हरिजनों और आदिवासियों के बारे में आपने कहा है कि आप उनको अधिक स्थान देंगे । इस सब का भी खुलासा होना चाहिए । अत्यसंबंधिक आप किन को मानते कौन कौन सी जातियों को मानते हैं और उनको क्या और कितना कुछ रिजर्वेशन आप देना चाहते हैं ।

प्रादेशिक सेना के जो कर्मचारी हैं उनकी दशा बहुत चराब है । जब वे प्रान्तों में काम करते हैं तो उनको दैनिक भत्ता मिलता है । लेकिन जब वे सीधा पर जाते हैं तो उनको यह भत्ता नहीं मिलता है । उनके पीछे उनके दर काले जो होते हैं उनको ब्लेकों प्रकार की कठिनाइयों का सामना करना पड़ता है । अगर बच्चा दीमार हो जाता है तो भी बहिराएं हैं जो बच्चा बन्द सामना लेने नहीं जा सकती हैं । उनके बास्ते भी आत्मको

कुछ दबाई एवं हाड़पिंग आदि की असन्तोष करनी चाहिए।

आपके जो कर्मचारी हैं उनमें असन्तोष बढ़ता जा रहा है। इसका मूल कारण यो है उसमें आपको जाता होना। अफसर उनकी बात नहीं सुनते हैं। शिकायत ले कर वे जाते हैं तो उन शिकायतों की तरफ ध्यान नहीं दिया जाता है। इस कारण से असन्तोष कैलता जा रहा है। सभी भागों में यह फैल रहा है। रेलवे में 750 के करीब केटेग्रीज हैं। सभी में असन्तोष बढ़ता जा रहा है। इसकी ओर आपको विशेष ध्यान देना चाहिए। मैं नहीं चाहता हूँ और मेरा दल भी नहीं चाहता है कि रेलें बन्द हों। आज हमारा देश एक नाजुक घड़ी में से गुजर रहा है, प्रार्थिक स्थिति हमारी खात्र है और हम नहीं चाहते हैं कि कोई ऐसा काम हो जिससे देश को स्थिति पहुँचे और इसकी प्रार्थिक दशा और खगड़ हो। हम नहीं चाहते हैं कि ऐसी स्थिति पैदा हो।

लेकिन आप देखें कि असन्तोष जो फैल रहा है वह न फैले और वह दूर हो और हम भगवान में प्रार्थना करते हैं कि वह इस काम में आपको सफल करे।

जहा तक तार बाबूओं का सम्बन्ध है उन्होंने आपको अनियन्त आपन दिए हैं लेकिन अभी तक आपने उनकी शिकायतों की ओर कोई ध्यान नहीं नहीं दिया है, रेलवे बोर्ड ने कोई ध्यान नहीं दिया है। जो भी पत्र आते हैं उनकी अबहेलना कर दी जाती है। वे बेचारे यक जाते हैं, चिल्ला-चिल्ला कर उनका गला यक जाता है लेकिन कोई ध्यान नहीं दिया जाता है। अस्त में मजबूर होकर उनको हड्डताल का सहारा लेना पड़ता है। ऐसी स्थिति पैदा ही न हो, इसका आपको ध्यान रखना चाहिए।

17.00 hrs.

दुर्घटनाएं जो हो रही हैं उन में सांतिपूर्ति करने के लिए आपने किराया व आड़े में बृद्धि

की है। आपने आपने आवश्य में भी कहा है कि दुर्घटनाओं में मरने या जलनी होने वालों को पैसा दिया जाएगा और उसके लिए आप अलग से पैसा रखेंगे। लेकिन यह जो अलग से आप पैसा रखेंगे यह पैसा जो खर्च होगा उसके लिए आपने दस आड्टम्ब रख दी है जिन पर इसको खर्च किया जाएगा। मैं चाहता हूँ कि सांतिपूर्ति के लिए आप अलग से बद रखें और दूसरे कामों पर इनमें से आप खर्च न करे और आप ऐसा नहीं करते हैं तो अपले साल फिर आपको यह कहना पड़ जाएगा कि घाटा हो गया और इतना पैसा हम को देना पड़ गया।

मैं यह भी चाहता हूँ कि यूनियन की समिति बने जोकि बर्तमान जो स्थिति है उसमें से निकलने का कोई रास्ता निकाले।

आपने कहा है कि अनाज पर लिए जाने वाले भाड़े को आप ने कम किया है। अनाज सस्ते दामों पर देना है या नहीं, अनाज के लिए कोई अनुदान देना है या नहीं यह दायित्व राज्य सरकारों का है और उनको ही इस दायित्व को बहन करना चाहिए। आप क्यों दुलाई में घाटा सहन करते हैं। यह भार आप सहन करे इसमे हम सहमत नहीं हैं। इस बोझे को आप राज्य सरकारों पर डाले। आप पूरा किराया अनाज की दुलाई का ले। इससे आपको काफी आमदानी होगी।

जहां तक बोनम की बात है वह भी कर्म-चारियों को मिलना चाहिए, यह उनका हक है।

अन्त में आमा लरन, हूँ कि जो बाते मैंने कही हैं उन पर आप ध्यान देंगे।

SHRI DINESH CHANDRA GOSWAMI (Gauhati): While I rise to support the budget proposals brought forward by the Railway Minister, I would first concentrate on some of the problems of my State and my constituency.

[Shri Dinesh Chandra Goswami]

After very outset, I wish to thank the hon. Minister on behalf of myself and the Members of Assam for granting the extension of the broad gauge line from Benapigon to Gauhati, and I do hope that the hon. Minister will see that these projects are expedited. But, I would, however, like to submit that he has not fully implemented the demand that was made by some of us along with the MPs from Meghalaya, namely to connect Meghalaya with a railway. You should appreciate that from various points of view it is desirable to connect the hill regions of the country with the rest of the country as far as practicable with railway. One of the primary reasons for this is the bringing about of emotional integration of these regions. The entire eastern hill region is a very sensitive region and I can say that many members here have really no idea of this region. Meghalaya is connected with the rest of the country neither by an aerodrome nor a railhead. Provision of these things, will contribute to emotional integration. This may be one of the reasons why whenever there have been fissiparous movements and tendencies, the railway lines have been the first targets of attack because there is a sub-conscious feeling among people that these railway lines are the lines which connect different parts of the country and bring about integration and by striking at them, you will be able to strike at emotional integration and unity.

Therefore, I feel the Railway Minister should see that Meghalaya is connected by rail. He can do it by linking up New Bongaigaon with Tura via Pancharatna and Jogiropa or he can do it by extending the line from Gauhati to Tura via Goalpara.

I am asking this for another reason also. Now, as you know, the national fuel policy is undergoing a change. Meghalaya is a region where there are coal mines with possibilities of exploration of coal thereof. But nothing has been done so far for want of communication. Therefore, from that point of view also, I feel that the Railway Ministry should connect that part of the country with the rest of the country by rail

We have made several representations to him jointly and separately. I think my demand comes within the constructive approach he has enunciated on p. 16 of his speech where he says:

"I have, therefore, advocated the need for a conceptual change in the application of orthodox financial criteria to the construction of new lines in under-developed areas".

If you really want to implement this conceptual change, a rail connection with Meghalaya is an imperative necessity.

In thi. context, I would also him to consider very seriously two of the lines mentioned on p. 13 of his speech, the Nangal Dam-Taiwara line, which Shri Parashar also mentioned, and the Malda-Berughat line in the Dinajpur district of West Bengal, which is one of the backward areas. Members have been pleading for it. Nothing has been done so far. I hope now he will give serious consideration to these.

There is another aspect of the problem which is, to a certain extent inter-related with other regions, which is the system of employment which has not yet been co-ordinated properly. When recruitment is to be done in any other department, the UPSC is the authority. Why should we not have a Railway Public Service Commission in all the railways? I am told it is there in some zonal railways, but in the N F Railway there is no such agency.

SHRI L. N. MISHRA : You will have it. We have decided to have it for all zones.

SHRI DINESH CHANDRA GOSWAMI : I am happy to hear this. I hope this will be under the chairmanship of a person who is independent of the railway administration. The Chairman should not be part and parcel of the railway administration.

SHRI L. N. MISHRA : No, no. He will be appointed by the UPSC.

SHRI DINESH CHANDRA GOSWAMI : I am grateful for this assurance of implementation of this.

[Shri Dinesh Chandra Goswami]

The strike in the NF Railway at the present moment has caused serious inconvenience to passengers and also goods traffic. I hope he will give serious thought to it. I am not a trade unionist and I do not want to venture upon that territory. But I do appeal to the trade union leaders of the country that the time has come when the trade union leaders must decide whether we can permit trade unionism to continue in the manner it has been going on so long. Today the entire trade union approach is to concentrate on the rights of the workers. But there is also a corresponding duty on the part of the workers to the travelling public and the nation as a whole. Obviously the trade unionists today talk of the rights of workers, but they should remind the workers that when there is a moment of crisis, as there is today, in the country, they have a corresponding duty in respect of over-production. I feel the Railways should also try to emphasise this. In any country when there is a conflict between over-production and the rights of workers' this aspect should not be lost sight of. I can assure the Railway Minister that in this matter we, some of us who are not in the trade unions, will always be siding with him and will try to give him as much support as is possible.

Now, I come to some other problems. One of the problems that has come to our notice is that still in the railways, there is an artificial distinction between Class I and Class II officers. Obviously, the principle that has been enunciated by the Government is equal pay and equal opportunity. But I do find that in many of the departments of the Central Government including the Department of Finance relating to the income-tax officers and also the railways, there are two classes of officers. Class I and Class II, with that artificial distinction though there is really no distinction in their work. Both these categories of officers perform the same duties; they shoulder the same responsibilities and hold the same posts. But still, the Class II officers are considered inferior to the directly recruited Class I officers, junior scale, in the matter of pay and promotion. I will not go into the details. Also, there is the question of equal opportunity in matters of promotion.

If we look to the history of Class I and Class II officers, this distinction is there even from the pre-Independence days. There were times even in the pre-Independence days when the authorities thought of doing away with this distinction. I have some papers with me which show that even as early as 1942, the Railway Board in their memorandum decided to do away with the lower gazetted service which is equivalent to the Class II of today.

The first Pay Commission recommended the abolition of the distinction in those departments where the duties and responsibilities of Class II officers and Class I, junior scale officers, were the same. The Second Pay Commission also made a recommendation for the *ad hoc* removal of the discrimination; but they said that there should be an abolition of the entire existing classification of the services of the Government of India. The Administrative Reforms Commission held the same views. Unfortunately, the third Pay Commission, relying upon certain absolutely misleading arguments, have now advocated that there is an apparent ground for maintaining this distinction. They have given three grounds. I shall refer to them briefly. Firstly, they have said that there would be a lowering of standards in the recruitment if these two classes of officers are done away with. They have said that it will reduce the promotion prospects of Class I officers and make it unattractive for the people of the right calibre. Thirdly, they have said that the avenues of promotion to Class II from the junior grades will swell. As the time at my disposal is short, I shall not give a detailed reply to these points. I shall only briefly deal with them. About the Class II officers, from the point of view of selection, it cannot be said that they have a lower standard than that of Class I officers. In fact, experience reveals that in the administrative centres like Baroda and elsewhere, the successful candidates have been more from Class II than from Class I rank. I would request the Railway Board to conduct a survey in the administrative centres like Baroda and elsewhere, and find out if it can come to the conclusion that the Class I officers have greater merit than Class II officers.

The second ground also is not at all tenable, because obviously, it is not that the right calibre persons cannot be attracted. I do not think that their ground is correct. The third point also, I do not think that it is of substance. Owing to the very short time at my disposal I shall not deal with it at length, but I will only invite the attention of the Minister to the report of the Pay Commission and its recommendations, and I request him to consider the point very seriously. After all, it is no use saying every time, equal opportunity, equal work, equal pay if you follow a discriminatory policy while implementing it. Therefore, with all seriousness at my command, I do request the Railway Minister to consider this problem very seriously, a problem which is agitating the minds of the large number of officers and to do away with the discrimination at an early date.

Also it has come to our notice that on account of the Pay Commission's recommendations, certain categories of persons will be getting a lesser pay than what they are earning at the present moment. For example, the key-punching operators working in the railways are today earning Rs. 298 and 386. But because of the recommendations of the Pay Commission and certain principles drawn up by them, they will now be earning Rs. 289 and Rs. 378; that means a difference of Rs. 9 and Rs. 8 respectively. They will be earning less. The Pay Commission was constituted to recommend suitable revision to compensate for the inflationary tendency. But because of the Pay Commission's recommendations and certain artificial principles being followed by them if the total emoluments which they get on the first of every month go down, it will not only be an irrational approach but it will be an approach which cannot be justified from any point of view. He gave an assurance when we met him on the last occasion that necessary steps would be taken in this regard and I hope he will look to this aspect also.

A lot has been said about increase in fares of third class passengers. After all we shall have to get revenue from somewhere. If there is a huge budgetary gap, obviously I am not in favour of it because ultimately it affects the poor man. At the same time before we place additional bur-

dens on the common man we should see that the Railways plug all sources of mismanagement and all sources by which there is a loss to the Exchequer. According to some calculations the total loss today to the Railways is about 31 per cent due to pilferage and theft, etc. whereas in advanced countries it is in the region of 2 to 5 per cent. The Railways have a responsibility to see that much of this 31 per cent which goes to the pockets of swindlers and enemies of society is stopped. I have not found any serious effort in this direction by way of statutory change or changes or administrative directions. Nowhere is responsibility fixed on a person or machinery for any loss or damage. You should say that such an such officer will be responsible for such and such thing. If losses are due to reasons beyond our control, one can understand. In other cases responsibility must be fixed on some persons: or at least an effort should be made in that direction.

I had conducted some cases of railway claims, both for the private parties and also for the Railways. There is a very casual approach to the whole thing. As a railway lawyer I found that whenever we had to submit a written statement for these cases, merely a printed written statement as was submitted, whatever may be the nature of the claim.

There is also a provision under the Railways Act, in section 82B, I do not think it has been amended. You have to make an enquiry immediately a person files a claim or serves notice. The purpose of this section is that immediately a claim is made the Railway Administration should make an enquiry about the genuineness of the claim. I have not yet come across a single case where a person who was responsible for making these enquiries made these enquiries with a sense of purpose. These enquiries are made in a casual manner; in many cases no effort is made for early settlement of the case with the result the administration has to pay a high percentage of interest charges. Quick settlement of cases will reduce by thousands the expenditure on this account.

Before I conclude I want to make an appeal to the Railway Board as a Member of Parliament. It has been the experience of

[Shri Dinesh Chandra Goswami]

almost all Members of Parliament that the officials of the Railway Board always take a negative attitude to whatever demands the representatives of the people make. Out of 100 cases in 99 cases the reply is no. I can understand a demand being turned down if I am satisfied that it was examined in depth. But it is not so. I shall give one example. A young man in my constituency lost his leg in a railway accident. While crossing an unmanned level crossing he lost one of his legs. I wrote to the General Manager of the NF railways, requesting him to provide him a job on compassionate ground. I could have understood a reply from them that it is not their policy to provide jobs on compassionate grounds or that no jobs are now available. But the reply was that jobs on compassionate grounds are given only to those people who have a close relative working in the railways. Immediately I wrote another letter to the hon. Deputy Railway Minister, Shri Qureshi saying that I could not follow the rationale of this policy that they will not provide a job to a person who has nobody to look after him but will provide a job on compassionate grounds to a person who has a close relative in the railways to look after him. Unfortunately, the reply I received was word by word the same as the letter which I received from the General Manager of NF Railways, which shows that when the Railway Board received my letter, they did not care to go through my letter, they simply called for a report from the NF Railways and the same letter which was drafted by the NF railways was given to me. This gives us the impression that except for acknowledging our letters within 24 hours, which gives us some psychological satisfaction, the Railway Board never care to read our letter in between the lines and consider our genuine demands.

I hope I am echoing the sentiments of many members of this House when I say that this is one of the reasons why the Railway Board has been constantly criticised. We feel that the Railway Board does not approach the problems of the people of this country with the feeling that it is a public utility concern and not a commercial or bureaucratic concern. Of course, I

do not want to criticise the officers of the Railway Board, because there are sincere officers, but I would request them to see that the representations which come from public bodies and elected representatives are carefully gone into. If they cannot accede to our requests because there are genuine difficulties or obstacles, let them communicate to us their difficulties, but let us not be completely ignored. I am saying this because the replies which we get from them sometimes gives us the impression that we are ignored. I hope the Railway Board and the Railway Minister will take a serious note of this grievance of mine.

With these words I once more support the budget proposals presented by the Railway Minister.

*SHRI J. MATHA GOWDER (Nilgiris) : Mr. Chairman, Sir, on behalf of my party, the Dravida Munnetra Kazhagam, I rise to say a few words on the Railway Budget for the year 1974-75.

This Railway Budget for 1974-75 was presented to the House on 27th February, 1974. In previous years, by 27th February even the general discussion on the Railway Budget would have been over. But now, on account of political expediency the Railway Budget was presented on 27th February. If the Railway Budget containing increase in III class passenger fares and in freight rates had been presented earlier, as was being done in the previous years, the ruling party would not have been able to come to power in the U.P., and in Orissa. Just because of the elections in the U.P., and in Orissa the Railway Budget was presented after the elections there were over. It is obvious that the ruling party would adopt any means to win in elections and to retain power.

I from the Opposition Party, or for that any other Member belonging to the Opposition Parties, need not refer to the inefficiency and corruption prevalent in the Railway Board. Now it has become the prerogative of the ruling party members to criticise vehemently the functioning of the Railway Board. In the meeting of the Congress Parliamentary Party held on 4th March, the ruling party members were highly critical of the Railway Board.

*The original speech was delivered in Tamil.

They pointed out that without bringing the railway official the wagon are very difficult to get. They also referred to large scale pilferage of goods sent through the Railways by the public. They also bemoaned that adequate steps have not been taken to root out corruption on the Railways and also to reduce the extent of pilferage. The hon. Minister of Railways cannot easily brush aside the criticisms of his own party members, as he is won't to do with the criticisms of Opposition Party Members. The Minister of Railways cannot also blame the Opposition Members for all the ills of Railways.

Why do the Railway workers resort to strike very frequently? It is because the assurances given by the Railway Ministers are not implemented. Even now, there is strike of locomen on the South-Eastern Railway, which is known as the bread and butter of the entire railway system because of its major contribution to the railway revenues. Last year this time 8000 wagons were on the run every day on the S. E. Railway. But now only 4000 wagons are on the move every day, as a result of which huge stocks of jute, coal and steel are getting accumulated. It is really regrettable that steps have not been taken to avert this strike on this most important Railway.

It has been assessed by eminent transport economists that every year the Railways are losing a revenue of Rs. 500 crores on account of wide-spread corruption. If proper measures had been adopted to root out corruption the Railways would have been getting Rs. 500 crores of additional revenue every year. This would also have obviated the necessity for the Railways to increase the III Class passenger fare in this year's Budget.

According to 1973-74 Budget Estimates, the capital-at-charge of the Railways was Rs. 3890 crores. 15 lakhs of people are working on the Railways. Sir, the Railways were working on profit upto the end of the Third Five Year Plan, i.e. upto the end of 1965-66. But from 1966-67 onwards upto the end of 1973-74 the Rail-

ways have been losing every year. It is anticipated that in 1974-75 also the Railways would be incurring loss. That is why freight rates have increased and this is expected to yield an income of Rs. 136.38 crores. It is accepted by all of us that increase in freight rates will lead to further rise in prices of essential commodities, on account of which the common people will be affected. I would like to know whether the Railways have taken any steps to find out the reasons for the continuous loss year after year during the past 7 years. Instead of doing that and finding out ways and means to make the Railway work efficiently and profitably, the Railway Administration seems to be intent on passing of the buck to the common people. That is how the freight rates and III class passenger fares have been increased considerably to 1974-75 Railway Budget.

There is also another reason for this sorry state of affairs. So far, no Railway Minister has been permitted to hold this portfolio continuously for a five year term. If a Minister is there for a full term of five years, he will be in a position to exert himself in formulating and implementing worthwhile schemes for the efficient functioning of the Railways. We have been seeing that the Minister of Railways is frequently changed and in consequence the new Railway Minister does not care to implement the schemes formulated by his predecessor. That is natural also. Even if he belongs to the ruling party, he would like to leave his imprint on the Railways. Before he does that, he is also changed. For example, before Shri Hanumanthaia could implement his schemes successfully, he was removed. You know, Sir, that Shri L. N. Mishra, the present Railway Minister, is more interested in politics than in Railways. In Madhubani constituency in Bihar State, where the Chief Minister of Bihar, Shri Ghaffoor, contested the election, two days before the elections, all the incoming and outgoing trains were stopped. The reason given out was that there was coal scarcity, on account of which the trains were stopped. But, next day after the elections, the trains started coming in and going out of Madhubani and there was no coal shortage? Similarly, I doubt very much whether the

[Shri J. Matha Gowder]

hon. Minister of Railways is acquainted with the Railway Budget proposals. On the Railways, the minimum passenger fare is 30 paise. If a man goes to give a send-off to his friend who is going to travel on a thirty paise ticket, he has to purchase a platform ticket costing 50 paise. For a man who actually travels it is 30 paise and for a man who is stationary it is 50 paise? This kind of anomaly should not have been permitted in the Railway Budget proposals.

The frequent changes in the Railway Ministers have led to this sorry state of affairs where the Railway have been losing every year during the past 7 years and no concrete steps have been taken to make the Railways work efficiently and profitably.

Now, I will come to goods traffic. I need elaborate the fact that the Railways play a vital role in the economic growth of the country. We find that the growth in goods traffic has not been upto the anticipations of the Railways. But all the while the freight rates have been going up. Inspite of increased revenue from freights, the Railways have also been losing year after year. In fact, the loss has been increasing though the freight rates have also been increased. During the first Five Year Plan the average increase in goods traffic was 5 million tonnes per annum; in the second Five Year Plan it was 8 million tonnes. But from 1960-61 onwards the increase in goods traffic was of the order of 4 million tonnes only. None in the Railway Administration seems to have gone into the reason why there has been steep fall in the growth of goods traffic from 1960-61. In 1972-73 the increase was of the order of 6.9 million tonnes and in 1973-74 5.6 million tonnes. During the Fifth Five Year Plan it is expected that the goods traffic will go up by 25 million tonnes and 1,00,000 wagons would be required in addition during this period. According to the Railway Minister's Budget speech, only 12000 wagons would be available every year during the Fifth Plan period. It is also to be noted that only 60% of the installed capacity is being utilised for manufacturing wagons. If the wagons are going to be in short supply, how the Railways are going to move additional 25 million tonnes during the Fifth

Plan period? I would like to know whether the Railways have given thought to this question of provision of adequate number of wagons for transporting additional 25 million tonnes of goods traffic during the Fifth Five Year Plan period.

Sir, on account of the increase in freight rates proposed in 1974-75 Railway Budget, the coal price is expected to go up by 20%. If the coal price goes up so steeply, naturally the price of products manufactured in coal-based industries will go up. It is calculated that the freight increase in 1974-75 Budget would be of the order of 11%. There is no doubt that this will give a further fillip to the already increasing prices of essential commodities. I would like to give certain statistics to show to you how the freight rates are being increased year after year surreptitiously. In 1960, a supplementary freight charge of 5% was levied, which was raised to 10% in 1963 and to 12% in 1964. In 1965, the Railways did away with the supplementary freight charge by merging it with the main freight charge. But in 1966, again, the supplementary freight charge was restored by levying 3% supplementary freight charge, which was raised to 6% in 1967 and to 9% in 1968. In 1969 under the name of rationalisation of classification of goods, after merging the supplementary freight charge, the freight rates were further raised. In 1971-72, 1972-73 and 1973-74 the same devious means were adopted by the Railways to increase the freight rates. In 1974-75 also the same approach seems to have been followed for increasing the freight rates. I am really surprised that will all this increase in freight rates, the Railways continue to incur losses year after year. It is not of much concern to the Railway Ministers that the prices of essential commodities might go up because of increase in freight rates; he seems to be primarily interested in filling up his depleting coffers. Again, I come to the point what has been done by the Railways to find out the reasons for the losses on the Railways inspite of regular increase in freight rates.

Similarly, Sir, the ruling party swears by its commitment to the abolition of poverty in the country and also by its determination to resolve the problems of common

people. But in 1974-75 the Railway revenues would go up by Rs. 16.48 crores of rupees on account of the increase in III Class passenger fares. I would not have felt if the Railways' revenue goes up by this amount on account of increase in I class fare, or air-conditioned class fare. No; the Railways should collect this much money from the common people. I understand that the loss to Railways on account of ticketless travel alone is of the order of Rs. 30 crores per annum. The loss on account of theft of railway property is Rs. 15 crores per annum. If the Railway Administration had taken suitable steps to reduce the losses on account of ticketless travel and theft of railway property, there would have been no necessity at all to increase the III Class passenger fare which would yield Rs. 16.48 crores. I would like to know from the hon. Minister of Railways that the concrete steps have been taken by the Railway Administration in this regard.

Before I conclude, I would refer to the woeful neglect of the needs of Southern Railway. When Shri Hanumanthaiya was the Railway Minister, he formulated certain schemes for Southern Railway. I have the apprehension that perhaps because of that he was removed from that portfolio. Shri L. N. Mishra, the present Railway Minister, seems to be more interested in the development of northern region. I will give you certain examples to prove my contention.

In Jallarpet, Tiruppathur and Katpadi of Southern Railway, Jaggery is getting piled up for want of wagons to move it to Maharashtra and Gujarat. There will be no wonder if the price of jaggery goes up in Maharashtra and Gujarat. The traders of Maharashtra and Gujarat may go even to Tiruchirappalli and bring the jaggery to Jallarpet, but from Jallarpet there is no wagon to transport it to Maharashtra and Gujarat.

No new traffic survey and no new line works have been incorporated in 1974-75 Railway Budget for Southern Railway. Last year also I referred to the slow progress of the programme of underground tube-railway in Madras city to remove the traffic congestion. I would like to know

the steps being taken to expedite the work of underground tube Railway in Madras city.

Shri Hanumanthaiya had proposed the conversion of certain metregauge track into broadgauge track so that there would be a direct rail link between Kashmir and Cape Comorin. I would like to know from the hon. Railway Minister the progress of conversion of metregauge track into broadgauge track on the Southern Railway which has got 60% of its track in metregauge.

Sir, you know that Tuticorin will become a major port in the Fifth Five Year Plan. I would like to know what proposals the Railway Minister has to connect Tuticorin with broadgauge track so that this major port can contribute effectively to the economic growth of southern region.

Lastly, I would refer to the stopping of train to Ootacamund, which is known as the Queen of Hill Stations. The reason given for the stoppage of train is coal shortage. I want to know whether trains to Simla and Kashmir have been stopped for want of coal. I would like to appeal to the hon. Minister of Railways to revive this train to Ootacamund, which thousands of foreign tourists would like to visit. Unless Shri L. N. Mishra proves by action in meeting the needs and growth of Southern Railway, he will probably be accused of being partial to the development of southern region. It will also be construed by the people in the South that no other Railway Minister was so partial to the needs of Southern Railway like Shri Mishra.

I appeal to him that he should look into the points that I have raised and do the needful.

With these words, I conclude my speech.

SHRI K. GOPAL (Karur): I rise to support this budget. Enough has been said about the details of the budget allotments etc. So, within the limited time at my disposal, I shall confine myself only to certain problems of my constituency and to certain policy matters on which I would like to get some answers from the hon. Minister.

The policy decision, especially with regard to new lines, seems to change with every Minister. One Minister says, that

[Shri K. Gopal]

new lines should be there but they should be commercially viable. Another Minister comes and says that the railways being a public utility transport system, it need not be commercially viable but it should serve as a public utility transport system. Now, Mr. Mishra has come and said that in the interests of the development of backward areas, this orthodox method or principles of commercial viability should go and new lines should be there. I welcome it. I do agree that if new lines are laid in backward areas, it will be the first step towards having infrastructure for the development of industries and the later industrialisation of those areas. I would like to know what exactly is the position of Government. Let them come forward with a concrete policy statement with regard to the new lines.

Coming to the administration of the railways, there appears to be a top-heavy management, and the overheads are heavy. Many times, Members from both sides have criticised the functioning of the Railway Board. My contention is that the Railway Board is not the only monster, but the entire system has got to be changed. The present system that we have got is the one inherited from the imperialist British, but we are still continued it. I am not against the Railway Board, and I am not against the individuals at all but I want the entire system to change and decentralisation to be there. We should give more powers to the zonal railways. After all, what is the general manager doing nowadays? He is only sitting like a postmaster sending whatever comes to the Railway Board and then receiving it back. So, decentralisation of powers should be there, and the general manager should be given more powers to deal with matters, especially local matters.

Coming to punctuality of trains, whatever might have been the policy of Shri Hanumanthaiya, it must be said to his credit that he ~~now to it~~ that punctuality was maintained and late running was completely eliminated because he held the people at the top responsible and he said that the performance of the railways especially with regard to punctuality of running of trains would alone contribute to their in-

crements and promotions. So, everything was all right. But I do not know what had happened during the last one year, and again things have gone back to the old state of affairs.

SHRI L. N. MISHRA : Many things have happened.

SHRI K. GOPAL : Coming to the question of reservation there was a committee of Members of Parliament which went into the entire system of reservation and they had given some suggestions about how the racket in reservation could be completely abolished. I do not know what has happened to the Committee's recommendations. I do not know whether the recommendations, if implemented, will help remove this sort of malady on the Railway.

Coming to the transport burden on the railways, particularly coal movement, this does not pertain only to the Railway Ministry. There is a very heavy burden on the railways with regard to the movement of coal. From what I hear—I am just thinking aloud—if the coal is washed and sent straightway you release 35 percent of the wagon capacity. Of course, the coal may cost more, but correspondingly the usage of wagons on account of coal will also come down. This is what I have been told by people who know. This might be examined apart from having a thermal station . . .

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : Where to wash the coal?

SHRI D. N. TIWARY : In the washeries.

SHRI L. N. MISHRA : We are very much short of washeries.

SHRI K. GOPAL : As I said, I am thinking aloud. It is up to them to examine it and take it up, if feasible.

Coming to the conditions in the two-tier sleeper compartments, I do not know whether the Minister is personally aware of the difficulties passengers experience. There is no safety for passengers. Secondly, reservation of seats is done according to the whims and fancies of the concerned

railways staff because there is no record as such. This sort of thing should be improved.

There was an idea to have an express train from Kanyakumari to Kashmir. This was mooted a couple of years ago. I do not know what has happened to it. Is it still alive? Is it going to come?

SHRI J. MATHA GOWDER : Nothing will come.

SHRI K. GOPAL : Will it come at all?

Last year, when I spoke on the Demands of the Ministry, I had demanded a railway line between Tuticorin and Salem because there is heavy traffic there consequent on the coming up of the fertiliser complex and the Salem steel plant. We wrote several times representing this matter. To most of the letters, we got a routine letter in reply with a note attached. I want this matter to be seriously considered. There is a feeling rampant in the south—I do not subscribe to it—that with regard to new lines, we are not given any kind treatment. We got 140 km. from Bangalore to Salem which was an MG line which was constructed five years ago and now we are having it converted into broad gauge. What sort of planning is this? I hope the proposal will be seriously considered, especially a line from Karur to Dindigul to start with.

As early as 1971—this a problem which pertains to my constituency—I got sanction for an overbridge. I wrote to the State Government because so far as the approach roads are concerned, 50 per cent of the expenditure should be borne by the State Government. But there was no more from the Railway. Nothing has been done so far. So I request that this may be sanctioned, along with platform remodelling of the Karur station.

There is a long-standing demand which is being considered for a metro underground railway transport system for Madras city. With the increasing problem of transport there, this is a must. Only if we start planning now, we will get it after many years

I request that this may please be considered as a matter of priority.

Finally, there is a great demand for an express train between Erode and Trichinopoly. I made a representation. The train was introduced, but within two days it was cancelled. They said there is a lot of student agitation. But the real reason is that the road transport operators between Erode and Trichy are more powerful than the railway administration. They had it cancelled it within two days. The idea was to take traffic from road transport. I agree with only passenger traffic, the railways cannot make much profit. There should be goods traffic also there. But here they introduced the train but within two days cancelled it. When I wrote to the General Manager, he said there was agitation by students because there is a passenger train which should cater to the students. I said: 'Please do not cancel the train. This is a train which is convenient. People from Erode can leave in the morning, go to Trichy and return. You will get a lot of traffic.' This is a matter which I should settle with the General Manager. But I failed there. Hence I am raising it here. Because the road transport operators are more powerful, and they can scuttle this move. So, I request the hon. Minister of Railways to kindly look into this aspect of the matter.

SHRI P. G. MAVALANKAR (Ahmedabad) : Mr. Chairman, Sir, I am never tired of saying that our railways are not merely a Government department, or one Ministry among many, but it is a national organisation and unless we view this national organisation from a national angle, and not from a party angle or a narrow angle or even a regional angle, we shall not be able to have a fairly critical appraisal of the problems confronting the railways.

We heard with interest and concern the speech which the Railway Minister gave when he presented the railway budget. Along with the speech, a very useful and interesting set of publications was made available to us. All these publications tell us in a very interesting way—and, may I

[Shri P. G. Mavalankar]

say that the publication entitled "Central Facts and Major Problems" in particular tells us in a very romanticist style—tells us of the challenges and tasks that are faced by the railways, and the Herculean effort with which they are trying to meet the increasing needs and demands which are inevitable in a developing society, especially when we are finding ourselves in a technologically advancing world. Therefore, while I want to say a few things by way of critical observations, I want it to go on record when I say that we in this country must take legitimate pride in the fact that our railways not only are the largest in Asia, the fourth largest in the world and the second largest in terms of the public sector, etc., but in comparison to many railways in many parts of the world, we have been doing a fairly good job. I think a word of appreciation is therefore absolutely essential.

But having said that, I want to suggest one thing. Are we looking at these problems of the Indian Railways from, as I was saying at the very beginning, a broadly national angle and also tackling some of the problems on a priority basis? I request the Railway Minister and his able colleague to tell us what kind of priority schedule the railways have, not only in regard to the setting up of new lines—of course, they are of the highest priority to be sure—not only in regard to having modernisation in the whole operation of the railways, but also in terms of priorities for the type of passenger amenities, and the types of passengers to whom the Railways wish to cater.

I am glad that the Minister has increased the air-conditioned class fare almost to the level of air fare. It is good. Those who can afford to travel by air-conditioned class can pay these increased fare. We know that there are only two types of people who travel these days by air-conditioned class: those who are paid by the Government or by the public sector corporations, or who have enough money from other sources. Only those people travel by air-conditioned class. We cannot afford to do so, left to ourselves. But that is not my complaint.

I am glad the Railway Minister has increased these ACC fares. In a socialist society, when we are going towards an egalitarian society, we should do that, and we should tap the highest level which constitutes only a small minority. But my point is that when Government are raising the passenger fares of the third-class travelling people, are the Government also simultaneously adding to the convenience and the comforts of the third class passengers? My complaint or my difficulty is that when the passenger fares are constantly rising, the passenger facilities are continually falling. This, I cannot accept. I can understand marginal rate of increase. I think I am right when I say, and the Government will check me if I am wrong, that even after the rise in prices, rise in the cost of ticket and other things, in the Indian Railways, the cost of travelling per passenger is still comparatively much below the cost per passenger in many other parts of the world. I think that statement is valid.

MR. CHAIRMAN: Order, order. The hon. Member may continue tomorrow.

18.00 hrs.

BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): With your permission, Sir. I rise to announce that Government propose to take up the Statutory Resolution seeking approval of a Notification dated 1st January, 1974, increasing the export duty on hides, skins and leather at 4.30 P.M. tomorrow the 6th March, 1974. This has been necessitated to meet the requirements of the Indian Tariff Act which stipulates the adoption of this Resolution within 15 days from 22nd February, 1974 when the Notification was laid on the Table of the House.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 6, 1974/Phalguna 15, 1895 (Saka).