

LOK SABHA

DEBATES

(Fourth Session)



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**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

I

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LOK SABHA

**Tuesday, March 14, 1978/Phalguna 23,
1899 (Saka)**

The Lok Sabha met at Eleven of the Clock.

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Execution of New Railway Lines

*285 SHRI RANJIT SINGH Will the Minister of RAILWAYS be pleased to state:

(a) the names of railway lines for which foundation stones were laid by former Railway Ministers (with names) since Independence.

(b) the names of railway lines out of this category on which actual execution has been started may also please be stated,

(c) steps being taken for starting works on those railway lines of this category on which the work has not been started so far; and

(d) whether he proposes to provide sufficient funds for the execution of Nangal-Talwara railway line during 1978-79 (Annual budget)?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) to (d) A statement is laid on the table of the House.

Statement

(a) The names of the projects for which foundation stones were laid by the former Railway Ministers during the last 10 years ending March 1977, 3999 LS—1.

for which information is readily available are as follows:

S.No.	Name of the line	Name of the Minister who laid the foundation stone
1	Restoration of Pratapganj-Forbes-Ganj MG line . . .	Shri L.N. Misra
2	Saraigarh-Pratapganj . . .	Shri L.N. Misra
3	Sakri-Hassanpur . . .	Shri L.N. Misra
4	Jhanjharpur-Laukahabazar . . .	Shri L.N. Misra
5	Nangal Dam-Talwara . . .	Shri L.N. Misra

(b) Construction work on the following three lines has been completed:

- 1 Pratapganj—Forbesganj
2. Saraigarh—Pratapganj.
3. Jhanjharpur—Laukahabazar.

(c) and (d) Hassanpur—Sakri line is an approved work and will be taken up for construction as and when funds become available for this purpose. In the case of Nangal—Talwara line, the Preliminary as well as the Final Location Survey have been completed but the project has not been included in the Railway Budget on account of very limited availability of resources.

श्री रणजीत सिंह : श्रीपाल जी, माननीय मंत्री जी ने जो स्टेटमेंट दिया है उसके मुताबिक पाच रेल लाइनों का पिछले दस सालों में उद्धाटन हुआ है, उनके फाउण्डेशन स्टोन्स रखे गये हैं जिनमें से तीन रेल लाइने कम्प्लीट हो गयी हैं। एक हसनपुर-सकरी रेल लाइन अप्रवृद्ध है लेकिन नगल-तलवाडा

का प्रिलिमिनरी और फाइनल लोकेशन सर्वे हुआ है। मैं जानना चाहता हूं कि इस लाइन को कम्पनी लाने में कितना समय लगेगा और कब तक इस पर काम शुरू हो जाएगा जबकि इसका फाइनल सब हो चुका है।

प्रो० मधु बंडवते : मैं सदन को बनाना चाहता हूं कि नांगल डेम से तलवाड़ा तक की बी० जी० लाइन का खर्चा 22.47 करोड़ रुपये है। इस लाइन को जो सब किया गया है, उससे पता चलता है कि पहले माल में उस का रिटर्न 0.18 परसेंट, छठे साल में 0.21 परसेंट और 11 वें माल में 0.25 परसेंट होगा। आज तक रिटर्न के सिलसिले में जो कम्पनी तय हुई है, उस के आधार पर इस लाइन का रिटर्न बहुत कम है। हां मरकना है कि आगे चल कर अगर वह पर कोई इंडस्ट्रियल डेवलपमेंट होने की गुजाइश होती है, तो यह रिटर्न बढ़ जाये। मैं यह भी बनाना चाहता हूं कि अगर आज रिटर्न कम है, तो इसका मतलब यह नहीं है कि वह हमेशा कम रहेगा। कई जगहों पर इंडस्ट्रियल पोर्टेशन बढ़ने के बाद रिटर्न 8 परसेंट से बढ़ कर 18 परसेंट तक हो गया है। लेकिन आज जो परिस्थिति है, वह मैं ने आप के सामने रखी है। अगर रिटर्न 10 परसेंट से ज्यादा होना है, तभी किसी लाइन को बायेवल लाइन समझा जाता है। लेकिन जब रिटर्न इतना कम है, तो आज उस काम को पूरा करना ठीक नहीं है।

श्री रणजीत सिंह : मैं जानना चाहता हूं कि क्या मिलिट्री किंकिं को दृष्टि में रखते हुए इस रेलवे लाइन का फाउंडेशन स्टोन रखा गया था, या परिस्थिति के द्वारा यह समझा गया था कि डिफेंस या मिलिटरी एंगल में एक भेकेड रेलवे लाइन का बनाना देश के हित में होगा।

प्रो० मधु बंडवते : मेरे पास अब तक जो जानकारी है, उससे तो यह पता नहीं

लगता है कि काई डिफेंस के बायाल से यह सुझाव रखा गया था। लोगों की तरफ से बार-बार इस की भाँग की गई थी। यह भी कहा गया था कि बैंकर्ड एरिया है और उसके डेवलपमेंट के लिए यह जरूरी है। इसी लिए 1973 में ड्रैफिक मरबे रिपोर्ट तैयार की गई थी। रिपोर्ट की तकसील में ने आप के सामने रखी है। आज को हालत को देखते हुए उसे हाथ में लेना ठीक नहीं होगा। लेकिन अगर उसमें तब्दीली होगी, तो हम ज़रूर विचार कर सकते हैं।

SHRI HUKAM RAM: The hon. Minister has said that he is not in a position to open new lines because they are not remunerative. But there are other regions in the country where remuneration can be achieved at a much better scale. For example, in Rajasthan, the survey has already been done in respect of railway lines from Nathdwara to Phalna and from Phalna to Barmer via Jalore. These are backward regions. In these regions, he can extract much more money by way of goods traffic and passenger traffic. That has got a strategic importance also. What is his reaction to that?

प्रो० मधु बंडवते : मूल सवाल कुछ निश्चित लाइनों के बारे में है। लेकिन माननीय मंत्रमूर्ति ने जो सवाल पूछा है, उस का मूल सवाल से कोई ताल्लुक नहीं है।

SHRI SOMNATH CHATTERJEE: May I know from the hon. Minister whether, before the foundation stones of these different railway lines mentioned on the statement were laid there were considerations of the projects and, after consideration their viability and profitability was determined or whether those foundation stones were laid without any proper consideration?

प्रो० मधु बंडवते : मैं किसी व्यक्ति के सद्बृहत् पर हमला नहीं करना चाहता हूं.....

SHRI SOMNATH CHATTERJEE
Why don't you reply in English?

PROF MADHU DANDAVATE I am sorry I was replying previously in Hindi I have no objection to replying in English I have love for all the languages I will speak in any language provided I know the language I do not wish to cast any aspersions or any Minister who was handling this portfolio in the past But I must say in this particular context unfortunately without going into details the foundation-stone was already laid and later on it was realised that a wrong foundation-stone was laid at a wrong time

AN HON MEMBER What was the wrong time?

MR SPEAKER He did not do that
(Interruptions)

SHRI K JATI APPA The Question hour should not be utilised by attacking the previous regime Why are you attacking him?

SHRI B RACHAIAH What is the criterion for fixing up new lines? What is the percentage of return on new lines which the Government is going to take up at least heretofore? I am also reminding the Minister that the former Railway Minister Shri K Hanumanthaia alleged that nearly Rs 6 crores which was meant for the Southern Railway was diverted to the Northern Railway

MR SPEAKER The first question is all right The second question does not arise out of this

SHRI B RACHAIAH Even before the approval of the plan and the estimate—whether they were remunerative or not—the foundation stone was laid Therefore I wanted to know whether it is a fact that—according to the former Railway Minister's allegation—Rs 6 crores was meant for the approved plan and scheme in the Southern Railway and it was diverted to the Northern Railway

PROF MADHU DANDAVATE The first part I believe, is slightly relevant

MR SPEAKER What he says is that what has been received for the Southern Railway has been diverted for this project

PROF MADHU DANDAVATE As far as first part of his question is concerned, really speaking there has been no statutory provision as to what must be the minimum return that should qualify for the construction of a line

SHRI JYOTIRMOY BOSU I am afraid the Railway Minister is not giving correct picture

PROF MADHU DANDAVATE Let me complete He anticipates my folly also That is the trouble with him

MR SPEAKER He is always in a hurry

PROF MADHU DANDAVATE I wish to point out that though there has not been any statutory provision regarding the fixed return which should be the minimum base for the construction of a line by convention, it has been established that if the return is more than 10 per cent the line is supposed to be a viable line and generally such cases are taken up

(Interruptions)

Let me complete The supplements are asked before the question is not complete

MR SPEAKER You have not answered it He has replied

(Interruptions)

PROF MADHU DANDAVATE I made it very clear that this is not the rigid formula that has been observed because sometimes for development consideration certain projects are coming up some fertiliser projects are coming up on the demand of those particular Ministries sometimes sidings are needed But generally if

the return is more than 10 per cent, it is supposed to be a viable line, and in this particular case, it was found out that economic viability was not there. By and large, we will also take care of the fact that if allocations are made for a particular project, they won't be diverted for some other projects. That is an assurance that I can give you.

(Interruptions)

SHRI JYOTIRMOY BOSU: I have been trying from the very beginning. Let the House know what is this.

MR. SPEAKER: There are people. We have to give a chance to all parties. Shri Lalji Bhai.

SHRI JYOTIRMOY BOSU: I have not put a question for the last 10 days.

MR. SPEAKER: That is unfortunately an impossibility.

श्री लालजी भाई : अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि भारत में जिन रेल लाइनों का मर्द हां चुका है उनकी सक्षमता क्या है तथा किननी रेल लाइने पेसी है जिनका शिलान्याम हो चुका है और वे कब तक सम्पूर्ण कर दी जायेंगी ?

प्रो० यशु दंडवते : अध्यक्ष महोदय, आपकी इजाजत हो तो मैं इसका जवाब दे सकता हूँ। मेरे पास इसके आवादे हैं।

MR. SPEAKER: No, no, that does not arise. We are on a particular.

PROF. MADHU DANDAVATE: If you permit. I am prepared to give an answer.

MR. SPEAKER: It does not arise. There are other questions.

SHRI JYOTIRMOY BOSU: The Public Accounts Committee, in its one Hundred and Seventy First Report, has clearly stated:

"Since the construction of new lines in hilly, backward and undeveloped areas is essential for the economic development of these areas, the Committee desire that the General Revenues and the Government should subsidise the Railways in the matter of construction of new lines in such areas just as some other incentives in the form of tax exemptions, provision of facilities on a priority basis are being given for accelerating the development of these areas."

"The Committee desire that the new guidelines set out by the Minister of Railways should be scrupulously followed...."

MR. SPEAKER: Please give the substance of that.

SHRI JYOTIRMOY BOSU: I am asking my question.

"The Committee desire that the new guidelines set out by the Minister of Railways should be scrupulously followed for undertaking projects relating to construction of new lines in hilly, backward and undeveloped regions of the country. All the hilly and backward areas should be identified as defined and enumerated by the Planning Commission and comprehensive long range plans for the provisions of new lines in each area drawn up on a high priority basis."

In this context I would like to ask the hon. Minister what specific action has been taken on this firm recommendation of the Public Accounts Committee.

PROF. MADHU DANDAVATE: I had already given a specific reply to this question, and I will repeat it today. To the same query made in this House some time back, I have already informed the House that the Railway Ministry also wants that the backward areas and the areas covered by hilly and adivasi tracts should be given a special consideration. The Ministry has prepared a special paper and submitted it for the consideration of the Planning Commission, and we are told by the Planning Commission that they have yet to finalise their

final policy and pending that, we can undertake only those lines which are cleared.

श्री शुरेन्द्र शर्मा सुन्नन : भूतपूर्व रेल मंत्री श्री ललित नारायण मिश्र ने मकरी-हसनपुर रेलवे लाइन का शिलान्याम किया था और साथ ही समस्तोपुर-दरभंगा लाइन को परिवर्तित करने का वचन दिया था। मैं मंत्री महोदय में जानना चाहता हूँ कि इस के मामूल्य में क्या काम करने जा रहे हैं ?

श्री० अशु दंडवते : जहा तक पहले मावाल का मामूल्य है—हसनपुर-सकरी रेलवे लाइन का सर्वे किया गया था। अगस्त, 1976 में विहार और अन्य गाँजों के साथ जा कारम्पोडेम हुई थी, उसमें हम लोगों ने कहा था कि अगर जमीन के बारे में राज्य मरकार कुछ फैसला करे, तो हां सकता है कि हम के बारे में हम कुछ पूर्ण विचार करें। राज्य मरकार की तरफ से हमारे पास एम्बेरेस आ गई है। ई० गी० एफ० मेथड के आधार पर जो सर्वे उम समय हुआ था उस में रिटर्न 2.9 पैसेंट है। इन हालात को देखते हुए सरकार ने बारं नाइनों को कीज करने का निर्णय किया है, जिन में एन० लाइन यह भी है।

Defective Drill Pipes from U.S.S.R.

+

*266 **SHRI SARAT KAR:**
SHRI SHWAR CHAUDHRY:

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

(a) whether Government's attention has been drawn to the News item in the 'Indian Express' dated 14th February, 1978 that over 70 per cent of the Russian drill pipes imported by the Union Government for use by the Indian Oil and Natural Gas Commission are defective;

(b) if so, the details regarding the loss Indian Government had to bear in this regard; and

(c) whether any protest has been lodged by Indian Government in this regard and if so, with what result?

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

(b) and (c). The ONGC have been importing drill pipes from Russia since 1957. In supplies received during the last 2-3 years, a few failures were noticed during drilling operations. According to the ONGC, approximately 76 per cent of the drill pipes have been found to be sub-standard. This figure has been disputed by the Soviet side mainly on account of difference of opinion on various technical points. The whole matter is under discussion with the Soviet suppliers and it is hoped that a mutually agreed decision would be forthcoming in the near future.

SHRI SARAT KAR: I have asked for details regarding the loss the Indian Government had to bear in this regard. The Hon. Minister has not mentioned that. I would like to know the details of loss in terms of money and in terms of time and the loss to our progress.

My second supplementary question is, whether you can fix any responsibility on the officials of the previous Government who deliberately did this.

SHRI H. N. BAHUGUNA: The size of the loss, if any, will be known only when this particular dispute is settled finally; then a lone will we be able to say what the size of the loss is. It is difficult to say now, but the total money involved is about Rs. 70 lakhs only.

Secondly, so far as the purchase of this is concerned, this arose out of a trade protocol signed at a meeting of the Indo-Russian Joint Commission in October 1974. Consequent thereupon, the commodity purchased was one of these commodities. Therefore, the question of finding anyone guilty on this account does not arise.

SHRI SARAT KAR: Are we still continuing to import this kind of defective pipes from the USSR or do we propose to stop it? I would like to know whether, under the terms of the agreement, any time-bound settlement can be achieved to stop further national loss?

SHRI H. N. BAHUGUNA The Soviets were good enough to supply us the material since 1957 when other people in the world were not willing to look at us in this particular field. Nevertheless we did go to buy. In the last two years we have been trying and this year we tried to find out an American market and in Canadian market, even though the price is five times more, they claim a better standard and better goods and therefore a higher cost. But even on that high-cost basis and even by negotiations with them—not on tender basis—we are not able to get all our requirements from anywhere in the world and we have to supplement it with supplies from Russia also. But I can assure the Hon. Members that the question of defects in the pipes arose out of the concept of standard as we look at them and as the Russians look at them. But this matter is under discussion right now and will be sorted out.

श्री ईश्वर चौधरी : प्रश्न यह नहीं है कि पाइप रूप में खरीदना गम्भा है, और अन्य देशों में खरीदना महगा है, वल्कि प्रश्न यह है कि किनता ड्रिल पाइप हमारा कागर मिछ होगा और अच्छा होगा? मती महोदय ने बताया है कि रूप में उम समय करार हुआ, जिस समय कोई दूसरा देश हमारी तरफ देखने को नैयार नहीं था। मैं मती महोदय से जानना चाहता हूँ कि रूप बीच-बीच में जो भी सामान देना रहा है, क्या वह कागर सिद्ध हुआ है? अगर कागर सिद्ध नहीं हुआ है तो क्या यह रूप का मोलोपसी करने का मामला नहीं है? क्या मती जी ममी बातों को ध्यान में रखते हुए कोई दूसरी शालिसी तय करेंगे?

जैसा उन्होंने कहा कि 70 साल का कागर किया है, तो रूप पहले से भी यह बात ध्यान में रखता है कि अगर घटिया तरह का माल भारत को देगे तो भी थोड़ी बहुत नोकास्तोकी के बाद भारत उसे एकसेट कर लेता है। मैं मती महोदय से जानना चाहता हूँ कि ममी मुद्दों को मद्देनजर रखते हुए क्या उन्होंने अवियां में और देश में भी मशीनरी नगाने की कोई याजना बनाई है? अगर बनाई है तो उसमें हाने वाले घाटे को पूर्ति क्या रूप करेगा? इसके लिये अब तीव्री महोदय क्या कार्यवाही कर रहे हैं?

श्री हेमकृती नन्दन बहुमुण्डा : माननीय सदस्य ने जा प्रश्न किया है, उस के सदर्भ में मुझे यह निवेदन करना है कि मिर्फ करीब 1150 टन का झगड़ा है। 1957 से ले कर अब तक भारत का लगभग 20,000 टन ड्रिल पाइप, ड्रिलिंग मशीन नहीं, सप्लाई हुआ है और इस में जगता वर्ती नहीं हुआ। पहली बार यह झगड़ा आमान म नजर आया है। इस झगड़े के मिलमिले में लिखा-पढ़ी हो चुकी है और रूप की एक टीम यहाँ आई थी। उम टीम ने और हमारी टीम ने इस काम को देखा है।

माननीय सदस्य ने दूसरे देशों में खरीदन की बात कही है। मैं ने पहले कहा है कि हम हर देश में उम के मामान का खरीदने के लिए तैयार हैं और कैनाडा और अमेरीका में इस सम्बन्ध में वार्तालाप कर के खरीदना चाहते हैं लेकिन इस समय पूरा मान वही और में नहीं मिल रहा था। सारे बल्ड माकेट में इस की शार्टेज बतलाई जा रही है, इसलिए रूप पर निर्भर रहना स्वाभाविक है।

SHRI M. RAM GOPAL REDDY: I am not interested at the moment whether you have incurred any loss in money. I would like to know if we have suffered in the execution of work in time.

SHRI H N BAHUGUNA: Obviously, when the drill pipes are not finalised, their quality is not finalised, we cannot put them in the job, and, therefore the job has been delayed in the North-Eastern sector but we are trying to expedite it by substituting from our stores and other areas whatever drill pipes we can have. We are very much interested to expedite the execution of the job and a decision in this particular case.

श्री हुगुना बहुगुणा : मैं आप के माध्यम से माननीय मंत्री जी में यह जानना चाहता हूँ कि क्या यह बात मही है कि रूम ने जा डिल पाइप दिये हैं जिन के बारे में शिकायत अभी अभी आसाम में पैदा हुई है ये उन के बनाए हुए हैं या किसी अन्य देश में निकर उन्हाँने अपने नाम से सम्पार्ह किये हैं? और यह जा जागड़ा है, इस का निपटारा बब तक हा जाएगा? मैं यह भी जानना चाहता हूँ कि जो खगड़ा पाइप दिये गये हैं वे बापस दिये जाएंगे या हमारे यहाँ के विशेषज्ञ इस बात के लिए महमत है कि वे चल सकते हैं।

श्री हेमवती नन्दन बहुगुणा : मान्यवर, जहा तक इन डिल पाइप का सबाल है मैं मर्म टेक्ना-गवपापाट रूम ने इन पाइप्स को दिया है और बताया है कि वही या पाइप्स बनाये गये हैं? जहा नव हमारी जानकारी है विसी दूसरे दश द्वारा या पाइप्स नहीं बनवाये गये।

जहा नव सम्बन्ध इस बात का है कि बब तक यह मामला तय हो जाएगा, यह चीज़ फ़रवरी 1977 म हमारे मामने आई और दिसंबर 1977 तक जवाहेंट इन्डियन इंजीनियरिंग इत्यादि मब बात हो गई और अभी हाल मे जो जवाहेंट कमीशन वी बैठक हुई थी, उस बैठक मे हमारी तरफ से यह मुद्दा उठाया गया था और उस मे यह नियम हुआ था कि रूस के प्रतिनिधि और हमारे प्रतिनिधि बिल कर जल्द से जल्द इस का फैसला करें और जैस्वर आफ कामस और इन्डस्ट्रीस जो रूस का है, वह भी यह देखता रहे कि भविष्य

मे उन के यहाँ का आया हुआ माल गलत साबित न हो।

DR SUBRAMANIAM SWAMY. It is natural for the Minister to minimise the extent of loss in this matter but I would like to know from the Minister so that in future we do not get into this position, whether there was any specific agreement signed for the supply of the material in question and for how much. Is this agreement still in operation and who signed it? Was there a provision for a machinery to settle the disputes in the event anything happened? Finally, was there a penalty clause? If so, what was the penalty? If not, why not?

SHRI H N BAHUGUNA First of all I would like to make it clear that I have not tried to minimise the loss in any manner whatsoever.

MR SPEAKER That was a side-track not a question.

SHRI H N BAHUGUNA He thought that as he knows me better, his statement will go through.

So far as the other aspect of his question is concerned the agreement was signed between the ONGC and Technoexport of USSR

Consequent upon the trade protocol agreement which was signed here at the Ministerial level in October 1974 between the then Deputy Chairman of the Planning Commission who was the Co-Chairman on the Indian side and the Russian gentleman on the Russian side

DR SUBRAMANIAM SWAMY P N Haksar & Co

SHRI H N BAHUGUNA so far as this question of what is the machinery if there is a dispute in the matter of trade with Soviet Russia, is concerned the other machinery about invoking the International Chamber of Commerce or arbitration by some other body is not acceptable to them. With great difficulty they have now

agreed that their Chamber of Commerce and Industry which looks to international trade will look to the specifications and other things before the export of the material to us.

So far as the penalty clause is concerned, the wordings of the agreement are 'by mutual agreement'. That means that if either side does not agree, it is not clear what will happen thereafter. Except invoking the Foreign Affairs Ministry and the Ministerial or other diplomatic negotiations, I do not think there is any other method... .

DR. SUBRAMANIAM SWAMY: Is it a political problem or an economic problem?

SHRI H. N. BAHUGUNA: It is an economic problem

MR. SPEAKER: It cannot be done 'Mutual' means mutual for both.

SHRI YADVENDRA BUTT: As I understand the general practice in international trades before delivery takes place of the ordered goods, the party that orders the goods has an inspection. Will the Minister be good enough to inform the House whether he has such an organization working in Russia also and if so, did they inspect the goods before despatch of the goods or the defects were found when they were put to use in India? If not, why not?

SHRI H. N. BAHUGUNA As I told you, the entire thing is governed by what we call a trade agreement between the two countries. It is not a case of ONGC entering into the world market for making a normal purchase.

Secondly, so far as the inspection machinery is concerned, the agreement does not provide for inspection by us. We inspect only when the thing comes here. Normally the inspection is done at the manufacturing stage itself as we did recently in the case of some pipes we imported from Japan. We sent six Inspectors to be there so that our specifications are

adhered to in the manufacturing stage itself. But, in this particular case, it is not the position.

SHRI YADVENDRA DUTT: Why was this not followed?

SHRI H. N. BAHUGUNA: I am stating the facts as they are. Then why of it is because it is a bilateral agreement where often times it is difficult for us to have that type of trade practices. In this particular case I have told you the situation as it is.

1980 में उज्जैन में कुम्भ मेला

287. श्री हुक्म चत्वं कल्याण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या सरकार का पता है कि उज्जैन नगर में 1980 के प्रारम्भ में कुम्भ का मेला लगाने वाला है और यदि हाँ, तो क्या राज्य सरकार ने इस मेले से सम्बद्ध कुछ प्रबन्ध करने के लिए उनके मंत्रालय से मांग की है और यदि हाँ, तो तन्मन्त्री व्यौरा क्या है और केन्द्र सरकार द्वारा उम पर क्या व्यय किया जाना है ;

(ख) क्या सरकार को यह भी पता है कि इस समय बहु रहे यानायात का देखते हुए उज्जैन रेलवे स्टेशन पर उपरि पुल की बहुत जड़त है और क्या राज्य सरकार तथा अन्य संगठनों मध्यो नथा विशिष्ट व्यक्तियों ने डम बांग में मांग की है, और

(ग) यदि हाँ, तो सरकार को उम पर क्या प्रतिक्रिया है ?

रेल मंत्री प्रौ० मधु बंद्वते : 1 (क) जी हाँ । मध्य प्रदेश सरकार ने कुछ सुविधाओं की व्यवस्था करने के लिए कहा है, जैसे बर्तमान ऊपरी मढ़क पुल को चौड़ा करना, बर्तमान ऊपरी पैदल पुल का विस्तार करना, हरी फाटक में एक अतिरिक्त ऊपरी पैदल पुल और ऊपरी सड़क पुल का निर्माण करना । राज्य सरकार से कहा गया है कि वे इसकी

योजना और अनुमान तैयार करने के लिए 22,800 रुपये जमा कराये। जब ये काम पूर्ण किये जायेंगे इनका खर्च राज्य सरकार को बहन करना होगा।

(ब) और (ग) जो हा। वर्तमान नियमों के अनुसार ऐसे पार पुलों का खर्च राज्य सरकार का बहन करना होता है। यदि गज्य मरकार इस पुल का खर्च बहन करने के लिए महमन हारी तो पुल बनाने के लिए नेवे द्वारा उपयुक्त कारबाई की जायेगी।

श्री हुकम चन्द कठबाय: उज्जैन शहर में एक पुल है जो नि 50 माल पहले बना था। यह उस समय बना था जिस समय उज्जैन की आवादी 80 हजार थी। इस समय उज्जैन शहर की आवादी माडे तीन लाख है। इस बढ़ती हुई आवादी का बढ़त हुए बहा एक पुल पर्याप्त नहीं है और इस कारण वहा हर साल मैकड़ों दुर्घटनाएँ होती रहती हैं। मग जवान बेटा भी इन दुर्घटनाओं में मरा है और मैं उमकी भयावहना वा समझ सकता हूँ। राज्य मरकार की चिना न करने हुए और जनना की आवश्यकता का ध्यान में रखने हुए क्या मरकार उक्त उपरी पुल अलग से स्टेशन वे परिचम में बनाने वे लिये शीघ्र कार्यवाही कर्नगी जिसमें वि कुम्भ मला आने से पूर्व ही पुल बनवार तैयार हा जाये? क्या मरकार गेसी कार्ड व्यवस्था करने जा रही है?

श्री० मधु दडवते : जिन सुविधाओं की मध्य प्रदेश सरकार ने मार्ग दी है उसका खचा लगभग 11 नाम्र रुपये है। जैमा वि कानून के आधार पर बताया गया है हम लागा ने कहा है कि अगर आप इन सुविधाओं का हम लोगों की तरफ से पूरा करना चाहते हैं तो यह जल्दी है कि आप पहले उनके लिए नक्शे और प्राक्कलन बनाने के लिए 22,800 रुपया दे दे, उसके बाद जो खर्च होगा, वह भी आपको देना होगा।

लेकिन मैं जानता हूँ कि आने वाले कुम्भ मेले के लिये काफी दिक्कतें हैं। माननीय सदस्य ने कहा है कि उज्जैन की जनसंख्या बढ़ रही है, मैं यह जरूर कहूँगा कि उसमें हमारे माननीय सदस्य वा कोई ताल्लुक नहीं है। लेकिन इनी जनसंख्या के बढ़ते हुए, 1980 में जो बहा कुम्भ मेला होगा उसकी हालत देखते हुए जा सवाल नैदा हुए हैं उनके बारे में हम लागा ने तय किया है कि राज्य मरकार की तरफ से कार्ड जिम्मेदारी अदा की जाये या न की जाये लेकिन वैस्टर्न रेलवे की तरफ से एक प्रपाजल है जिसके अनुसार वर्तमान पैदल पुल विस्तार की याजना हम हाथ में लेगे जिसमें साठे 3 लाख रुपया खर्च होगा। लेकिन रेलवे के वैसेन्जर्स एमेनिटीज के लिये जो पैसा हमारे पास है उस राशि में से हम यह पुल पूरा करने का काम करेंगे। लेकिन इन्हीं सुविधाओं के लिये माननीय सदस्य से प्रार्थना है कि वह अपने गुड शाफिसेज इन्सेमाल कर क मध्य प्रदेश सरकार को बताये कि वह खर्च करने वा तैयार हो जाये तभी दूसरी सुविधाएँ इस दे सकते हैं।

श्री हुकम चन्द कठबाय : कुम्भ मेले के अवसर पर भयकर रूप से उज्जैन में यातायात आने वाला है। इसके आम-पास वे भाषाल और नागदा प्रमुख जवाशन हैं वहा भी उज्जैन के लिये यात्री आकर्षित होते हैं। नागदा से इसी महीने में क्रामिग पर तीन व्यक्तियां मर चुके हैं एव तो परमा ही मग है। लेकिन वहा अभी तरुं कार्ड उपरी पुल नहीं है जिससे आवागमन म सुविधा हो। ऐसी स्थिति में क्या इन स्टेशनों के विकास का भी स्थान रखा जायेगा जिसमें आने वाले यात्रियों का कठिनाई न हो?

क्या आपने गेसी भी कोई याजना बनाई है कि उज्जैन वे आस पास छोटे स्टेशनों पर यात्रियों को उतार जाये, यानी पूर्व और पश्चिम में स्टेशन वा फैलाव होना आहिये और वहा भी पुल की आवश्यकता है, सड़क के निर्माण की आवश्यकता है? इसे व्याप

मेरे रखते हुए क्या आपने कोई धनराशि निश्चित की है कि कुम्भ मेले के लिये जो बजट बनाया है, उसमें से इन कार्य पर कुछ राशि खर्च हो ?

प्रगति मान ले कि राज्य सरकार 22 हजार रुपया जमा न करे ता ऐसो स्थिति मेरा पाप करने जा रहे हैं ? क्या उनकी इस 22 हजार को राशि के बिना आपने बलबूते और आपने भरने पर आप इस पुल का निर्माण करेंगे ?

श्री यश बत्त शर्मा : अध्यक्ष महादय, मैं बीच में दब्बन दना चाहता हूँ। मैं कार्ड सबाल नहीं कर रहा हूँ, बल्कि व्यवस्था ताटकर खड़ा हो रहा हूँ, और इसके लिए क्षमा चाहता हूँ।

आपने मब समद मदम्या का पत्र भी लिखा है कि प्रश्न मध्यिन और सीधा हरे। जो मदम्य प्रश्न उड़ा चाहते हैं वे भाषण न करे। फिन्न खेद है आपके पत्र के बाबजद यहां पर नम्बे नम्बे भाषण कुछ लोग करते हैं, उनको यह मदन मानापनी बन रहा है, यह खेद की बात है।

प्रो० मधु दंडवते : जो कठवाय जी ने सबाल पूछा है, उमका जवाब देते हुए मैं बताना चाहता हूँ कि 1968 में अप्रैल-मई महीने में जब कुम्भ मला हुआ था तो इस प्रकार की व्यवस्था की गई थी। उस समय कीब कीब 4 नाम्ब यात्री उज्जैन में आये थे और उन यात्रियों के यानायात की समस्या को हल करने के लिए हम नौगों ने उस ब्रह्म 45 स्पेशल ट्रेनों का इन्तजाम किया था।

पहले तो मैं श्री कठवाय जी का यह यकीन दिलाना चाहता हूँ कि 1980 में जो कुम्भ मेला होने जा रहा है, उस समय उज्जैन में बड़ी संख्या में यात्रा 4 से 5 लाख यात्री आयेंगे, उनके लिये हम स्पेशल ट्रेनों का इन्तजाम करेंगे। उन्होंने यह भी कहा है कि उसके नजदीक के स्टेशनों पर

सुविधा हो, तो वहां भी सुविधाये प्राप्त करने की हम कोशिश करेंगे।

हमारे बजट में सुविधाये करने की जितनी उपलब्धियां हैं, उसका इस्तेमाल करके हम जल्लर यह बार्य करेंगे। लेकिन मध्य प्रदेश सरकार की जिम्मेदारी है, वह उसके लिए भी आदा करनी बहुत जल्लरी है।

श्री हुकम चन्द्र कठवाय उज्जैन की जनसंख्या में बहुत बढ़ि हो गई है। क्या सीढ़ी महोदय द्वारा ध्यान में रखने हुए दम प्रश्न पर फिर से विचार करेंगे ?

अध्यक्ष महोदय : उमका ध्यान रखा जाएगा।

श्री रामसूर्ति : जैमा कि अभी बनाया गया है। कुम्भ मेले में चार, पाच, मात्र या दम लाख लाग आयेंगे। इसमें ज्यादा टिकटे बिकती है और रेलवे का ज्यादा आमदानी होती है। इसलिए क्या सीढ़ी महोदय का यह विचार नहीं है कि रेलवे की नरक से त्रिज बनाया जाये, जो इस मेले में भी काम देगा ? आगे के मेलों में भी रेलवे का आमदानी होती।

प्रो० मध्य दंडवते : माननीय सदस्य ने यात्रा भरने सूल उत्तर को नहीं मुना है। मैंने कहा है कि वैस्टन रेलवे के पास ऐसेजर एमिनिटोज के लिए जा धनराशि उपलब्ध है, उसमें एक त्रिज तैयार करना तो काम हाथ में लिया जाएगा। लेकिन बाकी काम मध्य प्रदेश सरकार का करना होगा।

श्री राम कवार बेरवा : उज्जैन का कुम्भ मेला एक ऐतिहासिक और पुराना मेला है, जहां दूर दूर से यात्री आते हैं। जहां तब खर्चों का मवाल है, रेलवे को टिकटो से जो आमदानी होती है, उसमें समस्या हल हो सकती है। सीढ़ी महोदय ने बताया है कि उन्होंने राज्य सरकार से 22,000 रुपया मांगा है। क्या राज्य सरकार ने कोई जबाब

दिया है कि वह यह रुपया लगाने के लिए तयार है या नहीं ?

प्र० मधु बंडवते : हमने राज्य सरकार को 26-12-77 का खत लिखा था । लेकिन हमने स्टेट गवर्नरेट से जो अनुराग किया था, उसके अनुमार भी तक उन्होंने हमारे हाथ में वह राशि देने का फैसला नहीं किया है । हाँ सकता है कि आगे चल कर वह इम बारे में निर्णय दे ।

डा० लक्ष्मी नारायण पाठेय : इम समय उज्जैत में मुख्य शहर और प्रीगज के बीच में जो पुल है, वह यातायात के लिए प्रयोगित है । दूसरी ओर रेलवे समाप्त है । उस पर भी भारी यानायात है । एक नम्बे समय में वहाँ भी पुल बनाने की मांग की जा रही है । रेलवे कार्मिग पर उम पुल का रेलवे मानान्य और मर्यादेश सरकार दोनों को मिल कर बनाना चाहिए । मैं यह जानना चाहता हूँ कि क्या उम रेलवे कार्मिग पर पुल बनाने की काई योजना है या ममी महोदय इम पर विचार करने के लिए तैयार है ? जहाँ तक मेरी जानकारी है गर्ज्य सरकार ने इम हेतु नियम भी है ।

प्र० मधु बंडवते : इम आवरक्षिज के बारे में जिमदारी गर्ज्य सरकार की है । वह जब नक्श अपने हिस्से की गणि अदा नहीं करती, तब तक यह बाम बरना बहत कठिन है । उनके माथ हमारी कारेसपाडेस हा रही है । अगर वह इमें लिए नैयार है तो इसे किया जाएगा ।

आरक्षण के टिकटों की अनधिकृत विक्री

*288. श्री यमुना प्रसाद शास्त्री : क्या रेल ममी यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली रेलवे स्टेशन सहित देश के सभी बड़े रेलवे स्टेशनों पर कुछ गैर-सरकारी एजेंट यात्रियों से अधिक पैसे लेकर उन्हें अनधिकृत रूप से आरक्षण टिकट देचते हैं ।

(ख) क्या इमके परिणामस्वरूप, देश के लाखों यात्रियों से अधिक पैसे बसूल कर के सीटों तथा शायिकाओं के लिए आरक्षण टिकट प्रतिदिन देचे जाते हैं ।

(ग) यदि हा, तो इस अप्टाचार का समाप्त बनाने के लिए सरकार ने क्या कार्य-वाही की है, और

(घ) यह अप्ट प्रक्रिया पूरी तरह कब तक समाप्त बिए जाने की सभावना है ?

रेल ममी (प्र० मधु बंडवते) : (व) और (ख) रेल प्रशासन के नाटिम से ऐसे मामले आये हैं कि कुछ अनधिकृत व्यक्ति विशेषतया बड़े स्टेशनों पर जिनमें दिल्ली भी शामिल हैं आरक्षित सीटों के टिकट खरीद लेते हैं और गुप्त रूप में इच्छुक यात्रियों से अधिक पैसा लेकर बेच देते हैं ।

(ग) और (घ) एक विवरण सभा पट्टन पर रख दिया गया है ।

विवरण

गाडिया में आरक्षण के मामलों में अप्टाचार का सबसे प्रमुख बारण माम और पूर्णि के बीच अन्तर है । रेल अतिरिक्त गाडिया चलाकर तथा बर्तमान गाडिया में डिब्बों की मध्या बढ़ाकर याडियो का उत्तरान्तर अधिक आरक्षित स्थान उपलब्ध कराने के मध्ये प्रयास कर रही है । आरक्षण की व्यवस्था और प्रक्रिया भी सरल और कारगर बना दी गयी है । इन उपायों में कदाचार काफी बहु हा गया है । लेकिन, छुट्टियों, त्योहारों आदि के अवसर पर जबकि विशेष गाडिया चलाये जाने तथा गाडियों में अधिक डिब्बे लगाये जाने के बावजूद यातायात की भारी भोड़-भाड़ होती है याकी अपनी मनवालित गाडियों में आरक्षण प्राप्त करने के लिए जानबूझ कर अधिक पैसा देते हैं । ऐसे मामलों से अप्टाचार केवल सामाजिक दबाव से ही दूर किया जा सकता है ।

2. आरक्षित सीटों के आवंटन में कदाचार को दूर करने/कम करने के लिए रेलों ने निम्नलिखित उपाय किये हैं/कर रही है:—

(i) आरक्षित सीटों की माग और पूर्ति के बीच अन्तर कम करना।

(ii) अत्रिम आरक्षण की समय सीमा बढ़ाकर तः महीने करना जिससे वास्तविक यात्रियों का अधिक विकल्प मिल गया है तथा असामाजिक तत्वों द्वारा सीटें बेरेना अधिक कठिन हो गया है।

(iii) यात्रियों का बेहतर सेवा प्रदान करने के लिए प्रमुख स्टेशनों/आरक्षण केन्द्रों पर अतिरिक्त बुकिंग खिलिक्या/आरक्षण काउन्टर, आदि खोलकर तथा रिक्त सीटों की स्थिति बनाने के प्रबन्ध में सुधार करके आरक्षण की प्रक्रिया और व्यवस्था को सरल और कारगर बनाना।

(iv) वाणिज्यिक अधिकारियों द्वारा आरक्षण कर्मचारियों का पर्यवेक्षण कड़ा बनाना वाणिज्यिक विभाग और सतकंता मगठन के निरोक्षकों द्वारा धाक्का-धड़ी निवारक दस्ता, भरकारी रेलवे पुलिस और रेलवे सुरक्षा दल की सहायता में तथा विशेष पुलिस स्थापना के साथ मुकुल रूप में छापे मारना तथा कदाचार में लगे असामाजिक तत्वों आगे रेल कर्मचारियों का पकड़ने के लिए आमतौर पकड़ठो करना।

(v) वाणिज्यिक विभाग तथा सतकंता मगठन द्वारा ऐसे प्राइवेट एजेंटों और दलालों पर, जो नियमित रूप में दूरक्षण की लाइनों में लग जाते हैं, नजर रखना तथा उनकी गतिविधियों का समाजन करने के लिए प्रृतिस की महायाना लेना।

(vi) दूसरे यात्रियों के नाम में आरक्षित टिकटों पर यात्रा करने वाले व्यक्तियों को पकड़ने के लिए गाड़ियों में छापे मारना तथा

उन्हें कानून के अनुसार बिना टिकट भालकर उनके खिलाफ कार्रवाई करना ताकि अनधिकृत व्यक्तियों से आरक्षित टिकट खरीदने की यात्रियों की आदत को छुटाया जा सके।

3. चूंकि वर्तमान कानून के अन्तर्गत अनधिकृत एजेंटों और दलालों के खिलाफ प्रभावकारी कार्रवाई नहीं की जा सकती, अतः भारतीय रेल अधिनियम में प्रस्तावित संशोधन काके अनधिकृत व्यक्तियों द्वारा आरक्षित टिकटों की खरीद-फरोहर को दड़नीय अपराध घोषित करने का प्रस्ताव है।

4. इस अट्टाचार का पूर्ण तरह समाप्त करने के लिए कोई समय-सीमा निश्चित नहीं की जा सकती।

अब यहां प्रसाद शास्त्री मंत्री महादय ने स्वीकार किये हैं कि इस नगद का अट्टाचार सारे देश में प्रचलित है, यहा तक कि दिल्ली शहर में भी है, कि स्टेशनों पर कुछ ऐसे दलाल घूमते हैं, जो रिजेवेंगन के टिकट गुप्त रूप गे अधिक पैमा ले कर यात्रियों का बेचते हैं। इस की ओर थाम रें सवध मंत्री महादय ने जा विवरण सभाए-पटना पर रखा है, उम में बताया गया है कि वाणिज्यिक विभाग के अधिकारी गतकंता न-उठन के माय प्रिय कर कुछ छापे मरंगे। मैं यह जानना चाहता हूँ कि जब रें यह बात तथ की गई है, तब में आज तक यह कुछ छाप मारे गए हैं, यदि तो न-क्या कुछ लाग पकड़े गये हैं—इनमें लाग पकड़े गये, और उन के बिंदु वय कायंवाड़ हुए हैं।

प्रौद्योगिकी विभाग के अधिकारी ने इस रूप से दूरक्षण की लाइनों को पकड़ा गया है जिन्होंने 'रेलवेजन म १२' प्राइवेट की मैलविनप्रेपिन की थी और उन का उचित बायंवाई के लिए प्रतिस के हवाले किया गया। नेटल रेलवे में २२५ लोग दूरक्षण की लाइनों पर यात्रा करते हुए पकड़े गये और उनके बिंदु वय कायंवाड़ की गयी। और नार्वन रेलवे में

16 लोग पकड़े गये हैं। इस के अलावा 7 रिजर्वेशन स्टेशनों, 10 बुकिंग स्टेशनों, 4 टिकट क्लेक्टर, 2 कोच एटेंडेंट्स, 8 टो० टो०२० और 2 गार्ड्स के विरुद्ध नवम्बर, 1977 के बाद डिपार्टमेंट एक्शन लिया गया है, जिन को इस प्रकार का मैलैन्टिटिसिज में त्रिमेंदारी थी।

श्री अमृता प्रसाद शास्त्री : अध्यक्ष महोदय, माननीय मंत्री जी ने अपने उत्तर के सम्बन्ध में जा विवरण मध्य पटन पर रखा है उसमें यह भी कहा है कि अभी जो रेलवे का कानून नै वह प्रभावशाली दण्ड देने में असमर्थ है जो नाग डम तरह भी माल-प्रैन्टिसेज करने हैं उनका पकड़ बरके उनके खिलाफ काहि प्रभावशाली वायवाही बरने में बर्तमान नातन समय नहीं है इसीलिए उन्होंने कहा है कि हमने सशाधन का प्रस्ताव किया है तां मैं जानना चाहता हूँ कि आपका यह सशाधन विवेया बब तक सदन म प्रस्तुत कर दिया जायेगा और बब तक वह कानून बनन्तर नैयार हा जायेगा नावि डम प्रकार के नागों के खिलाफ प्रभावी वायवाही की जा सके?

प्रौ० मनु दड्डवरे : सगाधन का मन्त्रिवदा हमने नैयार तथा है जिससे आधार पर इस प्रकार वे मनन पैकिटमेज बरने वाला का गुनाह का गिनतेबल आकेन्म नाना जायेगा और मैं उम्मोद करना है कि बन्द महोना म यह कायवाहा पूरी हा जाएगी।

SHRI T A PAI Last year on this very issue the hon Minister made a heroic and bold assertion that black marketing in tickets would be abolished. In his answer now he says that it has come to his notice that a few of these things are happening. I had told him that it happens, even at Delhi Station and the premium on all the tickets could, perhaps, have been paid for by providing tickets even at higher rates to the passengers themselves. I would request him to look into the cause why it happens

because, without that, any vigilance machinery that he sets up will not be of any effect.

PROF MADHU DANDAVATE. This is one of the concrete steps that I am taking I have announced in my budget speech that we are introducing computerisation on our reservation systems at some stations as an experimental measure and if that succeeds I think that some results may be produced.

As far as the vigilance machinery is concerned, we had already set that into operation but, when we were able to prevent malpractices in reservation at some stations We found that there was a recurrence of the same malpractices at some other stations. Of course this is a long process. But, I am sure that, with the introduction of computerisation, to a very great extent, malpractices in reservation will be reduced to the rock bottom minimum, if not eliminated.

श्री भानु कुमार शास्त्री अध्यक्ष महोदय, मैं बल ही कलशता से आना हूँ। मैं स्वयं जब रिजर्वेशन आर्किफिस मे गया ता देखा कि खुल्लम खुल्ला स्टेशन के बाहर रिजर्वेशन आर्किफिस के बाहर म्बेन्ड क्लास स्लीपर काच के निए डम रुपए, डम रुपए चिल्ला रहे थे और दूनरे लाग उनका थेरे हुए थे। आखिर वे वहा म टिकट लाते हैं? मझे भी वहा पर टिकट नहीं मिला और मुझे चीफ वार्मिण्यल मुपरिंटेंट के पास जाना पड़ा उन्होंने भी कहा कि फुल है एवं भी जगह नहीं है। मुझे ता चीफ वार्मिण्यल मुपरिंटेंट के आर्किफिस मे टिकट मिल गया नेबिन भेरे जो दूसरे महयोगी थे वे वैसे देकर अपने टिकट ले आये। ता इस प्रकार का खला बराण्णन बलक्ता स्टेशन व रिजर्वेशन आर्किफिस के बिल्कुल बाहर खुल्ला हो रहा है। मैं जानना चाहता हूँ कि इस प्रकार के करण्णन को राबने के लिए—जोकि लुका-छिपी नहीं

हो रहा है बल्कि खुल्लम-खुल्ला हो रहा है— कोई कठोर कार्यवाही की जायेगी ?

प्रो० मधु दंडवते : इस प्रकार का भ्रष्टाचार चाहे खुला हो रहा हो या छिपे तीर पर हो रहा हो वह तो दुरा है । इमनिए माननीय मदस्य ने जो मुझाव दिया है कि कठोर कार्यवाही उन लोगों के खिलाफ होनी चाहिए उसके लिए वे डिटेल्स दे दें तो जहर उसकी जांच करके सर्वदिव लोगों के खिलाफ कठोर कार्यवाही की जायेगी (अध्यवधान) मैं यकीन दिनाना चाहता हूँ इस सदन को कि माननीय मदस्य ने एक निश्चन स्टेशन का नाम दिया है, कलकत्ता स्टेशन का नाम दिया है हम जरूर इस मन्त्रन्ध में कठोर कार्यवाही करेंगे और इस तरह की चीजों को रोकने को कोशिश करेंगे । (अध्यवधान)

MR. SPEAKER: Please give him details.

चौथी बलद्वीर सिंह : अध्यक्ष महादय, एक और किसी को जो गड़बड़ हो रही है, मैं उस की तरफ रेल मंत्री जे का ध्यान खीचता चाहता हूँ । स्टेशन पर जो रिजर्वेशन के लिये उन के पास जाता है तो कह देते हैं कि मत्र फुल है । लेकिन अगर आप एक्सवायरी करें तो आप को मालम होंगा कि जिन लोगों के नाम वहाँ पर लिखे दीते हैं फाइनल स्टेज तक वे लोग नहीं आते और दूसरों से पैसा लेकर वे सोटे उन को एलाट कर दी जाती है ।

मेरा अपना नश्वरा यह है कि मैं वहाँ सीट के लिये गया, तो मुझे मैं रुका गया कि मीट नहीं है । लेकिन वहाँ नीट पर बैठा रहा और देखा कि जिन के नाम में रिजर्वेशन था, उन में कोई वहाँ नहीं आया, बल्कि चार सोटे खाने पड़ी रहीं । क्या मंत्री महादय इस के बारे में कोई एक्सवायरी कर कर कोई ऐसा रास्ता निकालेंगे जिस से इम तरह की बेर्इमानी न हो सके ?

प्रो० यश दंडवते : इस भ्रष्टाचार की जांच करने की आवश्यकता नहीं है, यद्योऽकि इस सदन के एक जिम्मेदार सदस्य ने यह जानकारी दी है । जानकारी को सही समझ कर मैं इस पर कार्यवाही करूँगा और जो लोग इस के लिये जिम्मेदार हैं, उनके खिलाफ कठोर कार्यवाही की जाएगी ।

SHRI K. LAKKAPPA: Mr. Speaker, Sir, there are racketeering dens operating in various capital cities of India including Delhi in the matter of unauthorised sale of railway tickets. They are almost running this racket as a company. This fact has been brought to the notice of the Railway Minister time and again but no action has been proposed to be taken. I do not want to charge my friend, Mr. Dandavate. He's taking very effective steps in other matters but I do not know why he has failed in this respect. Sir, I would like to know whether this Ministry would consider making use of the Members of Parliament by providing them with special identity cards to take immediate action and also report back to the Railway Ministry for taking effective steps in this regard.

PROF. MADHU DANDAVATE: It is a suggestion for action. We will give due consideration.

SHRI HARIKESH BAHADUR: Sir, it has become really very difficult to eradicate corruption in the railways so far as reservations are concerned because I have observed most of the railway authorities at different Railway stations are directly involved in this corruption. So, I would like to know from the hon'ble Minister whether he is going to think of some new method which could be adopted so that this corruption could be eradicated or minimised?

PROF. MADHU DANDAVATE: In the statement that is laid on the Table of the House, I have already mentioned a number of steps that we

propose to take One of the steps that we have taken is on the recommendation of the Railway Convention Committee, namely, if we try to extend the period of advance reservation to some extent it will reduce this mal-practice. That is why we extended the period of advance reservation to six months. We find as a result of this step there is some decrease in this mal-practice. The second step that I mentioned was that of computerisation. It will bring about further reduction in this mal-practice.

ओर कवर साल गुप्त अध्यक्ष महादय, माननीय मंत्री जी ने बहुत लम्बा-चौड़ा स्टेंमेट यहां पर रखा है और यह भी बताया है कि उन्हांने कुछ अनिवार्य कदम भी उठाये हैं। निकिन इस कार्रवाई में यह कह मतना है कि उन के लिए को पर्यामें दूसरे कामों में चढ़ने वाला अन्यथा है। लेकिन रिजर्वेशन के मामले में बहुत पूर्ण है और दिनों के अन्दर बहुत बड़ा रिकेट है अबवारा में भी आया है। ताकि माननीय मंत्री महादय संपूर्णता चाहता है कि दिल्ली में रिजर्वेशन के रेवर्निंग के बारे में अबवारा में भी आया है उम के सम्बन्ध में आप ने क्या कार्यवाही का है और विनाने नामा का पक्ष है और दिनों में रिजर्वेशन का ठोक बरने के लिए आप ने अबो नक्का कदम उठाए हैं?

महान एहत कार्रवाई के लिए करारागा, यह मर्म ममक्ष मन न ना आना है। अगर चिमी का 4 दिन बाद जाना है तो उस महीने पहले उसे कैम पता होगा कि उस सम्बन्ध जाना है यह स्मृति में अन्ते वाली बात नहीं है।

(अध्यक्षप्राण)

प्रो० मधु दड्डवते में माननीय मंत्री का ठोक बात बनाना चाहता है। उन्हांने नार्देन रेण्डे के बारे में खाम मवाल उठाया है और मैं नार्देन रेण्डे के बारे में उन बाबताना चाहता हूँ। नवम्बर 1977 से फरवरी 1978 तक 16 लागा का गवर्नरेट रेलवे पुलिस के पास मैल-प्रैविटसज के लिए हैड

ओबर किया गया है और बार महीने के अन्दर नवम्बर 1977 से फरवरी 1978 तक 17 लागों का इस प्रकार के भ्रष्टाचारों के लिए एरेस्ट किया गया है, 7 गिर्जवेशन कलकर्स, 10 बुकिंग कलकर्स 4 टिकट क्लिक्टम 2 कार गेटेटेट्स, 8 टी० टी० आई० और 2 गाड़ इन सब के बारे में जानकारी मिलने के बाद डिपार्टमेंटल एक्शन उन बिलाफ लिया गया है।

PROF P G MAVALANKAR The hon. Minister has given a long list of various steps he is taking to curb corruption. I agree with him that the problem is not only in regard to the railways but it also relates to the general social consciousness, national character etc. all over the country. Now Sir, beginning from the porter upwards upto the railway reservation people all of them I think are involved in cornering a number of seats and berths at the stations making it impossible for bona fide passengers to go by trains. In view of that we will be considering putting at the reservation counters charts like the ones in theatres so that by looking at them the passengers can know whether there are any vacancies and perhaps they will be helpful to bona fide passengers if they can be maintained properly.

PROF MADHU DANDAVATE I agree with the hon. Member that as far as corruption is concerned there is perfect decentralisation and it will be our endeavour to see that at every level it is eliminated. He has made a concrete proposal that specific charts should be put up before each reservation Counter showing the exact position so that no malpractice takes place. We will implement that suggestion.

ओस्ट्रेलिया में अध्यक्ष महादय मैं आप के माध्यम से माननीय मंत्री जी से यह निवेदन बरना चाहूँगा कि रेलवे का सतकंता विभाग इस बाबत के लिए जिम्मेदार

है। पिछले दिनों मुझे सतर्कता विभाग के कई लोगों ने बताया कि उन के द्वारा कुछ केसेज पकड़े भी जाते हैं तो विभागीय अधिकारी उस पर पूरी कार्रवाही नहीं करते, शुरू में उन को सर्वेंड भी नहीं करते और उन के बिलाक कोई एक्शन नहीं लेते।

MR SPEAKER: Please be brief.

श्री सत्य देव सिंह: अद्यतम महोदय, यह बहुत महत्वपूर्ण प्रश्न है और टेलवे विभाग के इम थोड़े से काम में उस की पूरी बदनामी होती है। रिजर्वेशन जनता की सुविधा के लिए होता है लेकिन उस में बहुत मेल-प्रेक्षिटम होता है। दिल्ली में रिजर्वेशन के बारे में मैं एक चौंक कहना चाहता हूँ। यहां पर बहुत बड़ा टैक्ट है और मैं यह भी बनाना चाहता हूँ कि जो छांटे कलंक लगे हुए हैं उन को जान से मार देने की धमकी बाहर के लोगों ने दी है। यह भी अपने आप में सत्य है। मैं माननीय मंत्री जी से जानना चाहूँगा कि न्यू इम तरह की कोई जानकारी उन के पाय यहां है और यदि है तो वे उस पर क्या कार्रवाही करेंगे, किस तरह से कोआर्डी-नेशन करेंगे और विजीनेस विभाग और इम तरह में जान से मार देने वाली जो बात है, उस के बारे में कोई ठांस और प्रभावी कदम वे कब उठाने जा रहे हैं?

प्रो॰ मधु बंदवते: माननीय मदम्य ने जो जानकारी दी है उसका स्वरूप काफी गम्भीर है। अगर मन्त्रमुख इम प्रकार का कोई गलत काम हुआ है तो उसकी तरफी में मैं जाच करकरणा और जा जिम्मेदार है मन्त्रके बिलाक कठोर कार्रवाई की जाएगी। यह आश्वासन मैं मदन को देना चाहता हूँ।

श्री बोह्म्बद शक्ती कुरेशी: दोनों तरफ से कहा गया है कि नेलवे में कर्पण बहुत बढ़ गई है। क्या यह मच है कि दिल्ली नेलवे स्टेशन के मामले अनाथोराइज्ड ट्रेवल एजेंट्स ने दुबार मिर निकाला है और इस तरह से बोई लगा दिया है कि यहां नेलवे का

रिजर्वेशन चार बंटे और दो बंटे में कराया जा सकता है? यदि हो तो क्या इस बात की तरफ ज्ञान दिया जाएगा कि जो अनाथोराइज्ड ट्रेवल एजेंट्स विलसी स्टेशन के बाहर बैठे हैं उनके बिलाक कार्रवाई हो?

[شروع محدث شفی قبیشی: دعویوں]

طرف से कहा गया कि नेलवे में कोप्शन बहुत बढ़ गयी है - क्या ये सिंज है कि दली नेलवे स्टेशन के सामने अनाथोराइज्ड ट्रेवल एजेंट्स ने दुबार एक नकाला है और अब ये कोप्शन के बोडला का दायी की जीहीन के बहाने द्वारा दियोजित है जो क्राइब जांच वाले और दो गहलते हैं क्राइब जांच करता है? यदि हां तो कहा गया, बात की तरफ देखायी दिया जानुका के जो अनाथोराइज्ड ट्रेवल एजेंट्स दायी स्टेशन के माफूर बैठके हैं तो उन ने खलफ कराऊं हो?

प्रो॰ मधु बंदवते: अगर इस प्रकार के काई अनाथोराइज्ड ट्रेवल एजेंट्स काम कर रहे हैं और जो जानकारी माननीय सदस्य ने दी है अगर वह ठीक निकली तो जरूर उनके बिलाक कार्रवाई की जाएगी और उनको वहां से हटाया जाएगा।

WRITTEN ANSWERS TO QUESTIONS

Publicity for Medicines

*289. SHRI C. K. JAFFER SHARIEF: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether he has expressed himself against publicity for medicines on Radio and Doordarshan;

(b) whether Government have studied the Hathi Committee Report on Drugs in this respect; and

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

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

(a) Yes, Sir.

(b) and (c). All the recommendations of the Hathi Committee are under the active consideration of Government and a final decision is expected to be taken very soon.

Drilling Operations in North-Eastern Zone

*290. SHRI DURGA CHAND: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have formulated any proposal for drilling operations in the North-Eastern zone;

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

(c) by when drilling operations are likely to start, and

(d) whether any feasibility survey in the area for the purpose has been done, if so, with what results?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA)
 (a) to (d). The Oil and Natural Gas Commission and Oil India Limited are already carrying out the drilling operations in the North-Eastern Zone. The ONGC has so far drilled 301 wells in Assam including Meghalaya, 3 wells in Nagaland and 1 well in Tripura. Oil India Limited, has also drilled 383 wells in its area.

Exploratory efforts of the ONGC so far have led to the discovery of hydrocarbons at a number of structures, namely, at Rudrasagar, Lakwala-Lakhmani, Geleki, Borholla, Charah, Amguri and Demulgaon and Baramura. Regular production from Rudrasagar, Lakwa-Lakhmani and Geleki field, has been commenced by the ONGC and it is presently producing about 1.42 million tonnes per annum of crude oil from there. Oil India Limited is also producing about 3.1 million tonnes per annum of crude oil from its fields in Assam area.

Both the Oil and Natural Gas Commission and Oil India Limited are continuing their efforts for further

exploration in the area. 12 wells are currently under drilling by the ONGC. Some of the new locations being taken up for drilling by the ONGC in 1978-79 in the North-Eastern area are Barsilla, Tiru Hills, Laxmijan, Charaideq and Masimpur in Assam and Rokhia and Gojalia in Tripura. Oil India Limited is presently drilling a deep exploratory well at Kunchai and is also planning to drill 5 more wells in Arunachal Pradesh.

On the basis of the surveys carried out so far, the area is considered to have good prospects for finding additional hydrocarbons reserves.

Demand for Polyester Filament Yarn

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

(a) whether it is a fact that the demand for the Polyester Filament yarn is very high and its production has been inadequate;

(b) if so, the figures of demand and production for the last three years; and

(c) the steps taken to meet the demand and make it available to the actual users?

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

(a) The demand for polyester filament yarn has in the past been higher than the indigenous production. The production figures are as below:

Year	Qty (tonnes)
1975	2529
1976	2640
1977	3732

As REP imports of polyester filament yarn are permitted, the exact levels of consumption are not known, but have been estimated at around 4,000 tonnes, 4,000 tonnes and 6,000 to 7,000 tonnes in the years 1975-76, 1976-77 and 1977-78 respectively.

(b) and (c). The item has been placed at para 90 of the ITC Book, Vol. I, for the year 1977-78 whereunder direct allotment is made to the actual users to meet their full requirements. Indigenous capacity totalling 2,616 tonnes has been established by permitting indigenous manufacturers of nylon filament yarn to diversify into polyester filament yarn. An additional 2065 tonnes capacity is under implementation through diversification and modernisation programmes. A cooperative sector project with substantial Government participation, M/s. Petrofils Cooperative Ltd., is in the process of setting up a 3,500 tonnes plant for manufacture of polyester filament yarn. Part of the capacity has already been commissioned and production has commenced.

Casual Gangmen brought on Central Pay Commission Scales

*292. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Pay Commission scales have been given to all casual Gangmen on completion of 120 days' continuous work since June, 1977 in Dhanbad Division, E. Railway;

(b) if so, the figures of such casual Gangmen under each Permanent way Inspector of Dhanbad Division who have been given C.P.C. scales;

(c) the number of such Casual Gangmen who have not yet been given C.P.C. scales; and

(d) the reasons for abnormal delay in giving C.P.C. scales?

THE MINISTER OF RAILWAYS: (PROF. MADHU DANDAVATE): (a) and (b). 129 casual Gangmen of Dhanbad Division have been granted CPC scales of pay. The break-up of this number is as follows:

P.W.I. Dhanbad	... 42
P.W.I. Patratu	... 11

P.W.I. Gujhandi	... 86
P.W.I. Berma	... 3
P.W.I. Daltonganj	... 2
P.W.I. Latehar	... 2
P.W.I. Tori	... 1

(c) 496.

(d) As per extant practice on Eastern Railway, casual Gangmen are to be medically examined and granted CPC scales of pay on completion of 120 days' continuous service. However, since Divisional authorities were not clear about this position and were waiting for the medical examination to be over, orders have been issued to them to grant forthwith scales of pay to all casual Gangmen who have completed 120 days' continuous service.

Railway Line between Tirodi and Katangi

*293. SHRI KACHARULAL HEM-RAJ JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) when the survey for laying railway line between Tirodi-Katangi in District Balaghat in Madhya Pradesh was undertaken;

(b) whether a decision was taken to lay the railway line between Tirodi and Katangi;

(c) the work, so far, done on this project; and

(d) the reasons for delay in implementing this decision and when work is likely to commence on this line?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). No survey has so far been carried out for laying a railway line between Tirodi and Katangi. The question of construction of this line will be considered while taking a decision regarding conversion of the Gondia-Jabalpur narrow gauge section into broad gauge after the survey of the Gondia-Jabalpur section is completed.

Railway Labour Tribunal Award

*294 SHRI DINEN BHATTACHARYA Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway Labour Tribunal had given an award for 56 hours' rest after second night shift of Station Masters, Switchmen and others,

(b) if so, whether the said award has been implemented in full,

(c) if not what steps Government propose to take for its implementation,

(d) whether any representation has been received by Government on the subject, and

(e) if so, what steps Government have taken on the representations?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE)

(a) No such recommendation was made by the Railway Labour Tribunal 1969

(b) and (c) Do not arise

(d) and (e) A few representations have been received. The staff concerned are already being granted periodic rest on the basis of the provisions in the Indian Railways Act 1890 which have not been modified by the recommendations of the Railway Labour Tribunal

Production of Crude Oil

*295 SHRI PRASANNBHAI MEHTA SHRI G S REDDI

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

(a) whether it is a fact that the country is producing over one million tonnes of crude oil per month from its onshore and off-shore field,

(b) if so, when this target was achieved,

(c) what is the total oil produced by each of the three oil producing agencies;

(d) which of these three agencies produce the major share,

(e) what was the total estimated production of crude oil during 1977-78 and how much was from Gujarat and Assam Oil fields, and

(f) whether oil drilling in eastern region is encountering diminishing returns?

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

(a) Yes, Sir

(b) Production exceeded one million tonnes for the first time in October, 1977

(c) The production of crude oil by each of the three organisations in 1977 was as under —

ONGC	70,07,000 tonnes
O I L	31,20,000 tonnes
A O C	58,000 tonnes

(d) O N G C

(e) Production of crude oil during 1977-78 is estimated at 10.75 million tonnes of which production from Gujarat and Assam Oil fields is estimated at 4.15 million tonnes and 4.5 million tonnes respectively

(f) No Sir

Fetro-Chemical Complex at Haldia' West Bengal

*296 SHRI JYOTIRMOY BOSU Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether he recently said in Calcutta that the Union Government would neither participate nor give any budgetary assistance to West Bengal for setting up the proposed Petro-chemical complex at Haldia, and

(b) if so, what are the arguments of Government in favour of not giving any financial assistance in this regard?

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

(a) No, Sir.

(b) Does not arise.

Polythene Lying uncleared by Bombay Customs

*297. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that more than 100 tons of High Density polythene and 500 tons of Low Density polythene have been lying uncleared by the Bombay Customs for over a period of two months;

(b) if so, the reasons thereof and the arrangements made to clear the goods; and

(c) whether the All India Plastic Manufacturers Association have lodged a complaint about blocking of raw material aggravating the situation and increasing the prices of these items particularly in view of the lock out strike in Union Carbide?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) No, Sir. No High Density Polythylene or Low Density Polythylene has been lying uncleared by the Bombay Customs for a period of two months.

(b) Does not arise.

(c) No, Sir.

इण्डेन गैस की सप्लाई

*298. श्री राजेन्द्र कुमार शर्मा: क्या फेडोलियम तथा रसायन और उर्वरक भंडी यह बताने की कृपा करेंगे कि :

(क) इस समय इण्डेन गैस की सप्लाई के बारे में नई नीति क्या है तथा एक एजेंट को कितने गैम कनेक्शन देने का अधिकार मिलेगा;

(ख) इस समय सम्पूर्ण देश में कूल कितने गैस कनेक्शन हैं;

(ग) क्या सरकार बटेमान एजेंटों को, जो पहले ही काफी संभाया में गैस कनेक्शनों का कार्य कर रहे हैं, अतिरिक्त गैस कनेक्शनों के कार्य के लिए प्राप्तिहत करेगी यद्यपि क्या इस कार्य के लिए नए एजेंटों को अधिकार मिलेगी; और

(घ) उनके वितरण की नई अवस्था का व्यापार क्या है ?

फेडोलियम तथा रसायन और उर्वरक भंडी (श्री हेमवती नवन बहुपुरुष) : (क) से (घ), सभी तेल कम्पनियों को इस प्रायाय की हिदायतें दी गई हैं कि नये गैस कनेक्शनों के लिए बायदा करते समय, उन्हें और श्रीद्वागिक और वाणिज्यिक ग्राहकों की अपेक्षा घरेन्हु ग्राहकों अर्थात् वैयक्तिक घरेन्हु उपभोक्ताओं को तरजीह देनी चाहिये। साधारणतया गैस की पूर्ति केवल उन वितरण प्रकार के उद्योगों को छोड़कर, जो किसी अन्य वैकल्पिक इंधन का प्रयोग नहीं कर सके और जिनके लिए प्रौद्योगिकीय दृष्टिकोण से गैस अनिवार्य होती है, अन्य उद्योगों को नहीं की जाती है।

इस समय देश में खाना पकाने की गैस के लगभग 28 लाख उपभोक्ताएं हैं। तेल कम्पनियां महानगरों और शहरों में यहां की माग कमता, सुविधा सम्बन्धी अवस्थापना की उपलब्धता और इस प्रकार के इलाकों में कार्य संचालन की मित्र्यवी अवहार्यता के कारण यहां बड़े महत्वपूर्ण दंग से खाना पकाने की गैस का विपणन करती रही है। खाना पकाने की गैस के सीमित मात्रा में उपलब्ध होने के कारण, इसके विपणन का सभी लोदों में विस्तार करना संभव नहीं हो सका है। वर्ष 1980 से देश में खाना पकाने को उपलब्धता में पूर्वानुमानित बड़े पैमाने पर बढ़ गया है जाने से निम्नलिखित बातों के प्राधार पर इसका विपणन यथा समय लेटे

ठोटे शहरों और शावीय लोहों में विस्तार करना सम्भव हो सकेगा । —

- (i) पूर्वनियमानित ग्राहक-संघ्या,
- (ii) सम्पार्द्दि साधन से बाजार के संचाप,
- (iii) सुरक्षित/सुलभ रूप से परिवहन के साधन की उपलब्धता,
- (v) सवितरण उपकरणों का अधिक-तम उपयोग, और
- (iv) कार्य संचालनों में व्यवहार्यता ।

तरल पेट्रोलियम गैस (खाना पकाने की गैस) की सम्पार्द्दि तेल कम्पनियों द्वारा विक्री-ताथों को उनके द्वारा पजीकृत ग्राहकों की संघ्या पर आधारित रिफिल सम्बन्धी आवश्यकताओं के अनुसार भी जाती है । इंडियन आयल बारपोरेशन लि० (आई और सी) के प्रत्येक खाना पकाने की गैस के वितरण के साथ ग्राहकों की सीमित संघ्या पहले से ही निर्धारित बरदी गई है । अधिगृहीत तेल कम्पनियों से सम्बन्धित खाना पकाने की गैस की एजेंसियों की सीमा में विस्तार बरने के लिए भी कदम उठाये जा रहे हैं ।

Merger of Chemicals and Fertilizers and Petroleum Ministries

*299 SHRI SUKHENDRA SINGH Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether it is a fact that the Ministries of Chemicals and Fertilizers and Petroleum have been merged and

(b) if so, the details regarding the distribution of work and other arrangements made in this regard?

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

(a) Yes, Sir

(b) Ministry of Petroleum, Chemicals & Fertilizers has two separate Departments, namely,

- (a) Department of Petroleum,
- (b) Department of Chemicals & Fertilizers

The functions allocated to two Departments are the same as were being performed by the then two erstwhile Ministries viz, Ministry of Petroleum and Ministry of Chemicals & Fertilizers

Conversion of Nagpur-Nainpur Railway line

*300 SHRI VASANT SATHE Will the Minister of RAILWAYS be pleased to state

(a) whether the Government are considering a proposal for conversion of the Nagpur-Nainpur railway line into broad gauge,

(b) if so details of the proposal under consideration and how soon the final decision in the matter will be taken and

(c) what action is being taken on other proposals such as construction of a new Rail Link between Nagpur and Jabalpur via Seori electrification of Durg-Bhusawal link and conversion of the Gitanjali Express from bi-weekly to daily?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) A preliminary engineering-cum-traffic survey for conversion of Jabalpur to Gondia narrow gauge section into broad gauge is in progress. The proposed conversion will connect Jabalpur, and Nagpur via Nainpur and Gondia. It will be possible to take a decision regarding the conversion of Jabalpur-Gondia section after the survey is completed and the reports examined

(c) Nagpur and Jabalpur are already connected by a narrow gauge line via Seom and Nainpur

A cost-cum-feasibility survey for electrification of Durg-Bhusaval section has been carried out. The project is estimated to cost about Rs. 64 crores. The question of taking up the project for construction will be considered while finalising long term programme of electrification.

The frequency of Howrah-Bombay Gitanjali Express has since been increased from bi-weekly to 4 days in a week. Further increase in frequency will be considered at the appropriate time.

विविध लेनीय एककों में उर्वरक उत्पादन के कार्य का विवरण

* 301. डॉ. लक्ष्मीनारायण यादेय : क्या विविध व्यवस्था, रसायन और उर्वरक मंत्री यह बताने की कृपा करें कि :

(क) क्या यह सच है कि उर्वरक उत्पादन के कार्य को उसके उत्पादन तथा प्रबन्ध सम्बन्धी पहलू को देखते हुए विविध लेनीय एककों में वितरित किया गया है;

(ब) यदि हा, तो उसका पूर्ण व्यौरा क्या है;

(ग) ऐसी व्यवस्था में कितना प्रति-रिक्त व्यय होगा; और

(घ) पुरानी व्यवस्था तो समाप्त करने के कारण क्या है ?

विविध व्यवस्था रसायन और उर्वरक मंत्रालय में राष्ट्र लंबी (भी लगेवर मिथ्या) :

(क) और (घ). सरकार ने फटिलाईजर कारपोरेशन आफ इडिया और नेशनल फटिलाईजर लिमिटेड का नियन्त्रित पाल कम्पनियों में पुनर्गठन करने का निर्णय किया है ।—

कम्पनी का नाम

एकक/प्रभाग

1. फटिलाईजर कारपोरेशन आफ इडिया

सिन्दरी (सिन्दरी आधुनिकीकरण और सिन्दरी मुव्यवस्थीकरण सहित), गोरखपुर, ताल्चर, गमगुण्डम और कोरबा ।

2. नेशनल फटिलाईजर लिमिटेड

नागल, भटिष्ठा और पानीपत ।

3. हिन्दुस्तान फटिलाईजर कारपोरेशन लि ।

नामरूप, हल्दिया, बरोनी और दुर्गापुर ।

4. राष्ट्रीय कैमिकल एण्ड फटिलाईजर लि ।

ट्राम्बे के सभी एकक और दक्षिण बम्बई के गैस पर आधारित संयंत्र ।

5. फटिलाईजर (योजना और विकास) इडिया एक सी आई का एण्ड डी प्रभाग । लि ।

एक सी आई/एन एक एल का पुनर्गठन करने का मुक्त उद्देश्य यह है कि निर्णयिक अधिकारों को एक सी आई में केन्द्रित होने से रोकना और लेनीय एककों को अधिक स्वायत्त बनाना, इससे स्वाल्पन में अधिक दक्षता प्राप्ती ।

यद्यपि पुनर्गठन प्रस्ताव को कार्यान्वयित करने में लगने वाले प्रशासिक वर्च के व्यापे ग्रन्तिम रूप से अभी नहीं निकाले गए हैं, फिर भी इस पर अधिक वर्च होने की आशा नहीं है ।

Companies with 51 per cent Capital invested by Govt. Public Financial Institution

*302. SHRI D. B. CHANDRE GOWDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of private Limited Companies in the Country in which investment towards capital by Government and public financial institutions works out to be more than 51 per cent; and

(b) the extent to which Government have a say in the management of those companies?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Of the 38,837 private limited companies at work in the country as on 31-3-1977, 428 were Government companies, i.e. companies in which the Central Government and/or State Government(s) held 51 per cent or more of the paid-up share capital. No public financial institution held any share capital in any of these 428 companies. As regards the remaining 38409 private limited companies, the requisite information is not readily available.

(b) The management of the 428 private limited Government companies referred to in part (a) is looked after by the concerned administrative Ministry at the Central and/or State Government level.

Natural Gas in Assam

*303. SHRI PURNA SINHA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) is it a fact that million cubics of natural gas is being burnt up all around Naharkatiya, Duliajan, Moran and elsewhere in Assam besides in the refineries to which crude oil is drained in, while the consumers are crying hoarse all over the country for more industrial fuel and LPG cooking gas;

(b) whether Government propose to hold this burnt up gas and channelise it for the purpose of conversion to fuel for industries and domestic cooking; and

(c) what steps Government are going to take to obtain the technical know-how in order to save and utilise this natural gas everywhere in the country, particularly at the tips of wells in Assam?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Certain quantities of associated natural gas produced from the oil-fields of Oil India Limited in Assam are flared mainly because of shortfall in lifting by consumers in relation to off-take earlier indicated by them. The off-take of consumers is expected to improve. The Company has also planned to set up a plant for extraction of L.P.G. and condensate from this gas. A scheme for expansion of Namrup Fertilizers plant which uses gas as feedstock, is also under consideration.

The natural gas produced by Oil and Natural Gas Commission in Assam except for certain quantities supplied to tea estates is presently being flared. ONGC has already committed supply of 0.23 million cubic metres per day of gas to the Assam State Electricity Board which is expected to start consuming this gas in 1978-79. A part of gas needed for expansion of Namrup Fertilizer Plant will be supplied by ONGC.

Certain amount of flaring of gas in refineries is unavoidable on account of technological reasons and safety, and for this purpose the flare has to be maintained whenever the refinery is in operation. The flaring is kept to the minimum in all refineries.

(c) Government attach the highest priority to the utilisation of gas as feedstock for the manufacture of fertilizer for which Technical know-how is available in the country.

Introduction of new trains undeveloped areas

*304. SHRI RAMJI LAL SUMAN: Will the Minister of RAILWAYS be pleased to state:

(a) the undeveloped areas in the country where new trains have been introduced after the assumption of power by the Janata Government;

(b) the names of those trains; and

(c) the revenue earned as a result of the operation of these trains in addition to the benefit thereof to the common people?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A statement indicating the list of non-suburban trains introduced during 1977-78 so far is laid on the Table of the Sabha. [Placed in Library. See No. LT-1805/78.]

(c) Statistics of earnings by individual train services are not maintained.

Complaints regarding Accounts of Swadeshi Polytex Limited

2687. SHRI R. D. RAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Registrar of Companies, Uttar Pradesh has reported that the Swadeshi Polytex Limited, Ghaziabad, U.P. has not been maintaining proper accounts of the affairs of the Company in accordance with the provisions of the Companies Act, 1956;

(b) if so, the facts thereof;

(c) whether any investigation has been made and whether the Government is contemplating to order a Special Audit to go into the affairs of the company; and

(d) if so, the results thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir.

(b) Does not arise.

(c) and (d). The Department of Company Affairs is not contemplating investigation of the affairs of the Company or Special Audit of the Accounts of the company. However, orders were issued for inspection of the books of accounts etc. of the company under section 209-A of the Companies Act, 1956, which is in progress.

Complaints of Mismanagement in Swadeshi Polytex Limited

2688. SHRI K. LAKKAPPA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have received information and complaints in regard to mismanagement and misfeasance being perpetrated by the management of Swadeshi Polytex Limited, Ghaziabad, Uttar Pradesh;

(b) the salient features of such information and complaints;

(c) whether investigations into these have been delayed;

(d) if so, the reasons therefor;

(e) whether demands have been made for complete take-over of the company; and

(f) if so, the steps taken in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). Complaints have been received alleging generally that the managing director and his son were (1) mis-managing the affairs of the company; (2) spending fabulously while the accounts for 1974-75 showed huge losses due to their manipulations; (3) making 'huge moneys' by

unfair means detrimental to the interests of the shareholders; (4) black marketing; (5) making purchase of silver utensils at company's expenses for their personal use; (6) resorting to evasion of tax; (7) maintaining six costly cars; and (8) diverting of funds in the guise of sales promotional expenditure.

(c) and (d). No investigations under the Companies Act, 1956 have been ordered. However, inspection of the company books of accounts etc. ordered under section 209-A of the Companies Act, 1956, is in progress.

(e) and (f). The Department of Company Affairs is not aware of any demand for take over of the Company.

Permission to big business houses for Expansion

2689. SHRI P. K. KODIYAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have approved 21 proposals from big business houses to expand their activities;

(b) if so, what are the fields in which expansion has been allowed and what are the industrial houses benefited by this decision; and

(c) what are the reasons for accepting these proposals?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). Reference by the Hon'ble Member to 21 proposals from big business houses appears to be to the news-item published in the 'Financial Express' dated the 7th February, 1978 under the caption "21 M.R.T.P. firms allowed expansion".

A Statement given details of these 21 proposals for substantial expansion or establishment of new undertakings approved under the M.R.T.P.

Act during the first half of 1977 is laid on the Table of the House. [Placed in Library. See No. LT-1806/78.1

Increase in assets of top twenty big Business Houses

2690. SHRI K. T. KOSALRAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the assets of the top 20 big business houses increased between 1971 and 1977;

(b) if so, the figures of their respective assets for 1971 and 1977; and

(c) the factors that contributed to the increase of their assets?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). Attention of the Hon. Member is invited to the reply to Lok Sabha starred question No. 503 answered on 20-12-77, wherein information on the assets of the top 20 houses (which is available for the years from 1972 to 1975) was furnished. For want of the relevant balance sheets, data for the subsequent years viz. 1976 and 1977 are not available.

(c) Apart from the natural growth in the assets of existing business undertakings, it may be noted that the M.R.T.P. Act, 1969 itself permits expansion in the assets of undertakings within a limit of twenty five per cent. It will also be seen from the statutory reports on the working of the M.R.T.P. Act, which have been placed before the House every year that the Central Government have also approved a number of proposals for expansion and setting up of new undertakings under the various provisions of the M.R.T.P. Act and licensing policy of Government.

News regarding malpractices in Hindustan Lever Limited

2691. SHRI C. K. CHANDRAPAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to a news item appearing in 'New Age' weekly dated 19th February, 1978 under the caption "Grand Moghuls of Hindustan Lever" regarding the malpractices taking place in Hindustan Lever;

(b) if so, the details thereof;

(c) whether Government have taken any step to put an end to this; and

(d) if so, the details?

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

(b) to (d). The article in question essentially relates to the remuneration including perquisites payable to the directors and executives of the Company. The remuneration payable to the directors of the company is in terms of the guide-lines issued by the Government in that behalf. The remuneration payable to the executives of the company do not require to be approved by the Central Government under the Companies Act, 1956, except where such executives come within the purview of section 204-A or (314) 1B of the Act. The revision of the guidelines relating to remuneration of directors is under consideration of the Government and as such no specific action is called for on the facts brought out in the Article.

Gas and oil in Kolodyne River in Southern Mizoram

2692. SHRI ROBIN SEN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that the water of Kolodyne River in

Southern Mizoram smells of gas and oil;

(b) if so, whether any survey was conducted to explore the oil and natural gas potentials of the river;

(c) if so, details thereof; and

(d) if not, reasons thereof?

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

(a) Yes, Sir.

(b) to (d). Preliminary surveys carried out by the ONGC in the water of Kolodyne river have indicated the presence of gas. But such occurrences of surface gas are quite common in Tripura and Mizoram, and most of them are generally not considered to be of commercial significance. The investigations carried out by the ONGC in Eastern Mizoram including Kolodyne river, have indicated that the structures are generally unfavourable for commercial accumulation of hydrocarbons. Structures on the Western part of Mizoram are, however, considered to have better prospects. The ONGC, is, therefore, currently doing mapping of the area in Western Mizoram.

Advance by Government to Hindustan Antibiotics Ltd. Pimpri

2693. SHRI R. K. MHALGI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 4682 on 20th December, 1977 regarding losses suffered by the Hindustan Antibiotics Ltd. Pimpri Pune—(Maharashtra) and state:

(a) how much amount has been advanced by the Central Government to Hindustan Antibiotics Ltd. Pimpri

Pune (Maharashtra) to meet its short-fall during period of last four years,

(b) what are the reasons assigned by the said undertaking for the loss of eight crores and odd during the above said period.

(c) what steps Government have taken to remove the causes of the said loss,

(d) whether it is a fact that Government desire to make good the loss incurred by the undertaking to get the money repaid, and

(e) if so, whether Hindustan Antibiotics Ltd has been instructed accordingly if yes when if not, why not?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRIH N BAHUGUNA) : (a) During the years 1974-75 to 1977-78 Government have granted loans to the extent of Rs 1284.08 lakhs to Hindustan Antibiotics Ltd to meet its short-fall in cash resources. Out of the above loan Rs 407.59 lakhs have been repaid by the company and the balance outstanding is Rs 876.49 lakhs

(b) The reasons for the losses are as follows

(i) Increase in the cost of major inputs beyond all expectations consequent upon inflationary pressures in the wake of oil price hike

(ii) Non-revision of selling prices of bulk antibiotics till 1974 under the Drugs (Prices Control) Order 1970

(iii) Uneconomic operations of the Vitamin C plant due to process problems

(c) to (e) It is Government's desire that the undertaking should do better and endeavour to make up for the losses. In the context of our desire to contain prices, steps to reduce the cost of production and increase the productivity are being considered as follows —

(1) Government have approved the introduction of high yielding

strains and technology for penicillin obtained from M/s Toyo Zozo of Japan

(2) High yielding strains obtained from M/s Glaxo Laboratories Ltd have been introduced for streptomycin. These have increased the productivity by 100 per cent of both the important antibiotics produced by HAL

(3) The Vitamin C plant is being rehabilitated and this is expected while increasing the production, also to reduce the cost of production to a reasonable level

(4) The capacity for formations is also being expanded

(5) Joint sector formulation plants in the States of Karnataka and Maharashtra are being considered

(6) The company has also introduced modern management techniques and systems approach for planned preventive maintenance, production planning and man power planning, etc

It is expected that due to the above steps, with the advice and approval of Government, the working of the company will improve and the Company will be in a position to repay the loans granted by Government

No specific instructions have been issued to the Company but the representatives of Government on the Board of Directors advise the management of the company to proceed on proper lines in accordance with the policies of Government

मुरावाबाद-रामनगर भीटर येज
लाइन को बदलना

2694. श्री मही लाल : क्या रेल मंत्री
यह बताने की कृपा करेंगे कि

(क) क्या काशीपुर होते हुए मुरावा-
बाद-रामनगर भीटर नेज लाइन को कोई

बड़ी लाइन में बदलने का निर्जव किया गया है; और

(ब) यदि हाँ, तो मुरादाबाद शहर तथा काशीपुर स्टेशन पर दुकान बनाने के लिये भूमि पट्टे पर देने का क्या कारण है?

रेल बंगाल: में राज्य बंडी (श्री तिवारा नारायण) : (क) जी हाँ।

(ब) मुरादाबाद और काशीपुर स्टेशनों पर रेलवे की भूमि, दुकानों के लिए, वार्षिक आधार पर लाइसेंस पर दी गयी है। रेल प्रकाशन को यह अधिकार है कि जब भी उसे अपने भत्तलव के लिए भूमि की आवश्यकता पड़े, तो वह लाइसेंस रह कर मकान है। अतः, काशीपुर के रास्ते मुरादाबाद-रामनगर औटर लाइन खण्ड को बड़ी लाइन में बदलने के लिए जब भी भूमि की आवश्यकता पड़ेगी, तब दुकानों के लिए लाइसेंस पर दी गयी रेलवे की भूमि को बापस लिया जा सकता है।

Ban on purchase of controlling interests of other companies by big Houses

2695. SHRI MOHAN LAL PIPIL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is a proposal to ban the purchase by the big houses of controlling interests in other companies;

(b) if so, the reaction of Government to the reported bid of 'Thapars' to purchase shares of Rs. 1 crore held by Swadeshi Cotton Mills Company Limited in Swadeshi Polytex Limited, Ghaziabad at a price of Rs. 5 crores and the steps proposed to take to prevent take over bid in such a manner;

(c) whether U.P. Government have made any suggestion in this behalf to the Central Government;

(d) if so, the nature thereof and Government's reaction thereto; and

(e) whether directions have been issued to concerned Department that if the sale is permitted to Thapars, the entire shares held by minority shareholders will also be purchased by them at the same price?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir.

(b) The reported proposal to purchase shares by the Thapars in Swadeshi Polytex Limited, Ghaziabad, at a price of Rs. 5 crores requires the approval of the Central Government under Section 108A and Section 372 (4) of the Companies Act. No such proposal has been received by the Government so far. If and when any proposal is received, it will be decided on merits

(c) and (d). No suggestion has been made to the Central Government by the U.P. Government about the sale of shares to the Thapars. However, the U.P. Government has suggested that Swadeshi Cotton Mills Company Ltd. may be taken over by the Central Government; this suggestion is under consideration in the Ministry of Industry which is the concerned administrative Ministry on the subject.

(e) This aspect will be considered as and when any proposal is received from Thapars.

Meeting of Chief Executives of Fertilizer plants in public sector

2696. SHRI K. PRADHANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any meeting of the Chief Executives and top level managers of fertiliser units in the public sector was convened recently; and

(b) if so, what were the subjects discussed thereat and the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). Generally every month Minister, Petroleum, Chemicals and Fertilizers, holds a meeting with the Chief Executives of Public Sector Undertakings under the Ministry. The last such meeting was held on the 7th January, 1978. At these meetings Minister reviews the performance of the plants, the problems faced, industrial relations and other relevant matters, and after discussions appropriate decisions are taken.

Railway Lines in Bastar

2697. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that Bastar in Madhya Pradesh is one of the richest districts in the country in the matter of production of hardwood and bamboo but its movement is being hampered in the absence of adequate railway lines;

(b) whether he is also aware that a new railway line linking Jagdalpur with Raipur is essential for the movement of these Forest products;

(c) if so, whether he will consider the proposal for opening new railway lines; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). A survey for conversion of Raipur-Dhamtari narrow gauge section into broad gauge and for construction of a new broad gauge line from Dhalli-Rajhara to Jagdalpur in Bastar district has been completed. The project is estimated to cost about Rs. 55 crores. The question of taking up the project would depend upon the availability of resources for this purpose.

कर्मचारियों की पदोन्नति, स्वास्थ्यसंरक्षण और बहाली

2698. श्री बधाराम शास्त्री : क्या ऐसे मंवी यह बताने की कृपा करेंगे कि :

(क) जनता सरकार के गठन के बाद उन्होंने कितने कर्मचारियों की पदोन्नति, स्वास्थ्यसंरक्षण एवं बहाली के आदेश जारी किये और उनमें से कितने आदेशों का अधिकारियों ने पालन किया, और

(ख) क्या यह सच है कि रेलवे विभाग के कुछ अधिकारियों ने उक्त आदेशों को "राजनीतिक आदेश" कह कर उनका पालन नहीं किया और यदि हा, तो उन अधिकारियों के विरुद्ध सरकार द्वारा क्या कार्रवाही की जा रही है ?

रेल अंतर्राष्ट्रीय में राज्य भंडी (श्री तिल नारायण): (क) जनमान सरकार के गठन के तुरन्त बाद, उन सभी कर्मचारियों को बहाल करने के आदेश दे दिये गये थे जिन्हें मई 1974 को हड्डानाल में भाग लेने के कारण पश्चिम, नौकरी में निकाला या बरखास्त या स्थानान्तरण कर दिया गया था। इन आदेशों को रेल प्रशासनों वे सरकार द्वारा निर्धारित तारीख में भी पहले कार्रवान्वित कर दिया था।

(ख) इन आदेशों का अनुपालन न करने का कोई मामला नोटिस में नहीं आया है। जहां सक्षम प्राधिकारी के आदेश जानबूझ कर कार्रवान्वित नहा किये गये, वहां से वा नियमों में डाल्मक कार्रवाई करने के लिए पर्याप्त व्यवस्था है।

Amount spent on Korba Fertiliser Plant

2699 SHRI PARMANAND GOVINDJIWALLA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the amount that has been spent over the proposed coal based fertilizer plant to be constructed at Korba

in M.P. by the Fertiliser Corporation of India;

(b) whether since July, 1975 the work on the Korba plant has stopped; if so, reasons therefor;

(c) is it not also a fact that the work on Ramagundam (Andhra Pradesh) and Talcher (Orissa) is being continued with all the speed and according to schedule; and

(d) if so, the reasons for this discrimination?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JAMESHWAR MISHRA):

(a) to (d). The Korba fertilizer project was approved for implementation at a cost of Rs. 118.25 crores in June, 1974 and was scheduled to be completed in 1978. By the end of 1973-74 an expenditure of Rs. 2.3 crores had already been incurred. Due to resources constraint, in the middle of 1974, the Plan provisions were reviewed to consider additional fund allocation to the fertilizer sector, and it was decided that Korba might be slowed down in view of the fact that the other two coal based fertilizer plans, namely, Talcher and Ramagundam, were going with full speed and it would be better, to speed up the Korba project after the new technology of coal based fertilizer plants had been proved. The expenditure incurred on the project upto 31st January, 1978 is Rs. 19.95 crores and during 1977-78 an amount of Rs 3 crores is proposed to be spent.

Further implementation of the project as well as setting up additional capacity based on coal as feedstock will be considered after experience is available of the operation of the two coal based plants under erection at Talcher and Ramagundam. The Ramagundam and Talcher projects are expected to be commissioned by the end of 1978.

Cargo Wagons

2700. SHRI VILJAY KUMAR MALHOTRA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total length of railway lines, number of Cargo Wagons and number of railway engines in India as on 1st January, 1978;

(b) what was the income of Indian Railways from Cargo traffic, moving from inland centres to major Indian Ports, during the past year; and

(c) what were the figures asked in (a) and (b) above during the last years of the First and the Third Five Year Plans respectively?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Figures as on 1st January, 1978 are not available. Latest figures, as on 31-3-1977, are given below:

Route Kilometrage 60,666

Total Track Kilometrage 1,02,837
(Running Track, Sidings, Yards etc.)

No of goods wagons (in Units) 3,97,773

No of Engines:

Steam 8,263

Diesel 1,903

Electric 844

(b) Separate figures of income from traffic moved from inland centres to major Indian ports are not available. However, the total earnings from goods traffic carried by railways during 1978-77 excluding wharfages, demurrage charges, etc. was Rs. 1275.6 crores.

	Last year of	
	1st Five-year Plan i.e., (1955-56)	3rd Five-year Plan i.e., (1965-66)
Route kilometrage	35,011	58,899
Total Freight kilometrage	78,233	94,474
No. of goods wagons (in Units)	340,756	370,019
No. of Engines:		
Steam	9,056	10,613
Diesel	67	727
Electric	79	403
Earnings from goods traffic moved by the railways excluding wharfages, demurrage charges etc. (Crores)	Rs. 177.4	Rs. 452.4

परिवही से जामातार के लिए लाइन

2701. डा० रामचंद्र सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या परिवही से दुमका होकर जामातार या किउल-जासनसोल लाइन पर एक रेल लाइन बिछाने का प्रस्ताव कभी सदकार के विचाराधीन रहा है;

(ख) क्या सरकार का विचार इन खनिजों की दुलाई के लिये और इस पिछले आदिवासी लोक में अधिक आवागमन सुविधाएं उपलब्ध करने के लिये वहां पर एक रेल लाइन बनाने का है; और

(ग) यदि हाँ, तो कब तक और यदि नहीं, तो उसके क्या कारण हैं?

रेल मंत्रालय में राष्ट्र भंडी (श्री शिव सांकेत्य) : (क) से (ग) दुमका के रास्ते परिवही और जमतारा के बीच रेलवे लाइन बिछाने के लिए अभी तक कोई सर्वेक्षण नहीं किया गया है और संसाधनों की अस्थनत सीमित उपलब्धता के कारण इस समय रेलवे लाइन बिछाने का कोई प्रस्ताव विचाराधीन नहीं है।

Abstention from voting by electorate of Jhibi Archal

2702. SHRI SASANKASEKHAR SANYAL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2698 on 6th December, 1977 regarding abstention from voting by electorate of

Jhibi Archal in the last Parliamentary Election, and state whether Government have since collected information about their grievances and causes for such abstention;

(b) what steps have been taken by the Central Government so far as it lies in their power for meeting the grievances; and

(c) what guidelines, if any, have been given to the Government of West Bengal so far as the matter lies in their power?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NAR SINGH YADAV): (a) According to the information furnished by the Chief Electoral Officer, Government of West Bengal, no vote was polled in Jhibi Archal under Khargram police station of Murshidabad district comprising polling station numbers 75 to 83 in Khargram segment of 8 Jangipur Parliamentary Constituency. The reasons for abstention of the voters concerned from voting are not known.

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

सूरत में एस्सो और इडेन गेंडर के उपचारक

2703. श्री छोतमाई गामित : क्या ऐटोलिक्स, रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि ।

(क) सूरत नवर और सूरत जिले में एस्सो और इडेन गेंडर के उपचारकों की

संख्या क्या है और नवे उपभोक्ताओं की मांग कितनी है;

(ब) क्या आमीण केन्द्रों के बाहरों के बैस के तिलिंगर नियमित रूप से नहीं विलेते; यदि हां, तो उसके क्या कारण हैं; और

(ग) उपभोक्ताओं की मांग पूरी करने और बैस तिलिंगरों की नियमित

संख्या तुलिंगित करने के लिए सरकार द्वारा क्या उपाय किये जा रहे हैं और नवे उपभोक्ताओं की मांग कब तक पूरी की जायेगी ?

पेट्रोलियम तथा रसायन और उर्वरक बंत्री (बी हेल्परी नम्बर बहुमुच्चा) : (क) विस्तृत विवरण निम्नलिखित है:—

बैस	कूर्किंग बैस के उपभोक्ताओं की संख्या
हिन्दियन बायल कारपोरेशन	हिन्दुस्तान पेट्रोलियम कारपोरेशन (एस्टो की उत्तराधिकारी)
सूरत शहर सूरत जिला (सूरत शहर को छोड़कर)	15,250 (लगभग) सूरत शहर के बाहर के केन्द्रों में एल०पी०जी० का विपणन नहीं होता
	13,360 9,000 (लगभग)

सम्पूर्ण सूरत जिले में कूर्किंग बैस के लिए उपभोक्ताओं की मांग का अनुमान लगभग 54,000 है :

(ब) और (ग) सितम्बर 1977 से दिसम्बर 1977 के दौरान सूरत केन्द्र में, एल०पी०जी० की सीमित उपलब्धता के कारण, तिलिंगर रीफिलर की संख्या में कमी की गयी थी। अक्टूबर, नवम्बर, 1977 में हिन्दुस्तान पेट्रोलियम कारपोरेशन रिफाइनरी के पुनः कार्यालय करने के बाद, एल०पी०जी० की रिफाइनरी पर कैंटालिटिक डॉकोटिल नेकिंग प्रोजेक्ट प्रारम्भ होने के बाद, सूरत केन्द्र में एल०पी०जी० की उपलब्धता में सुधार हुआ। जब कि देश में बर्तमान उपभोक्ताओं की रीफिल की जरूरतें सामान्यतया पूरी हो रही हैं। देश में नवे बैस कनेक्शन की मांग, आजकल एल०पी०जी० के शोधन मालाओं के उत्पादन को उपलब्धता से बहुत अधिक है। अगले दो से तीन बयों में उत्पाद के सुधारने की आशा है और तभी उपभोक्ताओं के नाम पंजीकृत करना भी संभव हो सकेगा।

बुक स्टाल का ठेका

2704. बी हरलोकिंग बर्मा : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या बैसर्स ए०ए० ब्हीलर एण्ड कम्पनी बुक स्टाल के ठेके के लिये सरकार को 2½ प्रतिशत स्वामित्व अदा करती है,

(ब) यदि हां, तो क्या बुक स्टाल पर काम कर रहे कमेंचारी उसी ठेके के लिये 5 प्रतिशत स्वामित्व की अदायगी करने को तैयार है, और

(ग) यदि हां, तो बुक स्टाल का ठेका उनको किस कारण से नहीं दिया जा रहा है?

रेल बंत्रीलय में राज्य बंत्री (बी लिव नारायण) : (क) जी हां।

(ब) और (ग). छोटे-मोटे बुक स्टाल ठेकेदारों को छोड़कर, जो निम्नदर पर एकमुश्त लाइसेंस फीस का भुगतान करते हैं, अन्य बुक स्टाल ठेकेदारों द्वारा कुल विक्री पर 2½ प्रतिशत की दर से रायलटी का भी भुगतान किया जाता है। जूकि ए०ए० ब्हीलर एण्ड कं० और अन्य दो बड़े बुक स्टाल ठेकेदारों का ठेका 31-12-84 तक बैध

है, अतः इन बुक स्टालों को दूसरों को आवंटित करने के किसी प्रस्ताव पर इस समय विचार करना संभव नहीं है।

Proposal to run New Trains from Bhubaneswar to Delhi

2705. SHRI PADMACHARAI SAMANTASINHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to run new and faster train like Coromandal Express from Bhubaneswar to New Delhi; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) Does not arise.

Iron Sleepers replaced by R.S. Sleepers

2706. SHRI SUKHDEV PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are contemplating to replace the existing cast iron sleepers with R.S. sleepers;

(b) if so, the facts thereof;

(c) what are the areas where change over would be resorted to immediately; and

(d) the details of advantages by such change and cost to be incurred for the areas to be brought under such change of sleepers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The feasibility of using Rolled Steel sleepers in place of Cast Iron sleepers is still in the initial stages of examination.

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

राजस्थान में एक औषध कारखाना स्थापित करने के लिए अनुमोदन

2707. श्री चतुर्भुज : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सरकार ने राजस्थान स्टेट इंडस्ट्रीज एण्ड मिनरल डिवलपमेंट कारपोरेशन तथा इंडियन इंग्स एण्ड फार्मसियूटिकल्स लिमिटेड द्वारा एक औषध कारखाना स्थापित किये जाने के लिए अपनी अनुमति प्रदान कर दी है;

(ख) यदि हां, तो कारखाने पर कितनी पंजी लगायी जाएगी;

(ग) कितने व्यक्तियों को रोजगार मिलेगा;

(घ) वहां कौन सी औषधियां तैयार की जाएंगी;

(ङ) यह कार्य करना कब आरम्भ कर देगा; और

(च) क्या सरकार का विचार इस कारखाने को झालावाड़ा जिले में स्थापित करने का है जो कि बहुत ही पिछड़ा हुआ है और जहां बड़ी संख्या में शिक्षित वेरोजगार युवा व्यक्ति हैं और जहां भूमि, जल और विद्युत पर्याप्त मात्रा में उपलब्ध हैं तथा चारों ओर पहाड़ तथा जड़ी-बूटियां विद्यमान हैं और यदि नहीं, तो इसके क्या कारण हैं?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) : (क) राजस्थान स्टेट इंडस्ट्रीयल एण्ड मिनरल डेवलपमेंट कारपोरेशन के साथ संयुक्त साझेदारी से एक संयुक्त धेन सूक्ष्योग एकक जयपुर (राजस्थान) में स्थापित करने के लिए आई० डी० पी० एल० का प्रस्ताव सरकार के विचाराधीन है।

(ख) आई० डी० पी० एल० और आर० आई० एम० डी० एस० की प्रस्तावित

संयुक्त परियोजना पर 1462 लाख रुपये की कार्य पूजी सहित 94.85 लाख रुपये की पूजीगत लागत का अनुमान है।

(ग) प्रस्तावित परियोजना में 150 व्यक्तियों का रोजगार देने की परिकल्पना की गई है।

(घ) प्रस्ताव में श्रीवध सूक्तयोग के निम्नलिखित श्रेणियों के उत्पादन की परिकल्पना की गई है—

गोलियां	300 मिलियन प्रतिवर्ष
लिक्पुड ओरेन्स	120 कि.लिटर प्रति वर्ष

एम्बूल्स	5 मिलियन प्रति वर्ष
ट्रान्सफूशन बोतलें	0.5 मिलियन प्रति वर्ष

(इ) परियोजना में सरकार द्वारा स्वीकृति निधि में $1\frac{1}{2}$ वर्ष में श्रीवध सूक्तयोग वार्षिकलापों को आरम्भ करना शामिल है।

(च) जी, नहीं: परियोजना का जयपुर में स्थापित करने का प्रस्ताव है क्योंकि आधुनिक भैषज एकक के सचालन में चिकित्सा, चिकित्सा कानेयों, अनुसधान मस्थानों, पुस्तकालयों तथा कम सूत्य वाली महायक सामग्री की बड़ी मात्रा में सुगम उपलब्धता, रसायन, अपूर्व श्रीवधों, मध्यवर्ती पदार्थ तथा बोतलें पश्ची कार्टून्स, पेटियो, नेबिल्स और डक्कन ग्राहि पैकिंग सामग्री जैसी तत्काल सुगम मुविधाएं अपेक्षित हैं। क्षालावर जिनें में सभवतः श्रीवध सूक्तयोग एकक के मफल सचालन के लिए अपेक्षित इन्फार्मेंट्स नहीं हैं।

Running of Awadh Express between Kota and Lucknow

2708. SHRI RAM KANWAR BERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to run Awadh Express train between Kota and Lucknow; and

(b) if so, when this decision will be implemented, the names of the stations at which this train will stop and whether the name of this train has been changed to Chambal Express and the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. However, 63 Up/64 Dn Avadh Express is proposed to be extended to and from Gangapur City from sometime in May, 1978.

(b) On its extended portion, this train will stop at Bayana, Fatehpur Sikri and Idgah Agra. There is no proposal to rename this train as Chambal Express.

Search for Oil deposits

2709. SHRI NATVERLAL B PARMAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the new places in the country where search for oil deposits is presently going on;

(b) whether the search is being carried on by Indian technicians through indigenous know-how or it is done in collaboration with foreign technology; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA): (a) ONGC is presently conducting exploratory drilling at six new places on land, namely, Sarbhan and Piswada in Gujarat, Puranpur in U.P., Rambshahr in Himachal Pradesh, Diamond Harbour in West Bengal and Chalgola in Assam. Besides exploratory drilling is being carried on the two new structures in the offshore areas.

Oil India Limited is doing exploratory drilling at one new place, namely, Kumchail in Kharsang area of Arunachal Pradesh.

(b) and (c) Oil exploratory surveys, drilling and testing operations are being conducted by Indian technicians in various onshore areas

In the offshore areas geophysical surveys are being carried out by survey ship Anveshak owned by ONGC and manned by their technicians. A German firm M/s Prakla is conducting offshore surveys off the Krishna-Godavary basin on a contract. Drilling operations in the offshore areas are also being conducted by three drill ships of which one is owned and managed by ONGC and the other two have been hired from the foreign company. ONGC's drillers, geo scientists and technicians are being associated in the drilling and testing operations of these two chartered drillships.

Railway line from Bathnaha to Silguri

2710 SHRI HALIMUDDIN AIIMED Will the Minister of RAILWAYS be pleased to state

(a) whether there was a proposal under consideration of the Government to construct a Railway line from Forbesganj or Bathnaha to Silguri under North Eastern Frontier Railway Zone during the regime of Late Shri L N Misra the then Railway Minister

(b) whether site selection survey and estimate were also made if so what are they and in what stage the work stands and when the work is likely to be completed

(c) whether it is a fact that the area covered under the above proposal is a very backward and under developed and is also an important jute growing area and

(d) whether Government propose to lay this railway line to enable the jute producers to improve their lot by easy transhipment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) No

(c) and (d) Railways are aware that the area is having agricultural economy and is jute growing but due

to severe constraint of resources and heavy commitments already made it is not possible to undertake the construction of this rail line at present

Electrical Commercial Department

2711 SHRIMATI PARVATHI KRISHNAN Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that in spite of increasing work load posts of staff in Electric Commercial Department are being surrendered,

(b) whether at the same time the number of officers and supervisors are being increased, and

(c) what are the details thereof?

THE MINISTER OF STATE IN THE MINISIRY OF RAILWAYS (SHRI SHEO NARAIN) (a) No

(b) and (c) Only the following few posts have been created since August 1974 (when the ban was imposed) with matching surrenders of lower grade posts

Electrical Commercial
Senior Scale 7

Junior Scale C1 II 4 7

Similar information in respect of Class III senior supervisory posts is being collected and will be laid on the Table of the Sabha

Staff in Oil Refineries

2712 SHRI K A RAJAN Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether it is a fact that the oil refineries under Indian Oil are highly over staffed and

(b) if so the details thereof and how Government is going to solve the problem?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Of the four refineries under Indian Oil Corporation some surplus staff have been identified at Gauhati and Barauni Refineries.

(b) The number of surplus staff identified at the above two refineries is as under:

Gauhati Refinery — 155 workmen
Barauni Refinery — 659 workmen

Of the surpluses at Gauhati, 63 workers belong to the Security Department of the Refinery who were rendered surplus from January 1977 as a result of induction of central Industrial Security Force.

Particulars of all the surplus employees are being notified from time to time through Director-General of Employment & Training to the various public undertakings for their possible absorption against the requirement of the said undertakings.

Transportation Staff

2713. SHRI RAM PRAKASH TRIPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) the channel of promotion of transportation staff over all Indian Railways Zonewise;

(b) whether it differs from zone to zone; and

(c) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

Change in mode of payment for Crude Supply by Gujarat

2714. SHRI VINODBHAI B. SHETH: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government is thinking of revising the mode of payment for

the crude supplied by Gujarat from 'Tonnage' basis to 'Ad valorem' basis;

(b) whether Government has received any representation in his regard from Government of Gujarat; and

(c) whether any change in the mode of payments will be effected with retrospective effect, if not, why?

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

(a) to (c). The question presumably relates to royalty on crude oil. The rate of royalty on crude oil is fixed keeping in view *inter alia* the sale price allowed to indigenous producers of crude oil at the well-head or the oilfield as the case may be. The rate of royalty on crude oil and casing head condensate was enhanced from Rs 15/- per tonne to Rs. 42/- per tonne with effect from 8th September, 1978.

The Government of Gujarat have suggested that the rate of royalty should be fixed at least at 10 per cent of the full posted price of analogous Middle Eastern crudes or based on the pooled price payable by Indian refineries. Under the provisions of the Oilfields (Regulation and Development) Act, 1948, the rate of royalty can be enhanced only once in 4 years.

चुनाव विवादों का शोध निपटान

2715. श्री युवराज : क्या विधि, न्याय और चुनावी कार्य मंत्री यह बनाने की कृपा करेंगे कि .

(क) क्या चुनाव का शोध निपटान करने और चुनाव व्यय में कटौती करने के लिये कार्यवाही करने का विचार है;

(ब) यदि हाँ, तो कन तर; और

(ग) यदि नहीं, तो उसके बाय कारण है ?

विविध व्यापार कार्य मंत्रालय में राज्य मंत्री (श्री वर्तमान यादव) : (क) से (ग). निवाचिन विविध में निवाचिन अधिकारीयों को नियटाने के लिए कोई कानूनी समयसीमा नियत नहीं की गई है। किन्तु लोक प्रतिनिधित्व अधिनियम, 1951 की धारा 86(7) में यह उपर्युक्त है कि हर निवाचिन अधिकारी का विचारण यथासंभव शीघ्रता से किया जाना चाहिए और उस तारीख से, जिसको निवाचिन अधिकारी उच्च न्यायालय को विचारण के लिए उपस्थापित की गई है, उह मास के भीतर विचारण को समाप्त करने का प्रयत्न किया जाना चाहिए। निवाचिन व्यय में कभी वरने के प्रश्न की निवाचिन संबंधी मुद्धाएँ के संदर्भ में जांच की जा रही हैं। इस विषय में विनियोग करने में अभी कुछ समय लगेगा।

Pay fixation of Employees in Engineers India Ltd.

2716. SHRI KISHORE LAL: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Engineers India Limited follows its personnel policy on the basis of the Fundamental and Supplementary Rules of Government in matters of pay fixation of Central Government employees joining Engineers India Limited;

(b) if personnel policy is silent on certain issues of pay fixation, will Fundamental Rules and Supplementary Rules follow; and

(c) if Fundamental Rules/Supplementary Rules are not applicable, what other rules are applicable?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Yes, Sir. In respect of Central Government employees who join the Company on deputation, or, in whose case lien is allowed to be retained by the parent Department in Government, pay is fixed as per

Fundamental Rules and Supplementary Rules wherever applicable or as per rules applicable to the Government Servants in their parent Departments.

(d) Does not arise.

साधुओं शादि को रेलवे पास

2717. श्री सुरेन्द्र ज्ञा सुमन : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार उस योजना में जिसके अन्तर्गत शैक्षणिक, सामाजिक और सांस्कृतिक गतिविधियों में कार्यरत् लोक सेवकों को रेलवे पास देने की व्यवस्था की गई है, नैतिक और आध्यात्मिक शिक्षा देने वाले साधु-संतों (पीरों और धर्म प्रचारकों) मिशनरियों को शामिल करने का है;

(ख) यदि हाँ तो उसके लिये क्या आधार अपनाया जायेगा; और

(ग) यदि नहीं तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). सरकार ने मानार्थ पास जारी करने के लिए भोटे तौर पर निम्नलिखित मार्गदर्शन निर्धारित किये हैं—

(i) सामाजिक, सांस्कृतिक, वैज्ञानिक, साहित्यिक, खेल-कूद और शैक्षणिक कार्य-कलापों से सम्बन्धित संस्था और संगठन और जिनका कानून अधिकाल भारतीय स्वरूप का हो।

(ii) अनुसूचित जाति, अनुसूचित जन-जाति, पिछड़े और उपेक्षित वर्गों, महिलाओं, अंघे और असक्षम व्यक्तियों आदि से सम्बन्धित संगठन।

(iii) राष्ट्रीय महत्व के काम में लगे विकास व्यक्ति जिन्हें बार-बार यात्राएं करनी पड़ती हैं।

इन मापदंडों के आधार पर, उन्हीं अवित्तयों/संगठनों को मानवार्थ पास जारी किये जाते हैं जो प्रत्येक मामले के गुण-दोष के आधार पर दस मानदंडों के अन्तर्गत आते हैं।

Hunger-strike by Members of Engineers India Association, New Delhi

2718. SHRI GANGADHAR APPA BURANDE: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that the Members of the Engineers India Association have started a dharna and indefinite hunger-strike before the company's registered Office at Parliament Street in protest against retrenchment of employees; and

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

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA):
(a) Yes, Sir. The Members of the Engineers India Ltd Employees Association, Bhatinda, particularly the employees of category 8 and 9 of Construction personnel whose employment is purely temporary for the duration of the assignment for the specific project at Bhatinda started "Dharna" followed by relay hunger-strike from 6th February, 1978 over their demand for absorption/continuity of employment in Engineers India Ltd. The "Dharna" has since been called off from 1st March, 1978.

(b) Engineers India Ltd. have not so far retrenched any of its employees in the Field Office at Bhatinda Fertilizers Project. In accordance with Engineers India Ltd's policy they are to be retrenched on the expiry of the period of assignment for the specific project in question.

Pentaerithritol Manufacturing Plant in Gujarat

2719. SHRI SHARAD YADAV: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Government have allowed a private sector industrial group to set up a chemical plant for manufacturing pentaerithritol in the State of Gujarat with foreign technical know-how;

(b) if so, the details of such approval given, and to whom;

(c) the reasons for allowing such applicant for huge imports of plants and machinery for the proposed project when such projects plants are indigenously available in India;

(d) whether the terms of approval has been accepted by the private sector even though Government has not conceded to its request for payment of fees etc. in foreign exchange; and

(e) if so, the details thereof and whether Government do not suspect some illegal reserves of foreign currency in the custody of the said party when acceptance over the modified collaboration has been tendered by the party?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JAMESHWAR MISHRA): (a) and (b) M/s Kanoria Chemicals and Industries Ltd. have been granted a Letter of Intent dated 31st December, 1977 for the establishment of a new Industrial Undertaking in the State of Gujarat for the manufacture of 1200 tonnes per annum of Pentaerithritol subject, inter alia, to the following conditions:—

(i) No foreign collaboration shall be allowed.

(ii) Arrangements for the import of Plant and equipment shall be settled to the satisfaction of the Government.

(ii) The exact location of the proposed undertaking shall be settled to the satisfaction of the State Government

(c) No import of plant and machinery has been approved for the project

(d) The party have accepted the terms and conditions of the Letter of Intent. However the party have stated that in the event of a satisfactory source of indigenous technology not being available they will approach Government for permission to import the technology for this project. No proposal for the import of technology has been received from the party so far. But the Government have already mentioned in the Letter of Intent their clear view on the foreign collaboration

(e) Does not arise

Entitlement of Railwaymen to Bonus

2720 SHRI S. R. DAMANI Will the Minister of RAILWAYS be pleased to state

(a) whether the railway employees are feeling agitated by the evasive stance of Government on the bonus question specially because the Railway Minister himself at one time agitated for the right of railwaymen for entitlement to bonus

(b) whether it is further a fact that non-fulfilment of the Minister's own promise for *ex-gratia* payment has created more frustration, and

(c) what is the effect of this frustration on the working of railways and to what extent the many railway accidents that occurred this year were due to this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Though there is a strong feeling among the Railway employees on the bonus issue, at the meetings held with the various Railway unions the representatives of Railwaymen have been apprised

that the Railways are at present excluded from the ambit of the Bonus Act. As a first step, Government have restored the pre-emergency provisions of the Bonus Act. The demand for payment of bonus to Railway employees will be considered after receipt of the Report of the Study Group already appointed by Government to evolve a national policy on wages, incomes and prices in all sectors after a comprehensive study

(b) The proposal for ex-gratia payments to Railwaymen as a token of appreciation of their significant performance since April 1977 was explored but because of the wider repercussions of such a step on employees of other Government Departments, the proposal was not pursued. Instead Government have already sanctioned an amount of Rs 15 crores to be spent from Railway Revenues for Railway men's amenities and welfare over and above the amount provided in the 1977-78 Budget for this purpose

(c) There is no reason to believe that non payment of bonus to Railway employees has affected the working of the Railways or that this has resulted in any increase in the number of accidents on the Railways

Railway Board Assistants' Memorandum

2721 SHRI L. L. KAPOOR Will the Minister of RAILWAYS be pleased to state

(a) whether any memorandum has been received from the Assistants of Railway Board who were confirmed as UDCs under the Railway Board Secretariat Clerical Scheme regarding proforma fixation of pay in preference to their juniors who were wrongly promoted and subsequently reverted as per Supreme Court's judgement,

(b) if so what action has been taken by Government to redress the grievances of the affected staff of the Board's office, and

(c) the reasons for delay in finalising this case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c), The request of some staff for grant of proforma fixation of pay on the consideration that their juniors had been promoted as UDCs and later as Assistants from earlier dates had been considered a number of times but was not agreed to on the consideration that the aforesaid promotions were made on an ad hoc basis and the ad hoc promotions did not constitute any claim for grant of proforma fixation of pay. The claim of the concerned staff in this regard was raised in the Office Council and later in the Departmental Council also but the official representatives could not agree to the staff's demand. In view of the disagreement, the matter as per extant procedure stands referred to a Committee of Ministers. The Committee has not yet submitted its recommendation as it has not been able to meet due to pre-occupation of one or the other Minister.

Use of Molasses for making Fermented Alcoholic Drinks

2722 DR SUSHILA NAYAR Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether it is a fact that molasses which can be used for the production of power alcohol is being diverted for making fermented alcoholic drinks, and

(b) if so, the steps being taken or proposed to check this practice?

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

(b) Does not arise

स्वदेशी काटन मिल और स्वदेशी पोलीटेक्स के शेयरों की स्वामत की जिसी

2723. श्री उपरेक्ष : क्या जिल्हा, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या स्वदेशी काटन मिल, कानपुर और स्वदेशी पोलीटेक्स, गाजियाबाद उत्तर प्रदेश के मध्ये शेयर, जो उत्तर प्रदेश सरकार क पास गिरवी रखे गये थे, देश के प्रमुख उद्योगपत्रिन्यायपर बधुआ को बेच दिये गये हैं,

(ख) स्वदेशी पोलीटेक्स का बेचे गये शेयरों का कुल मूल्य क्या है और

(ग) इस विक्री से मजदूरों की मजदूरी, प्रेस्युटी बोनस और अन्य बकाया गण्डि के भुगतान पर क्या प्रभाव पड़ा है ?

जिल्हा, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) (क) और (ख) यह दिलाई देता है कि निवेश स्वदेशी पोलीटेक्स लिमिटेड, गाजियाबाद म स्वदेशी काटन मिल्स कम्पनी लिमिटेड, रानपुर द्वारा धारित शेयरों के सम्बन्ध म है। जैसा कि 21 फरवरी 1978 को उत्तरित अताराकित प्रश्न संख्या 111 के उत्तर म पहले ही उल्लेख किया गया था उपनियम सूचना स यह दिलाई देता है कि जिलाधीश बानपुर जिलान विजली की बकाया की वसुली के लिए स्वदेशी काटन मिल्स कम्पनी लिमिटेड द्वारा धारित स्वदेशी पोलीटेक्स लिमिटेड के 10 लाख इक्यूटी शेयरों का प्रभिग्रहण किया था ने बलारपुर इण्डस्ट्रीज लिमिटेड जा थापर समूह कम्पनिया से सम्बन्धित कम्पनी है, का 5 करोड़ 40 की राशि का कम्पनी अधिनियम और एकाधिकार एवं निर्बन्धनकारी व्यापार प्रथा अधिनियम के प्रन्तर्भ उसके द्वारा निर्बाधिता प्राप्त करने

की शर्त का प्रस्ताव स्वीकार कर लिया है। पूर्वोक्त शेयरों के अधिग्रहण के लिए काफ़ी अवधि नियम की धारा 108क और 372 (4) के प्रस्तावित केन्द्रीय सरकार का अनुमादन अपेक्षित होगा। पूर्वोक्त शेयरों के अधिग्रहण के लिए बलारपुर इण्डस्ट्रीज लिमिटेड से कोई प्रस्ताव अभी तक सरकार द्वारा प्राप्त नहीं किया गया है।

(ग) जैसा कि अभी तक शेयरों का बेचा नहीं गया है इस बिक्री का मजबूरा की मजूरी प्रेस्युटी, बानस और अन्य बदाया राशि पर काई प्रभाव पड़ने का प्रश्न उत्पन्न नहीं हाता है।

Conversion of Metre Gauge Track into Broad Gauge in Assam

2724 SHRI P KANNAN Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that the work of the ONGC is handicapped particularly in Assam because of the absence of broad gauge track to move heavy equipment, and

(b) if so the plans evolved for conversion of metre gauge into broad gauge to facilitate the important work of oil exploration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) ONGC have not raised the question of extending broad gauge line in Assam with the Ministry of Railways. However work on extension of BG railway line from New Bongaigaon to Gauhati is already in progress

Strike contemplated by NFIR

2725 SHRI PRADYUMNA BAL-SHRI SAMAR MUKHERJEE

Will the Minister of RAILWAYS be pleased to state

(a) whether his attention has been drawn to a news item which appeared in the 'Times of India' dated the

2nd February, 1978 to the effect that the National Federation of Indian Railwaymen is contemplating an 'indefinite strike' to press its demands for bonus, dearness allowance and minimum wage, and

(b) if so, the reaction of Government towards this decision and steps contemplated to be taken to avert the crisis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes

(b) There have been discussions with the National Federation of Indian Railwaymen and the Government's stand on various issues raised has been explained in great detail. Decisions on a number of issues have already been taken and announced

Government is keeping a watch and wish to assure that the door for discussions and negotiations is always open

Conversion of Sonpur-Pahlejaghat Metre Gauge line

2726 SHRI PANDIT D. N. TIWARY Will the Minister of RAILWAYS be pleased to state

(a) whether Government are aware of the difficulties of the passengers from Narkatiaganj-Motihari Section in coming to Patna as they have to change the trains at four places during the journey,

(b) if so whether Government propose to convert Sonpur-Pahlejaghat metre gauge line into broad gauge, and

(c) if so when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes

(b) and (c) It has been decided to have a mixed gauge from Sonpur to Pahlejaghat. The progress on the work will depend upon the availability of funds.

ललितपुर से मिर्जापुर तक रेल लाइन

2727. श्री ललितपुरायाज नालक : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या कुछ ससद् सदस्यों द्वारा विधिवत् हस्ताक्षरित एक याचिका उम्हे

23 दिसम्बर, 1977 को प्रस्तुत की गई थी जिसमें ललितपुर से मिर्जापुर तक बरास्ता टीकमगढ़, छतरपुर, खजुराहो, पश्चा, सतना रीवा के लिये एक नई रेल लाइन के निर्माण की मांग की गई थी,

(ख) क्या उम पर सर्वेक्षण कार्य शुरू हो जाने की सम्भावना है और

(ग) क्या मतना और रीवा के बीच सर्वेक्षण पूरा हो गया है ?

रेल मंत्रालय में राज्य संची (श्री शिव नारायण) (क) जी हा । खजुराहो, सतना और रीवा होवर ललितपुर से मिर्जापुर तक एक नयी लाइन के निर्माण के लिए यातायात सहित प्रारम्भिक इंजीनियरी सर्वेक्षण का 1978-79 के बजट में शामिल कर लिया गया है ।

(ख) इस प्रस्ताव को ससद् द्वारा स्वीकृत कर दिये जाने के बाद 1978-79 के दौरान सर्वेक्षण कार्य आरम्भ किया जायेगा ।

(ग) व्योहारा, रावा, सिगरीली और मिर्जापुर को मिलाती हुई रीवा होकर मतना से व्योहारी तक 127 किमी० लम्बी नयी लाइन के लिए 1973 में एक सर्वेक्षण किया गया था । अत्यन्त निटकतम आवार पर इस लाइन पर 19 करोड़ रुपये की लागत आने का अनुमान लगाया गया था और छठे बर्ष में 15%, प्रतिकल प्राप्त होने की प्रत्यक्षा थी ।

Set up of Pesticide Plants in each State

2728 SHRI NARENDRA SINGH Will the Minister of PETROLEUM

AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether a proposal to set up a pesticide Plant in each State is under consideration of the Government; and

(b) if so expected time by which these plants are to be set up and details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JAMESHWAR MISHRA) (a) and (b) With a view to ensuring better availability of pesticides of the requisite quality at the right time and at reasonable prices the Chief Ministers were requested to send proposals for setting up of formulation units by the State agencies like Agro Industries Corporations etc. Hindustan Insecticides Limited are also considering setting up of pesticides for formulation plants in the different regions of the country. They also propose to set up joint ventures with the State Agro-Industries Corporations of the Southern States the States in the Eastern Sector and Uttar Pradesh, etc. The details in this regard are yet to be worked out

Collision of Madras-Howrah Janata Express with a Goods train

2729 SHRI R V SWAMINATHAN
SHRI CHANDRA SHEKHAR SINGH

Will the Minister of RAILWAYS be pleased to state

(a) whether six persons were killed and 11 injured when the Madras-Howrah Janata Express collided with the rear of a stationary goods train at Hyderabad on 9th February, 1978,

(b) if so, the details of the accident,

(c) the total loss suffered;

(d) steps taken to check them,

(e) upto the March, 1978 how many people died and injured due to these railway accidents, and

(f) how much railways have lost due to these accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). On 9-2-1978 at about 12.24 hours, train No. 38 Down Madras-Howrah Janata Express, which was scheduled to run through Vedayapalem station of South Central Railway via the Down Main Line, entered the Down loop line of that station and collided with the rear of a goods train standing on that line.

In this accident, 8 passengers and 2 railway employees were killed and another 12 injured of whom 8 sustained grievous injuries. The cost of damage to railway property has been estimated at approximately Rs. 10,02,000/-.

(d) Since failure of railway staff is the largest single factor responsible for accidents. Safety Organisations on the railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with the running of trains and to ensure that staff do not violate rules or indulge in short-cut methods. 10,000 additional posts of operational categories connected with running of trains and 2,700 additional posts of running staff have been sanctioned to implement Miabhoi Tribunal Award and the 10 hours duty rule.

In order to reduce dependence on the human element, various sophisticated aids like ultrasonic flame detectors for wheels, axles and rails, track circuiting automatic warning system etc. are being introduced progressively.

It has been decided recently to track circuit run through lines at 50 stations by 31-3-1978 and the remaining 430 stations on the trunk routes by 1981. In addition, track circuiting from fouling mark to Advanced Starter at 25 vulnerable stations will be completed by 31-3-1978 and at another 75 such stations within the next one and a half years.

(e) and (f). During the year 1977-78 (upto February, 1978), 289 persons were killed and 713 injured in train accidents in the categories of collisions, derailments, level crossing incidents and fires in trains on the Indian Government Railways. The cost of damage to railway property involved in these accidents has been estimated at approximately Rs. 3,53,93,813/-.

रेलवे सुरक्षा दल के लिए अध्यर्थी

2730. श्री श्रीबन्दु शेखर सिंह : क्या संसदीय यह बताने की कृपा करेंगे कि ।

(क) क्या यह सच है कि जूनियर इंस्टीट्यूट ज्ञांसी में रेलवे सुरक्षा दल में भर्ती के लिए आने वाले अध्यर्थियों को 18 जनवरी, 1978 को रेलवे सुरक्षा दल के सैनिकों ने मारपीट करके बाहर निकाल दिया था और अध्यर्थी बिना साक्षात्कार के ही वापस लोट गये; और

(ख) यदि हां, तो उक्त घटना के क्या कारण हैं ?

रेल मंत्रालय में राज्य संसदी (श्री शिव नारायण): (क) और (ख) 18-1-78 को लगभग 10.00 बजे ज्ञांसी स्थित जूनियर इंस्टीट्यूट में रक्काओं के पदों की भर्ती के लिए लगभग 8000 से 10000 उम्मीदवार इकट्ठे हुए थे : चयन प्रारम्भ होने से पहले ही प्रथम अवसर पाने के उद्देश्य से उम्मीदवारों ने पंक्ति तोड़ डाली और एक दूसरे की घटके देना आरम्भ कर दिया : एक दूसरे से झगड़ने और एक दूसरे पर पत्तर तथा जूते फेंकने से स्थिति अव्यवस्थित हो गई : भीड़ ने भर्ती करने वाले अधिकारियों का धैराव करने का प्रयास किया : भीड़ पर काबू पाने के लिए पुलिस बुलाई गयी थी : चारों ओर स्थिति असांत होने के कारण भर्ती रद्द कर दी गयी :

Development of Railways in States

2731. SHRI RANJIT SINGH: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the exact break-up of railway lines which have been laid after the Independence in each State;

(b) whether he has contemplated some steps to bring every State at par in respect of development in railways so that the economy of all States may improve on equity basis; and

(c) if so, what new railway lines have been taken up for construction to achieve that end?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Statistics of Railways are not maintained state-wise and hence the information cannot be furnished.

(b) and (c). A new policy for construction of railway line in backward areas of the country is under consideration of the Government. The

policy will be announced in the Parliament as soon as it is finalised.

Annual Import of Crude Oil

2732. SHRI S. S. SOMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the details regarding the import of crude oil annually during the last two years along with the names of the countries;

(b) the foreign exchange India had to incur in this regard; and

(c) what is the present requirement and how much India has decided to import during the current year?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The required information for the years 1976-77 and 1977-78 is given below:—

Q : Million Tonnes
V : Rs./crores

Country	1976-77*		1977-78*	
	Q	V	(April-December, 77)	V
Iran	5.9	485.30	4.8	415.34
Iraq	3.1	267.92	2.1	185.91
S. Arabia	4.1	323.54	2.3	195.75
UAE	0.9	83.95	0.7	65.89
U.S.S.R.	1.0	79.47
Egypt	0.1	9.87	0.2	12.84
TOTAL	14.1	1170.58	11.1	955.20

*Provisional.

(c) The crude oil requirements of the country for 1978-79 are estimated to be about 27.00 million tonnes out of which about 15.00 million tonnes are expected to be imported.

Proposal to start Sangam Express from Saharanpur

2733. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state whether the Government have any proposal to start Sangam Express from Saharanpur instead of Meerut?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): No.

Strike Notice

2734. SHRI AMARSINH V. RATHAWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received strike notice memorandum, charter of demands, resolutions from various Railway trade union, federations and organisations so as to fulfil their demands;

(b) if so, the details thereof;

(c) what steps Government propose to take against the strikes if strike happen to materialise;

(d) what were the demands during 1974 strike and what are the demands at present and what differences are there between the demands of 1974 and present one; and

(e) how many such demands have been fulfilled till todate?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). No strike notice has been received so far.

The Working Committee of one Federation to which one group of recognised unions of railway employees is affiliated has called upon its affiliated unions to hold meetings of appropriate bodies in accordance with

their respective constitutions for ratifying strike ballot decision and complete this work by the end of April 1978.

The General Council of another Federation to which another group of recognised unions is affiliated has called upon its affiliated unions to convene meetings by the end of March 1978 to discuss issues in connection with a general strike and make specific recommendations on the nature of struggle to be undertaken for the consideration of the Federation's General Council/Working Committee so that a date for the strike ballot could be fixed.

In addition, it has been noticed that other unions have also been passing resolutions for direct action, etc.

There have been discussions with both the recognised Federations and the Government's stand on various issues raised has been explained in great detail. Decisions on a number of issues have already been taken and announced.

Discussions have also been held by the Minister for Railways with some M.P.s. and certain other representatives of staff.

Government is keeping a watch and wish to assure that the door for discussions and negotiations is always open. Government do not wish to prejudge the issue now itself on the assumption that a strike will materialise.

(d) and (e). In 1974, there was a charter of 6 demands. In the recent past, the two recognised Federations have each drawn up their own charter of 10 demands, some of those demands being overlapping.

The 6 demands of 1974 are:—

(i) Bonus;

(ii) Dearness Allowance;

(iii) Parity in wages with other Central Government undertakings;

(iv) Decasualisation;

(v) Supply of subsidised foodgrains; and

(vi) Railwaymen as industrial workers.

The demands in items (i) to (v) above are also repeated in the latest lists of demands received and the position in their respect is given later in the appropriate places.

As regards item (vi), the position is that already Railway employees are governed by the provisions of the Industrial Disputes Act. However, in respect of the terms and conditions of service, they are traditionally treated as Government servants as basically Railways are in the nature of a public service and are run directly by Government because of their social and strategic importance.

The demands contained in the memorandum submitted by the National Federation of Indian Railwaymen and remarks thereon are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-1807/78].

Extra Increments to Railway Staff

2735. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints about granting extra increments and other facilities to staff who did not take part in May 1974 strike even after the policy announcement on 28th March, 1977 have been received by the Government;

(b) whether such benefit has been granted to an officer of Senior Administrative rank;

(c) if so, the details thereof; and

(d) the decision of Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) to (d). the benefit of advance increment was granted to senior administrative grade officers in level-II scale of Rs. 2250—2500 (RS) who were working as Divisional Superintendents on 1-6-1974 and had managed the work during the 1974 strike.

One Officer who was working in grade Rs. 1800—2000 (AS) on 1-6-1974 opted for cash award as he was at the maximum of the grade. As a result of assignment of proforma position in Senior Administrative Level II' grade of Rs. 2250—2500 subsequently but with retrospective effect from 8-2-1974 i.e. before 1-6-1974, he opted for advance increment in exchange for the cash award already granted. The above decision of the South Eastern Railway granting advance increment in exchange of the cash award was reviewed by the Ministry of Railways and the decision was reversed. Necessary instructions have since been issued in this regard.

Disparity in Amenities between 2 Tier and 3 Tier Sleepers

2736. SHRI R. KOLANTHAIVELU: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for disparity in amenities as between 2 tier and 3 tier sleepers though rates are practically the same; and

(b) whether Government have a phased programme for equalising the comforts as between the two, as for example cushioning the sleeping berths?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Three-tier Second Class sleeper coaches provide accommodation for equal number of passengers, i.e. 75 Nos., to sit during the day and to sleep during the night. The two-tier Second Class coaches are similar to ordinary Second Class coaches with 83 seats on the lower berths and with provision of 25 cushioned upper berths for sleeping accom-

modation for 25 nos. of those passengers who are willing to make use of it by paying additional fare.

(b) Yes. It was since been decided that all future Second Class sleeper coaches will be fitted with cushioned berths and seats.

88 coaches of this type are being placed in service upto March, 1978 and another 400 coaches are programmed for manufacture in the year 1978-79 and onwards.

Introduction of new Trains with Double Decker Coaches

2737 SHRI SAUGATA ROY
SHRI JAGDISH PRASAD
MATHUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry is thinking to introduce new trains with double-decker coaches from April next,

(b) if so, what would be the routes, and

(c) whether any such trains would be operated between Delhi and Calcutta and the details therein?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) One prototype double decker coach has already been manufactured. 12 more double decker coaches are being manufactured during the current year. As double-decker coaches are suitable for use on short distance trains it is proposed to use the first lot on the Bombay-Pune section and to extend its use later to other short distance sections.

लोकोपरीय, वाराणसी में सुपरव्हाइजर के पद पर पदोन्नति

2739. श्री रामानन्द तिकारी : क्या रेल मंत्री यह बताने की तृप्ति करेगे कि

(क) डिविजनल मिकेनिकल इंजीनियर, पूर्वोत्तर रेलवे वाराणसी, द्वारा आपातस्थिति के दौरान, वाराणसी लोकोपरीय

में मशीनशाय तथा फिटिंग स्कल्प में सुपर-वाइजरो के पर्दों पर की रई पदोन्नतियों का व्यौरा क्या है ?

(ख) क्या उक्त पदोन्नतियां विभागीय पदोन्नति तथा भर्ती सम्बन्धी नियमों के अधीन की गई थी, और

(ग) यदि नहीं, तो नियमों के विरुद्ध मनमाने डग में पदोन्नतिया करने के क्या कारण हैं और इसके लिये उत्तरदायी अधिकारी के विरुद्ध क्या कार्यवाही की गई है या करने का विचार है ?

रेल मंत्रालय में राज्य चंगी (श्री शिव नारायण) : (क) मशीन शाप में वर्गिट्टा के अनुभार दा व्यक्तियों को तदर्थ आधार पर चार्जमैन 'बी' के रूप में 425—700 रुपये के बेतनमान में पदोन्नत किया गया था जिनमें एक अनुसूचित जाति का व्यक्ति भी था। फिटर व्यवसाय म वर्गिट्टनम चार्जमैन 'बी' जिम अनुग्रह घायित कर दिया गया था, के स्थान पर तदर्थ आधार पर दा 'बी' चार्जमैनों का चार्जमैन 'ए' (५०—७५० रु.) के रूप में पदोन्नत किया गया था और मूल रूप से तदर्थ आधार पर विभागीय पदोन्नति काटे के अधीन 4 व्यक्तियों को चार्जमैन 'बी' से रूप में पदोन्नत किया गया था और वाद में उपयुक्त चयन के बाद उन्हें नियमित कर दिया गया था।

(ख) जी हा।

(ग) प्रश्न नहीं उठता।

New Source of Oil or Gas

2740 SHRI SAMAR GUHA Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any new source of oil or gas has been found inside or along the shore of any State during last six months;

(b) if so, fact thereabout;

(c) whether drilling inside and along the coast of West Bengal has made any progress; and

(d) if so, facts thereabout?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). During the last six months, ONGC has found oil and gas at 5 new structures—two onland, namely, Jotana and Sisodra in Gujarat and two in the offshore, off Alibag Coast. Besides, gas has been discovered in South Tapti structure.

(c) and (d). ONGC had undertaken drilling at 4 places in West Bengal, namely, Bodra, Bakultala, Galsi and Diamond Harbour. A well drilled each on the Bodra, Bakultala and Galsi structures did not indicate presence of any hydrocarbons. A second well drilled on Galsi structure is currently under production testing. The drilling of the first well on the Diamond Harbour structure is in progress.

No drilling is at present being conducted in the offshore area of West Bengal. The two wells drilled earlier in the Bay of Bengal proved to be dry.

उद्योगपतियों/श्रीदूषित गृहों द्वारा कामें
पार्टी के कोष में चला दिया जाना

2741. श्री अर्जुन सिंह भवोरिया :
क्या विधि, न्याय और कम्पनी कार्य मन्त्री
यह बताने सीं कृपा करेंगे कि ।

(क) गत लोटा मध्य चुनावों में कामें
दल को चढ़ा देने वाले उद्योगपतियों तथा
उद्योग मम्हों का पूरा विवरण क्या है।

(ख) चंद्र के रूप में दल को कूल कितनी
राशि प्राप्त हुई, और

(ग) क्या भर्कार का विचार उन के
विषद्द कोई कार्रवाही करने का है ?

विधि, न्याय और कम्पनी कार्य मंत्री
(श्री शशिंत पूर्ण) : (क) गे (ग). कम्पनी
कार्य विवाह के पास, गत लोट मध्य चुनावों
में उद्योगपतियों तथा श्रीदूषित अग्रनों द्वारा

कांग्रेस दल को दिये थे चन्द्रों की बाबत
कोई सूचना नहीं है। तथापि, बहुत संभावा में
कम्पनियों में, कांग्रेस दल तथा इसके अनेक
चट्टों द्वारा प्रकाशित/प्रकाशित की जाने
वाली, स्मारिकाओं में विज्ञापनों के लिये
धन राशियां दी हैं। इस लेखे में दो गई कुल
राशि लगभग 9.50 करोड़ रु० की हैं।
यह प्रश्न कि क्या इस प्रकार दी गई राशियों,
कम्पनी भवित्वियम, 1956 की धारा 293क
के अन्तर्गत चन्द्रों का स्वरूप धारण करती है,
की जाच/परोक्षा की जा रही है।

Expenditure incurred for Geological and Geophysical Surveys by O.N.G.C.

2742. SHRI K. MALLANNA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total expenditure incurred by the Oil and Natural Gas Commission on geological and geophysical surveys off-shore upto now and whether it is also a fact that Oil and Natural Gas Commission has also taken a number of measures to identify and develop indigenous capabilities for manufacture of material inputs required for its large oil exploration and development programme; and

(b) the details regarding the areas covered in the country by the geological surveys for oil exploration?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The total expenditure incurred by ONGC on geophysical surveys in the offshore areas upto January 1978 is being ascertained and would be laid on the Table of the Sabha. No geological surveys have been conducted in the offshore areas.

ONGC has, since its inception, been engaged in the indigenous design, development and manufacture of equipment required for oil exploration.

(b) ONGC's field parties have conducted geological surveys in different parts of Jammu & Kashmir, Himachal Pradesh, Punjab, Uttar Pradesh, Bihar,

Assam, Mizoram and Arunachal Pradesh, Nagaland, Tripura, West Bengal, Andaman & Nicobar Islands, Andhra Pradesh, Maharashtra, Tamil Nadu and Gujarat.

Attacks on Railway men guarding Railway track

2743. SHRI D. G. GAWAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a gangman was shot dead by two persons at Balamau between Lucknow and Moradabad while he was on patrolling duty on 1st December, 1977;

(b) the total number of railway men, attacked by saboteurs, guarding the railway track so far during 1977-78; and

(c) the number of those arrested in this connection so far and the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. However, one Shri Chanderika, Gangman of Gang No 15 under Permanent Way Inspector, Balamau, while coming to report for patrolling duty on a cycle was shot dead by two persons inimical to him. The motive for the murder was allegedly land dispute. Two persons were arrested by Civil Police, Baghuli, District Hardoi, U.P. and charge-sheet was submitted against them in the court.

(b) Nil.

(c) Does not arise.

Abolition of Railway Stations in Tamil Nadu

2744. SHRI A MURUGESAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to abolish certain Railway Stations in Thanjavur District, Tamil Nadu;

(b) if so, the names of such stations and the reasons therefor; and

3999 LS-4.

(c) whether Government are aware that stations like Elanthankudi in Tamil Nadu require improvement since it is an important transit point for a large number of pilgrims going to historic Vazhuvur temple?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Except Nedumbalam Halt which is proposed to be closed on account of recurring loss, there is no proposal to close down any other station in Thanjavur District.

(c) Elanthangudi, a serving station for pilgrims visiting Vazhuvur temple, has the amenities like a Second Class Waiting Hall, a rail level platform, an approach road, benches, dry type latrines, satisfactory electric light and drinking water arrangements, etc. These amenities are considered adequate for the quantum of passenger traffic dealt with at this station and as such no additional amenities are proposed.

Tarkunde Committee Report on Poll Reforms

2745. CHAUDHURY BRAHM PER-KASH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have since considered the reports of the Tarkunde Committee and other committees appointed on poll reforms; and

(b) if so, the salient features thereof?

THE MINISTER OF STATE IN THE MINISRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NAR-SINGH YADAV): (a) and (b). Government are considering various proposals for electoral reform including the recommendations made by the Tarkunde Committee and other important bodies. The recommendations relate to subjects like misuse of official authority and machinery for election purposes, corrupt practices, money power in elections, adoption of

proportional representation, reduction in voting age, need for quick disposal of election disputes etc.

Ring Railway in Capital

2746. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) the specific progress that has been made to provide Ring Railway in the Capital;

(b) the details of the report submitted by the Committee to the Government;

(c) the details of the complaints and the area to be covered by the Ring Railway;

(d) what will be the cost of this scheme;

(e) has Government received any representation to extend it to Kirti Nagar, Ramesh Nagar, Moti Nagar and Kingsway Camp areas; and

(f) if so, why no steps have been taken to include the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (f). The working Group, appointed by the Ministry of Works and Housing in July, 1976, to formulate a package programme for meeting the transport requirements of the Capital, integrating road and rail transport, have recommended the following schemes costing Rs. 137.60 crores:—

(i) Rs. 22.07 crores for intra-urban rail transport;

(ii) Rs. 31.55 crores for suburban rail transport;

(iii) Rs. 58.62 crores improvement to bus transport; and

(iv) Rs. 25.36 crores for improvements to roads.

The proposals relating to intra-urban rail transport are for providing electrified rail commuter services along the Ring Railway line with spurs to

Shakurbasti and Tughlakabad. The Metropolitan Transport Project (Rlys.) Organisation Delhi have made a techno-economic feasibility study of this project, and this is under consideration in consultation with the Planning Commission. The approximate cost of the project is Rs. 22.65 crores.

No complaints have been received in this connection. However, suggestions have been received to connect areas like Kirti Nagar, Moti Nagar, Shastri Nagar, Pratap Bagh, Ramesh Nagar, Shakti Nagar and Kingsway Camp. The services have been proposed for operation along the existing railway alignments viz. New Delhi-Tilak Bridge-Nizamuddin-Lajpat Nagar Lodi Colony-Safdarjung-Sardar Patel Marg-Bar Square-Patel Nagar-Dayabasti-Kishenganj-Sadar Bazar-New Delhi, with some trains extended to Shakti-ni-basti in the West and Okhla and Tughlakabad in the South.

Populated areas along these routes will be served directly by the rail service, while those which are far off from the railway alignment are proposed to be served by improving bus transport and providing feeder services by bus to railway stations where necessary.

The provision of direct rail connections to areas outside the existing railway alignments will substantially increase the cost of the project, which is being kept as low as possible due to the constraint in resources.

Installed Capacity of F.C.L.

2747. SHRI DHARMA VIR VASISHT: Will the Minister of PETROLEUM AND CHEMICALS FERTILIZERS be pleased to state:

(a) the plans of Fertilizer Corporation of India to double its present installed capacity of 7 lakh tonnes of Nitrogen by the end of 1978-79 and of P₂O₅ ten times in the same period; and

(b) the date or period by which the country would be self-sufficient in fertilizers?

THE MINISTER OF STATE FOR PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The Fertilizer Corporation of India has presently seven operating units at Sindri (Bihar), Nangal (Punjab), Trombay (Maharashtra), Gorakhpur (U.P.), Namrup (Assam) including Namrup Expan-

sion, Durgapur (West Bengal) and Barauni (Bihar) with a total installed capacity of 8,83,000 tonnes of Nitrogen and 36,000 tonnes of P₂O₅. The Corporation has taken on hand a programme for development of additional fertilizer capacity among eight projects as given below. When these projects are commissioned additional fertilizer capacity of 10,94,000 tonnes of Nitrogen and 3,06,000 tonnes of P₂O₅ would have been developed.

Name of Project	State located	Capacity in terms of nutrients N P ₂ O ₅	Status	(figures in '000 tonnes)	
1. Nangal (Expansion)	Punjab	152 ..	Project completed. Trial runs have commenced.		
2. Sindri (Modernisation)	Bihar	129 ..	Commercial production expected by July, 1978.		
3. Sindri (Rationalisation)	Bihar	.. 156	Completed but production being stabilised.		
4. Trombay IV	Maharashtra	75	The plant is ready for start up. Commissioning activities are expected to commence shortly.		
5. Trombay V	Do.	130 ..	Commercial production expected from middle 1980.		
6. Haldia	W. Bengal	152 75	Commercial production expected from July, 1979		
7. Talcher	Orissa	228 ..	Commercial production expected from April, 1979.		
8. Ramagundam	Andhra Pradesh	228 ..	Do.		

(b) A large scale programme for setting up additional capacity for the manufacture of fertilizers is under implementation. Even with the completion of this programme the gap between consumption and production is

expected to be about 12 lakh tonnes of Nitrogen and 6 lakh tonnes of P₂O₅ in 1982-84. Action is on hand to set up additional fertilizer capacity to reduce this gap and move towards self-sufficiency.

रिवाड़ी-निजामपुर शटल का विस्तार

2748. श्री जगदीश प्रसाद माथुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि ।

(क) क्या रिवाड़ी-निजामपुर शटल गाड़ी को रींगस तक बढ़ाने के बारे में जनता तथा उनके प्रतिनिधियों ने मांग की है; और

(ख) इस सम्बन्ध में सरकार ने अब तक क्या कार्यवाही की है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी हाँ :

(ख) रिवाड़ी-निजामपुर के बीच दो जोड़ी सवारी गाड़ियों में से एक जोड़ी गाड़ी को रींगस से रींगस तक बढ़ा दिया गया है : निजामपुर और रींगस के बीच अपर्याप्त यातायात होने और परिचालनिक कठिनाइयों के कारण वर्तमान 159/160 रिवाड़ी-निजामपुर शटल को बढ़ाने का औचित्य नहीं है ।

Railway Schools

2749. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation about the irregularities in the posting and transfer of Teachers in railway schools in N.E. and S.E. Railways;

(b) if so, the details thereof; and

(c) the steps taken by Government for regularisation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Several representations regarding the posting/transfer of teachers on the N.E. and S.E. Railways have been received.

As regards the S.E. Railway, the position is enumerated below:

(1) Shri N. Singh, reverted teacher Gr. I, who was transferred from

Tatanagar to Khurdaroad, has since been posted to Nainpur on his own request.

(2) Shri S. N. Singh, Teacher Gr. II was transferred from Tatanagar to Chakradharpur. His transfer orders have, however, been cancelled.

(3) Shri D. N. Prasad, Teacher Gr. II was transferred from Tatanagar to Chakradharpur. He has accepted his transfer orders.

(4) Shri P. K. Misra, Teacher Gr. IV was transferred from Dungarpur to Nainpur. As represented by Mrs. Misra, his transfer orders have been kept in abeyance till the school session is over.

As regards N.E. Railway, complete information is awaited and will be placed on the Table of the House.

Cost of Haldia and Baroda Petro-Chemicals Complex

2750. SHRI D. D. DESAI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the cost of Haldia petro-chemicals complex has gone up by as much as Rs. 40 crores as reported in the Economic Times of February 18, 1978;

(b) if so, details thereof; and

(c) whether further cost escalation will be avoided by expeditious completion of both Haldia and Baroda petro-chemicals complex?

AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (c). The financing pattern of the Haldia Petro-Chemical Complex is yet to be finalized by the West Bengal Industrial Development Corporation and they have not yet come up with the feasibility reports. Regarding Baroda Petro-chemicals complex, most of the units of the naphtha cracker and its down stream plants are in the advanced stages of completion and in the

stage of pre-commissioning. Efforts are being made to expedite the completion of the other units

Expertise Equipment built by O.N.G.C.

2751. SHRI A. BALA PAJANOR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the present state of expertise and equipment built up by O.N.G.C. stating whether these have been fully utilised;

(b) the reasons for not making more sustained efforts for oil exploration in Tamil Nadu;

(c) whether the expertise with O.N.G.C. has been made available to other developing countries; and

(d) if so, the particulars thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) ONGC has over the years built up the necessary expertise for carrying out on-shore and offshore exploration for oil. Seismic surveys for locating possible underground structures of oil on land as well as in the sea are being carried out by ONGC's personnel. Similarly, well logging operations in finding out suitable oil bearing strata in the drilled wells on-shore are also being carried out by ONGC. However, for offshore well logging, services of foreign contractors are being utilised by ONGC

ONGC has, since its inception, been engaged in the indigenous design, development and manufacture of equipment required for oil exploration. Analogue seismic and well logging units have already been successfully developed and are presently being used for exploration work. To keep pace with the advance in technology, ONGC is currently developing the latest type of equipment within the country in collaboration with M/s. Electronics Corporation of India Ltd. Hyderabad, Bhabha Atomic Research Centre, Bombay, etc. Ancillary equipment required for geophysical explo-

ration work is currently being manufactured by ONGC itself.

The expertise and equipment developed so far are fully exploited by ONGC for exploration work within the country as well as in its overseas operations.

(b) ONGC has conducted intensive geological and geophysical surveys in the Cauvery basin in Tamilnadu and Pondicherry. Based on the results of the surveys, 10 structural wells and 18 deep wells have been drilled so far. There were shows of oil and gas in certain wells but they were not of commercial significance.

A contract was awarded to Asamer Group of oil companies for the off-shore exploration of the Cauvery basin. The contractors conducted geophysical surveys on the basis of which they drilled one offshore well in the Gulf of Mannar but this well proved to be dry.

Some seismic surveys are currently in progress. ONGC is also planning to carry out geological and geophysical surveys in the selected areas of the State during the next two years. A programme for further exploration and drilling in the Cauvery basin will be chalked out after evaluating the results of the surveys already undertaken and proposed to be undertaken during the next two years.

(c) Yes, Sir.

(d) A number of ONGC's technical personnel have been sent on deputation to various developing countries either on direct contract basis or under sponsored assignments.

ONGC has done oil exploration work in Iraq. It has also carried out seismic surveys in Iraq under a contract. Besides, ONGC is presently engaged in drilling of development wells in Iraq on contract basis.

In addition, ONGC has drilled one well on Songo-Songo Island in Tanzania, where gas has been struck. A

second well is likely to be drilled there shortly.

Catering/Vending Contracts to S.C. and S.T.

2753. SHRI SHIV NARAIN SARSONIA
DR. BHAGWAN DASS RATHOR:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of catering/vending contracts railway-wise given at Railway Stations after the issue of orders dated the 11th June, 1976;

(b) how many Scheduled Castes/Scheduled Tribes had applied against such contracts;

(c) how many of the contracts were allotted to the SCs and STs, and

(d) in case, the allotment of such contracts were less than 20 per cent (i) what was the reason for such shortfall, (ii) what steps have been taken to improve the position?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d) Information is being collected and will be laid on the Table of the Sabha

छित्तीनी-बगहा सम्पर्क मार्ग

2754. श्री रामधारी शास्त्री : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि

(क) छित्तीनी-बगहा (उत्तर प्रदेश बिहार) सम्पर्क मार्ग पर कार्य कर रहे कर्मचारियों को हटा देने के क्या कारण हैं,

(ख) क्या उक्त सम्पर्क मार्ग के लिए वर्ष 1977-78 के बजट में नियत की गई बन्नराणि बाद में काफी कम कर दी गई है, और

(ग) यदि हाँ, तो इसके क्या कारण हैं?

रेल मन्त्रालय में राजद मंत्री (श्री शिव नारायण) : (क) से (ग). चालू वर्ष में इस परियाज्ञा का निर्माण-कार्य शुरू करना और इसके निर्माण पर खर्च करना सम्भव नहीं हो पाया है, क्योंकि गडक पुल पर नदी के बहाव का नियन्त्रण में रखने पर होने वाले खर्च के बटवारे के मम्बन्ध में उत्तर प्रदेश और बिहार को संगकारों के बीच अभी काई समझौता नहीं हुआ है। इसके अलावा, गडक नदी ने अपना मार्ग बदल लिया है और पूर्व का भार का हावर बहने लगी है जिसके फलस्वरूप पुल के स्थान निर्धारण और नदी के बहाव का नियन्त्रण में रखने सम्बन्धी कार्यों के अधिकार्य की पुनर्जागरण का आवश्यक हा गया है और रेल प्रशासन के अनुरागी पर यह काम मिलाई अनुसन्धान सम्यात, रुक्की ढारा किया जा रहा है। जाति के परिणामों का पता चल जाने के बाद हा इस परियाज्ञा के मम्बन्ध में आगे प्रगति हो सकती है।

Strike by Gomoh Loco Drivers

2755 SHRI SHANKERSINHJI VAGHELA Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that Gomoh loco drivers resorted to lightening strike in December, 1977,

(b) whether it is a fact that more than 50,000 passengers remained stranded at wayside stations on the 464 Km. route between Asansol and Mughalsarai on account of this strike, and

(c) if so, the full facts thereof and the steps taken by Government to remove the difficulties of railwaymen?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) The drivers at Gomoh in the Dhanbad Division of the Eastern Railway suspended their work from 10.15 hours on 29-12-1977 to 1.50 hours on 30-12-1977, when normalcy was restored

The strike was mainly on the ground that arrears of overtime at enhanced rate for the period from 1-8-1974 to 30-4-1975 had not been paid. Steps were already in hand from before the strike for making payment in a number of cases special steps were taken to see that, in such cases, payment was made within a few days. In regard to the remaining cases (which were about 4,000 in number) steps were taken for preparation of bills of arrears and have them paid as early as possible.

As a result of this agitation 8 Mail/Express trains were diverted via main line 8 passenger trains were fully/parially cancelled and one passenger train was detained causing inconvenience to a large number of passengers.

Merger of M/s Smith Stanistreet and Company with IDPL

2756 SHRI CHITTA BASU Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Government contemplate to merge the Smith Stanistreet and Company Limited which has been taken over by Government in October 1977 with IDPL

(b) if so the reasons thereof

(c) whether it is a fact that the workmen of the unit have demanded the retention of the separate identity, and

(d) the reaction of Government thereto?

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

(b) Does not arise

(c) Government have received a representation from the Smith Stanistreet Workers Union for maintaining the identity of Smith Stanistreet Co Ltd without merging it with

Bengal Chemicals and Pharmaceutical Works or others

(d) This representation will be considered on its merits at the appropriate time

Shifting of H.Q. of Western Railway

2757 PROF P G MAVALANKAR Will the Minister of RAILWAYS be pleased to state

(a) whether Government propose to shift the headquarters of the Western Railway from Bombay to Ahmedabad or Baroda or any other place in the State of Gujarat,

(b) if so, when and how, and

(c) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a)
No

(b) Does not arise

(c) On administrative, operational and economic grounds, the shifting of Western Railway Headquarters from Bombay is not considered desirable

Re-employment on Higher Jobs

2758 DR BHAGWAN DASS RATHOR Will the Minister of RAILWAYS be pleased to state

(a) whether there was or is any proposal before the Ministry not to allow extension or re-employment on higher jobs in the Ministry of Railways to persons who have either retired or are on the verge of retirement,

(b) if so, action taken on such proposals, and

(c) whether even though the Government of India is of the view that retired and or retiring persons should not be allowed extension or re-employment unless there is any imperative need for such the Ministry is still pursuing cases of retiring persons for re-employment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). The policy of the Ministry of Railways is not to allow extension of service to or engage railway servants after superannuation on re-employment except in exceptional circumstances. There is no member either of the non-gazetted or the gazetted category who is now serving in the office of the Ministry of Railway after superannuation either on extension of service or on re-employment terms.

Use of Hindi in Ministry of Petroleum and Chemicals and Fertilizers

2759. SHRI NAWAB SINGH CHAUHAN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the category-wise number of employees working in his Ministry at present and the number, among them, of those who have working knowledge of Hindi or are proficient in Hindi;

(b) the number of employees who do noting drafting work in Hindi, out of those employees who possess working knowledge of Hindi or who are proficient in Hindi;

(c) the reasons why the remaining employees are not doing noting and drafting work in Hindi; and

(d) whether instructions have been issued to them for doing their noting and drafting work in Hindi and if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The required information is as under:

Category-	No of wise employees	No of employees with work- ing knowl- edge of Hindi	No of employees with work- ing knowl- edge of Hindi
Group 'A'	.	63	39
Group 'B'	.	136	61
Group 'C'	.	146	79
Group 'D'	.	134	115
		479	288

(b) and (c). 8 employees employed in Hindi Section do noting and drafting in Hindi. In other sections, a few employees occasionally do some noting and drafting in Hindi. The work of this Ministry is of a technical nature and most of the employees do not have adequate working knowledge of Hindi for using Hindi or nothing the drafting. The present instructions permit use of English for such purposes.

(d) Instructions have been issued to the employees to comply with the policy of Government in this regard.

Recognition of Union in N. E. Railway

2760. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government had recognised some union in N E. Railway which did not have any registration number so long;

(b) if so, the reasons therefor, and

(c) whether the claims for recognition of the rightful claimant union of the name used by the said recognised union together with its original registration number has been considered by the Government and if so, with what result?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) Presumably the reference is to the North Eastern Railway Maidoor Union. In 1972 the Registrar of Trade Union, Kanpur cancelled the registration of this union, on the grounds that the accounts of the union had not been submitted by them. Two groups of office bearers, each claiming to be real representatives, have filed appeals in the court of District Judge, Kanpur, against the orders of the Registrar cancelling the registration and have obtained orders of the registration and have obtained a stay of the deregistration from the Court. These appeals have not yet been decided by the Court. Meanwhile in view of the continuing dispute between the two groups, the Railway

Administration has ceased to deal with either group of office bearers for the present

पोरबन्दर से राजकोट को एक राजि गाड़ी चलाने के बारे में मार्ग

2761. श्री धर्म सिंह नाई वटेल : क्या रेल मर्मी यह बताने भी हृषा करेंगे कि

(क) क्या यह मत है कि पारबन्दर चैम्बर प्राक कामसं एण्ड इण्डस्ट्री, पोरबन्दर ने 9 अगस्त 1977 से पारबन्दर-राजकोट-पारबन्दर राजि गाड़ी चलाने के बारे में मरमार का एक आपद भेजा है यदि हा, तो उक्त जापन में किन किन बातों का विवरण है

(ख) पारबन्दर राजकोट - पारबन्दर राजि गाड़ी चल चान बरन व बार म मरमार न अब तक क्या कायवाही की है अथवा उन का चिचार है और

(ग) क्या यह भी मत है कि पारबन्दर में माय 6 बजे से प्र - 6 बजे तक काई गाड़ी नहीं चलती है भार यदि हा ता नगभग 200 विनामीटर रु दूरा पर न्यूत दून दा स्थाना क बाच उक्त ममय के दोरान मरकार का विचार पर गाड़ी चाल बरने का है ?

रेल मन्त्रालय से राज्य मर्मी (श्री शेह नारायण) (क) जा ता पारबन्दर वाणिज्य गव व्यापार मटन पारबन्दर क प्रवैतनिक मचिर न अरन जापन म पारबन्दर और राजकोट के बीच राजि गाड़ी चलाने की माग की है ।

(ख) और (ग) यद्यपि पोरबन्दर में राजकोट की ओर 18 20 और 6 40 बजे के बीच काई गाड़ी नहीं है लेकिन बोरबन्दर और राजकोट के बीच अतिरिक्त गाड़ी चलाने के लिए यातायात सम्बन्धी औचित्य नहीं है क्योंकि पोरबन्दर जेतलसर खड़ पर बलने वाली वर्तमान तीन जोड़ी

गाडियो और जेतलसर-राजकोट खड़ पर बलने वाली 6 जोड़ी गाडियो में जितने स्थान की अव्यवस्था है उसका भी पूरी तरह उपयाग नहीं हा रहा है

Strength of Railway employees in South Central Railway

2762 SHRI SHIV SAMPATI RAM
Will the Minister of RAILWAYS be pleased to state

(a) the total strength of Railway employees in different categories over Hubli Secunderabad, Sholapur and Vijaywada Division of South-Central Railway including Workshops, Constructions and Railway Electrification during the year 1972 and up to 31st December, 1977,

(b) the total number of employees in different categories in all Divisions over South Central Railway who were recruited or promoted during each year and what is the total number amongst them who belong to Scheduled Castes, Scheduled Tribes and others (list of SC&ST employees be furnished) and

(c) steps taken to make good the shortfall in all categories in the divisions of South-Central Railway mentioned in (a) above for the reserved vacancies earmarked for SC&ST through direct recruitment and promotions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) The information is being collected and will be laid on the Table of the Sabha

Entrance to Amritsar Railway Station

2763 DR BALDEV PRAKASH
Will the Minister of RAILWAYS be pleased to refer to reply given to Unstated Question No 255 on 15th November, 1977 regarding extension of Amritsar Railway Station and state-

(a) whether the proposal to provide entrance to the Railway Station Amritsar from the Golbagh area was under active consideration of Government, and

(b) if so, whether the preliminary work and designing has been completed and when the work is going to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) The proposal to provide an entry to Amritsar Railway Station from Gol-Bagh side has been included in the Railway Budget for 1978-79. Further action will be taken during the ensuing financial year

Indo-German Fertilizer Project

2764. SIRI SUSHIL KUMAR DHARA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the Indo-German Fertilizer Project is an integral part of Fertilizer Corporation of India

(b) is it true that the absorption of IGFP Staff is under consideration of FCI on a permanent basis

(c) if the answer be in affirmative when Government will come to a final decision to remove the mental agony of IGFP Staff who have crossed their age limit during last 4 years service in the Project and

(d) is it also true that the term of appointment of the IGFP Staff was extended for a period of 3 years only from 1st January 1977 to 31st December 1979?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILI-

ZERS (SHRI JANESHWAR MIS-HRA) (a) to (c) The Indo-German Fertilizer Educational Programme is being implemented in the light of the agreement between the Government of India and the Government of the Federal Republic of Germany. As per the agreement the FCI is the sponsor organisation and the project is administered by an All India Level Committee which includes representatives of the Ministry of Agriculture and the West Bengal Government. The duration of the Project is upto 31-12-79. Depending on the vacancies the staff of the Project is being absorbed in a planned manner.

(d) Yes, Sir

कुछ रसायन मिला कर कुविंग गैस का उत्पादन करना

2765. श्री सुधार आहजा
डा० लक्ष्मी नारायण पांडे •
श्री यश दत्त रार्मा

क्षा पेट्रोलियम तथा रसायन और उर्वरक मर्यादी यह बताने को कृपा करेंगे कि

(क) क्या देश के कुविंग गैस का उत्पादन कुछ रसायनों का मिलाएँ रिया जा रहा है

(ख) यदि हा न। क्या स्वास्थ्य पर इसके सम्भावित प्रभाव वा पता लगान हेतु सरकार ने इसका परीक्षण किया है

(ग) यदि नहीं ना गोपा न करने के क्या बारण है आंग

(घ) यदि हा, ता इसके क्या परिणाम निकले ?

पेट्रोलियम तथा रसायन और उर्वरक मर्यादी (श्री हे० डा० लक्ष्मी नारायण) (क) भारतीय मानक संस्थान वे विनियोग के अनुसार खाना पकान की गैस (एल०पी०जी०) के एक निम्न स्वरूप प्रदान करने के लिए इसमें थोड़ी मात्रा में गधक (मरकाप्टन) का योगिक मिलाया जाता है, खाना पकाने की

वैस ने किंची प्रकार के अन्तर निकलने (सीक) का आसानी से पता लगाया जा सके ।

(ब) से (ब) मेडिकल विशेषज्ञों ने जिसमें इस बारे में परामर्श किया गया है, कुकिंग गैस का स्वास्थ्य पर हानिकारक प्रभाव निषिद्ध करने के लिए आयोजित विशेष अध्ययन की कोई रिपोर्ट नहीं दी है । इस तरह की किसी घटना की जानकारी नहीं है जिसमें कुकिंग गैस के उपयोग से स्वास्थ्य पर हानिकारक प्रभाव पड़ने का सकेत मिलता हो । तथापि, गोष्ठक योगिका का स्वास्थ्य पर हानिकारक प्रभाव पड़ने के प्रकार नगर्थ है क्योंकि यह केवल मकेन व निग मिलाया जाता है और जा भी मिलाया जाता है वह उपयोग के समय जल जाता है ।

निर्धारित मूल्य पर मिट्टी के तेल को सप्लाई

2766. श्री राम सेवक हुजारी : क्या पेट्रोलियम तथा रसायन और उर्वरक मत्री यह बनाने की तृप्ति करेंगे कि

(ब) क्या 1975 में जनवरी, 1978 तक मिट्टी के तेल के मूल्य में उतार चढ़ाव होता रहा है

(ब) क्या मूल्य को स्थिर रखने के लिये मर्गवार का विचार कार्ड नीति बनाने का है, और

(ग) क्या सरकार का विचार देश के प्रामीण क्षेत्रों से आज जनता को पर्याप्त मात्रा में निर्धारित मूल्य पर मिट्टी के तेल की सप्लाई सुनिषिद्ध करने का है ?

पेट्रोलियम तथा रसायन और उर्वरक मत्री (श्री हेमवती नम्बन बहुमुण्डा) : (क) केन्द्रीय सरकार तेल कम्पनियों के कुछ प्रतिलिपाओं/तेल शोषक कारखाने के केन्द्रों के बाहर मिट्टी के तेल के मूल्य सीमित/प्रधिकरण में विशेष मूल्य को तय करती है । प्रस्तावित

अधिकारी के द्वारा, इन मूल्यों में केन्द्रीय सरकार द्वारा की बृद्धि करने की अनुमति दी गई थी, जो बृद्धिया 14-7-1975 से प्रति लिटर 5 पैसे और 1-12-1975 से प्रति लिटर 12 पैसे की थी ।

मिट्टी के तेल का फुटकर विशेष मूल्य स्थानीय प्राक्षिकरियों द्वारा परिवहन वार्च, अधिकर्ता की कमीशन, स्थानीय करों अदि को लगाने के पश्चात् अनिवार्य बन्त् अधिनियम, 1955 के अन्तर्गत जारी मिट्टी का तेल (अधिकतम सीमित मूल्य) आदेश, 1970 की शर्तों के अनुसार तय किया जाता

(द) और (ग) राज्य के विभिन्न भागों में मिट्टी के तेल का ममान वितरण मुश्यमता राज्य सरकार की एजेंसी द्वारा किया जाता है । तथापि, इन उत्पादों की योजना बनाने और इनके लाने ले जाने के लिए एक विशेष समन्यक मशीनरी गठित की गई है नार्क कमी वाले केन्द्रों की उत्पत्ति न हो सके और इस उत्पाद की वाला बाजारी को नियन्त्रित किया जा सके । यह मशीनरी तेल कम्पनियों रेल और राज्य सरकारों के माध्य अनिष्ट मध्यकं कायम बरके काम करती है ।

Domohani-Changrabandha Railway Line

2767 SHRI AMAR ROY PRA-DHAN Will the Minister of RAILWAYS be pleased to state what steps have been taken for the restoration of Domohani and Changrabandha Railway lines (N F Railway) which had been damaged in the devastating Flood of 1968?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : A fresh Traffic Survey for the restoration of Domohani-Changrabandha line has been included in Railway Budget for 1978-79 A final decision for taking up this restoration would depend

upon the results of the fresh traffic survey and subject to availability of funds for the purpose

भारतीय उर्बरक निगम, गोरखपुर के कर्मचारियों के आविष्टी को दोजार

2768. श्री फिरोजी प्रसाद : क्या पेट्रोलियम, रसायन और उर्बरक मर्दी यह बतान की हृपा करेगी कि

(क) गर एक वर्ष के दोगन उत्तर प्रदेश के गोरखपुर जिले में स्थित भारतीय उर्बरक निगम के बारबान म विभिन्न पदों पर बाम करन द्वाये मरने वाले कर्मचारियों के उन आविष्टी की मरण कितनी है जिन्हान राजगार न या बकाया राशि के भुगतान के निय आवेदन पत्र दिय,

(ख) उनम म अनुसूचित जानिया आर अनुसूचित जनजानिया के आवेदका व नाम और उनको मरण कितना ह नया उनके पत्र क्या है आग

(ग) मरवार ने इस दिशा म अब तक क्या कार्यवाही की है ?

पेट्रोलियम तथा रसायन और उर्बरक मत्रालय मे राज्य मर्दी (श्री जनेश्वर मिश्र) वाक्तिन मृत्यु एवं की जा रहा ह तथा ममा पट्टन पर प्रस्तुत की जायगी ।

सकरी-हसनपुर रेलवे लाइन का निर्माण

2769. श्री हुकम देव नारायण यादव : क्या रेल मर्दी यह बनाने की हृपा करेग वि

(क) पूर्वोत्तर रेलवे मे समस्तीपुर-दरभगा बाच लाइन को बड़ी लाइन मे बदलने का प्रस्ताव कब से अनिर्णीत पड़ा है तथा इस योजना का अनुमोदन कब किया गया था तथा इसको बड़ी लाइन मे बदलने मे विषय के क्या कारण हैं, और

(ख) सकरी-हसनपुर और दरभगा-मुजफ्फरपुर रेल लाइन का निर्माण कार्य कब तक पूरा हा जायेगा ?

रेल मत्रालय मे राज्य मर्दी (श्री जिल नारायण) (क) समस्तीपुर-दरभगा मीटर लाइन के आमान परिवर्तन का बाम 1974-75 वे नजर म शामिल किया गया था और यह एक मजूरशुदा बाम है । इस मीटर लाइन के आमान परिवर्तन के निए अन्तिम स्थान निर्धारण इजीन्यरी मर्केजण एवं यातायात पूर्वस्थाकान रिपोर्ट अक्टूबर 1977 मे प्राप्त हुई थी और इस पर विचार किया जा रहा है । इस परियोजना का पूर बनाना ममाधना को उपलब्धना पर निर्भर करेगा ।

(ख) सकरी-हसनपुर लाइन व नमान का बाम पूर बनाने की ममाधना की कमी के कारण दर दुड़ है आग टम्बे पूरा हानि का दार्द खाम नियि पिन्नान नहीं रा जा मरनी । मुजफ्फरपुर म दरभगा तक नयी बड़ा लाइन बनाने के लिए प्र अपर उजानियरी एवं यातायास मर्केजण क्या जा रहा है तथा 30 अप्रैल 1978 मे क पूरा हा जान की य गा है । मर्केजण पूरा हा जान पर इस नामा निर्माण प्राप्त पर विचार किया जायगा ।

Proposal to reduce Goods Train in D H Section

2770 SHRI K B CHETTRI Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that the Government are thinking to restore the goods train in the D H section, Darjeeling,

(b) whether the Government had received any representations from the local people to this effect, and

(c) what are the steps taken by the Government to improve the D H section after the Janata Government took over the charge?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN). (a) and (b) No

(c) The existing arrangement is carrying of passengers by rail and movement of goods traffic by co-ordinated road transport operated by the contractors appointed by the Railway Administration has been working quite satisfactorily. This arrangement is in pursuance of the recommendations made by the Uneconomic Branch Lines Committee 1969.

Refund of C. D to Railway employees of Kantabanjee

2771 SHRI AINTHU SAHOO Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that many of the railway employees of Kantabanjee railway station in Orissa have not received refund of their compulsory depots and

(b) if so what steps are being taken by Government to ensure that refund of the compulsory deposit is made to the employees of the lower strata?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) All the eligible applicants including the lower strata of Kantabanjee railway station have received the refund of their compulsory depots

बक्षधरपुर के आसपास रेलवे की भूमि पर अनधिकृत कब्जा

2772 श्री राम प्रताप बाड़ी : क्या रेल मंत्री यह बताने की उपा करेगे कि

(क) क्या दक्षिण पूर्व रेलवे पर बक्षधरपुर रेलवे स्टेशन के आस-पास रेलवे की भूमि के बड़े क्षेत्र पर अनधिकृत कब्जा है,

(ख) क्या कुछ व्यक्तियों ने रेलवे अधिकारियों तथा रेलवे सुरक्षा बल की

सहायता से राजी-चाइवासा मुक्य सड़क पर बक्षधरपुर रेलवे फाटक के समीप रेलवे की भूमि पर अनधिकृत कब्जा किया हुआ है, तथा इसमें रेलवे का कोई सामन नहीं हा रहा है, और

(ग) यदि प्रमाण के भाग (क) और (ख) का उत्तर स्वीकारात्मक है, तो क्या मरकार उक्त अनधिकृत कब्जा करने वालों का वहां से हटायेगी ?

रेल मत्रालय में राज्य मंत्री (जी शिव नारायण) (क) जो हा ।

(ख) जो नहीं ।

(ग) रेलवे का भूमि पर जिन बाहरी लागा न कब्जा किया हुआ है उनके विषद वेदखली की वारंवार पहले ही शुरू कर दी गयी है। एक मामला ऐसा है जिसमें विसी व्यक्ति ढाग 21 एकड़ भूमि पर उत्तर किया हुआ था। उस व्यक्ति का वेदखल बरतन न अदाश दिया जा चुके हैं। वेदखली बरगन न तिन स्थानाय मरकार का आवश्यक पुनिम महायना के लिए अनुराध किया जा रहा है।

M/s Hoechst India Ltd.

2773 SHRI RAMESHWAR PATIDAR Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether it is a fact that M/s. Hoechst India has monopoly on production of chemicals and drugs in this country,

(b) whether Government is thinking to nationalise this firm and

(c) if not reasons therefor

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

(b) and (c) The Government do not have at present any proposal to

nationalise M/s. Hoechst India Ltd. A decision will be taken soon on the future role of all foreign drug companies operating in India in the context of recommendations made by the Hathi Committee.

Passes to retired Railway Police Personnel

2774. SHRI BALWANT SINGH RAMOOWALIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether passes for travelling were issued to Railway Police personnel recruited before June, 1937; after their retirement under rule 165;

(b) whether General Manager, Northern Railway has now withdrawn these concessions to such employees; and

(c) whether it means the breach of assurance and privilege of the retired employees?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). In accordance with the existing orders, the concessions of privilege passes and PTOs are granted only to those personnel of the Government Railway Police who have been employed on the Railway Police duties without any break w.e.f. 17-6-1937 on those Indian Railways where this concession was allowed immediately prior to 1-4-1937. However, such personnel on retirement are not eligible for post-retirement complimentary passes. Due to ignorance of the provisions of these rules, certain post-retirement complimentary passes were issued in one case by the D.I.G. Railways/Haryana on Northern Railway. On its detection this was stopped from 24-6-69.

(c) Does not arise.

Price of L-Base

2775. SHRI SURENDRA BIKRAM: Will the Minister of PETROLEUM

AND CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 17 regarding policy of L-Base on 21st February, 1978; and to state:

(a) the detailed reasons as to why Government could not fix the price of L-Base as per CCI&E pricing formula and suitably amended the price of Chloramphenicol after allowing a reasonable margin to the units, who convert L-Base, into Chloramphenicol and would have taken steps to subsidise production from basic stages as done earlier in 1972;

(b) what is the percentage increase in the price of medicines based on Chloramphenicol allowed after this inflated increase; and

(c) and how do Government justify their action that the whole exercise was not carried on to give advantage to the units as alleged by various Members of Parliament in their communication in December, 1977?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The notified price of Chloramphenicol powder manufactured from basic stages is Rs. 558 per kg. for captive use and Rs. 586 per kg. for sale to others. The pooled price of Chloramphenicol based on imports and production from basic stages during the year 1977-78, was increased from Rs. 524.60 per kg. to Rs. 586 per kg. with effect from 1st of August, 1977. A number of units in the country were reported to be converting L-Base into Chloramphenicol and selling it at the price fixed for basic stage production/pooled price of the drug. They would have procured L-Base at a price of Rs. 422 per kg. worked out in accordance with CCI&E's formula from the State Chemicals and Pharmaceuticals Corporation of India Ltd. and would have, therefore, enjoyed unintended benefit in such a conversion. Since conversion of L-Base into

Chloramphenicol is a single reaction process involving simple technology and was considered not desirable in view to the long term aim of establishing production of Chloramphenicol from basic stages, a price of Rs 650/- kg was fixed for L-Base. This step ensures that its conversion into Chloramphenicol leaves only a reasonable margin of profit for the concerned units, while maintaining a uniform price for indigenous production of Chloramphenicol from basic stages, pooled price and for production of Chloramphenicol from L-Base. Any surplus accruing to State Chemicals & Pharmaceuticals Corporation of India Ltd on account of higher price allowed to the Corporation for L-Base then what may work out as per CCI&E's formula would be adjusted while fixing the prices of canalised bulk drugs for the year 1978-79.

Separate price of Chloramphenicol produced from L-Base was never fixed earlier by the Government. However from the year 1970 onwards, the price of Chloramphenicol produced from basic stages has been notified from time to time. Similarly pooled price of Chloramphenicol distributed by State Chemicals & Pharmaceuticals Corporation of India Ltd has also been revised from time to time. Producers of Chloramphenicol from basic stages have been compensated to the extent of difference between the indigenous price and the pooled price, if any, in the past. Cost-cum-technical examination for fixing fair price of Chloramphenicol produced from L-Base is also already in progress by the BICP and after the Bureau's report is received, appropriate action would be taken thereon.

(b) Consequent to increase in the pooled price of Chloramphenicol Powder from Rs 524.80/kg to Rs 586/kg, the percentage increase in formulation, prices ranges from 2 to 11 per cent.

(c) The price of Rs 650 per kg for L-Base was fixed only with a view to ensure that reasonable re-

turn is enjoyed by the manufacturers producing Chloramphenicol from L-Base and also to maintain the price of Chloramphenicol produced from L-Base, as well as from the basic stage at the pooled price level of Rs 586/kg. The price of Rs 586 per kg for basic stage production of Chloramphenicol was fixed on the basis of cost-cum-technical examination and as such the question of giving advantage to any unit or category of units does not arise.

विभाग-पट्टनाम रेल लाइन का बदलना

2776 की एवं २७० एवं २० तिन्हाँ : क्या रेल मंत्री यह बताने की कृपा करेगे कि ।

(क) क्या बिहार में गया में पट्टनाम के रेल लाइन का दाहरी बनाने का विचार है और यदि हा तो कब तक और यदि नहीं, तो इसके क्या कारण हैं और

(ख) क्या सरकार का विचार गया से बोध गया तक रेल लाइन बिछाने का है और क्या इस सबव्याप्ति में प्रस्ताव पहले से ही इस विभाग के विचाराधीन हैं ?

रेल विभाग में राज्य नभी (भी तिक्क नारायण) (क) जी नहीं। बर्तमान तक प्रश्नावालित यातायात की आवश्यकताओं को पूरा करने के लिए इकही लाइन बाले इस खड़ की बर्तमान क्षमता पर्याप्त समझी जाती है।

(ख) गया और गाजीपुर के बीच बड़ी लाइन के निर्माण के लिए टोह इजीनियरी एवं यातायात सर्वेक्षण किया जा रहा है। सर्वेक्षण बल इस लाइन का बौद्ध गया तक बढ़ाने की समावना पर भी विचार करेगा। सर्वेक्षण के परिणाम मालूम ही जाने के बाद

इस लाइन के निर्माण के बारे में विनियोग किया जायेगा जो छान की उपलब्धता पर भी निर्भर करेगा ।

गाजियाबाद और फरीदाबाद में गेस के सिलेष्टरों की स्प्लाई में अनियमितता

2777 श्री अब्दन सिंह ठाकुर क्या पेट्रोलियम तथा रसा न और उर्वरक मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का पता है कि दिल्ली के सभी पांजियाबाद और फरीदाबाद जैसे नगरों में कुकिंग गेस की एजेसिया के मालिक गेस के मिलेण्डरों की स्प्लाई के मामले में बड़े पैमाने पर अनियमितता बरते हैं जिसमें उपभोक्ताओं का बहुत कठिनाइया हाती है और

(ख) यदि नहीं तो क्या सरकार इस मामले की जांच करनी जिसमें उपभोक्ताओं का नटिनाइया न हो ?

पेट्रोलियम तथा रसायन और उर्वरक मन्त्री (श्री हेमचंद्री नन्दन बहुगणा) (र) आर (व) इंडियन आयल कापोरेशन अथवा पेट्रोलियम आर रसायन और उर्वरक मन्त्री का गाजियाबाद आर फरीदाबाद को तरल पेट्रोलियम गेम (खाना पान की गम) एजेसिया के मालिकों द्वारा वे गई बड़े पैमाने का अनियमितताओं की काइ शिकायत नहीं मिली है फिर भी तरल पेट्रोलियम गेस का अपयोग उपलब्धता के कारण कभी छान की शिकायते मिली ? । तरल पेट्रोलियम गेम की उपलब्धता शब्दवस्ती (दिल्ली) जहां में इन दाना नगरों का गेस की स्प्लाई की जाती है कुछ समय के लिये अपयोग हो गई थी । और उपभोक्ताओं का मिलेण्डरों रिप्रिल की स्प्लाई सबसी माग की शिकायतों की लम्बी सूक्षी बन गई थी । जनवरी 1978 के तीसरे सप्ताह के आरम्भ से गाजियाबाद और फरीदाबाद

में गेस की नियमित और सामान्य स्प्लाई करना समव हो गया है ।

Medical Examination of Casual Gangmen

2778 SHRI A K ROY Will the Minister of RAILWAYS be pleased to state

(a) whether a large number of Casual Gangmen in Dhanbad Division Eastern Railway have been declared unfit for the job of Gangmen in Medical Examination but fit for other jobs

(b) if so the names of such Casual Gangmen indicating the length of their services

(c) action taken to provide these poor Casual Gangmen alternative jobs and

(d) the reasons for not following the directives of Railway Board regarding relaxed standard of Medical Examination for these Casual Gangmen ?

THE MINISTER OF STAFF IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes 72 were declared medically unfit for the category of Gangmen

(b) A statement is attached

(c) and (d) Appointment in alternative categories is subject to the availability of vacancies in the alternative categories for which casual labour are found fit 30 have already been provided with alternative jobs 4 have not yet turned up for appointment The balance of 38 cases are under consideration

STATEMENT

Sl No	Name	Date of appointment
1	2	3
5	Shri	
1	Mangru Mahato	16-2-67
2	Jumon . . .	6-3-69
3	Noor Ansary .	16-2-68

Sl. No.	Name	Date of appoint- ment			
			1	2	3
1	2	3	S/Shri		
S/S ^h ri			37	Buttoo	21-6-65
4 Jay Lall	.	29-3-68	38	Mani	9-6-65
5 Tulu Mahato	.	16-11-69	39	Puran	16-12-64
6 Ramoo Mahato	.	16-1-70	40	Horil	1962
7 Toklall Mahato	.	16-1-70	41	Kagoo	1963
8 Mehroo Mahato	.	16-2-77	42	Dhanukdhari	1967
9 Arun	.	25-1-66	43	Wazir s/o Sanichar	1967
10 Sudarshan	.	20-11-74	44	Wazir s/o Gopi	1967
11 Noor Mohamad	.	16-12-66	45	Asrafi	June 1967
12 Peary	.	21-12-66	46	Ram Ratan	Oct 1967
13 Sewa	.	21-12-66	47	Kesho	June 1967
14 Kandan	.	18-6-66	48	Nirmal	May 1967
15 Baidyanan	.	13-6-66	49	Jagan	Feb 1968
16 Gyasuddin	.	21-12-66	50	Parmeswar	Jun/1967
17 Gobind Mandal	.	16-1-68	51	Kamal	"
18 Mathan Mandal	.	21-12-68	52	Jagarnath	"
19 Durgan	.	16-2-58	53	Muneswar	"
20 Gobind	.	16-10-68	54	Ramlall	4-3-68
21 Somra	.	18-5-56	55	Bihari	26-9-69
22 Khara	.	28-9-62	56	Lakhi Kant	30-11-69
23 Renejal	.	19-9-57	57	Bolram	17-9-69
24 Manik	.	1957	58	Santokhil	20-11-59
25 Bandhan	.	1956	59	Somaroo	20-10-60
26 Bhagloo	.	16-8-67	60	Bhagar	3-1-62
27 Sahamatul	.	16-6-64	61	Jaslum	9-3-62
28 Kisoon	.	1957	62	Balkusar	17-2-62
29 Ibrahim	.	1964	63	Hargobind	16-7-62
30 Horil	.	1957	64	Karmadeo	17-9-67
31 Guzra	.	1960	65	Saioo	31-7-63
32 Babun	.	1966	66	Nandoo	30-9-68
33 Khago	.	1965	67	Sheo Prakash	4-1-70
34 Golap	.	19-5-65	68	Ramdas	18-2-71
35 Dilchand	.	26-5-65	69	Padoo	4-1-70
36 Mahabir	.	16-6-64	70	Ram Payare	20-2-70
			71	Ranjeet	20-10-70
			72	Hanslall	1970

Reconstitution of Board of Directors of Hindustan Antibiotics, Pimpri

2779 SHRI R K MHALGI Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to refer to reply given to Unstarred Question No 3106 on 13th December, 1977 regarding reconstitution of Board of Directors of Hindustan Antibiotics every year, and to state

(a) whether it is a fact that as per provisions of the Company Law the Board of Directors of Hindustan Antibiotics Ltd (Pimpri) Pune—(Maharashtra) has not been fully reconstituted for the year 1977-78 and keeping the vacancies of six or seven, and

(b) if so, the reasons thereof and when now they will be filled up?

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

(b) Does not arise

पैदल तथा पैदोल पर्म्मों की एजन्सियों वाले अनुसूचित जातिय एवं अनुसूचित अन्य-जातिय लोगों की संख्या

2780. श्री हुकम चन्द्र कल्याण : क्या पैदोलियम तथा रसायन और जर्बरेक मरीय यह बताने की रुपा करेग कि

(क) इस समय जातिय एवं अनुसूचित जनजातिय कितने लोगों के पास गैस तथा पैदोल पर्म्मों की एजन्सियाँ हैं,

(ख) क्या यह मत है कि देश मे 5 हजार से अधिक गैस कंपनियों वाले डीलर कड़ी संख्या मे है और यदि हा तो क्या सरकार रोजगार के और अवसर बनाने के लिये इस संख्या को कम करके 500 से 1000 के बीच मे करेगी, यदि हा, तो कब तक, और

(ग) क्या शिक्षित बेरोजगार हरिजनों तथा जनजातिय लोगों को रोजगार से अधिक-

तम अवसर उपलब्ध करने के बारे से उनके भावालय की कोई योजना सरकार के विचाराधीन है और यदि हा, तो उसकी रूपरेखा क्या है ?

पैदोलियम तथा रसायन एवं और उबरक नंब्री (श्री हेमचंद्री मन्दन बहुचूला) (क) से (ग) तेल कपनियों का भेजी गई नीति सबधी मार्गदर्शी रूप नेत्राओं के अनुसार सभी तेल कपनियों के समस्त किस्म के फुटकर बिक्री (पैदोल पर्म्म) केन्द्रों और गैस एजेसियों तथा मिटटी के तेल/हल्के डीजल तेल की एजेसियों की 25 प्रतिशत एजेसिया 23 सितम्बर, 1977 से अनुसूचित जातियों, अनुसूचित जन जातियों से सबधित व्यक्तियों के लिये आरक्षित कर दी गयी है ? जब तक यह नीति नहीं बनायी गई थी तब तब भारत इडियन आयल कार्पोरेशन ने 1-1-1974 से अनुसूचित जातियों और अनुसूचित जनजातियों से सबधित व्यक्तियों के लिये अपनी गैस एजेसियों और 'd' स गन के फुटकर (पैदोल पर्म्म) बिक्री केन्द्रों के आरक्षण सबधी नीति अपना रखी थी । उक्त नीति के अन्तर्गत 31-12-1977 तक अनुसूचित जातियों, अनुसूचित जनजातियों में सबधित व्यक्तियों का 16 'क' स्थान फुटकर पैदोल पर्म्म और 18 गैस एजेसिया प्रदान की जा चुकी है

इस समय इडियन आयल कार्पोरेशन और भारत पैदोलियम कारपोरेशन के कुछ 569 वितरकों मे से 112 वितरकों के पास 5000 से भी अधिक गैस के कनेक्शन है हिन्दुस्तान पैदोलियम कार्पोरेशन लिमि० और कालटक्स आयल रिफाइनिंग (इडिया) लिमि० के मामले मे खाना पकाने की गैम का वितरण मुक्यता अनुग्रहियों के माध्यम से किया जाता है । इडियन आयल कार्पोरेशन के प्रत्येक खाना पकाने के वितरक के पास ब्राह्मणों की संख्या की सीमा पहले से ही निर्धारित वर दी गयी है । अधिगृहीत तेल कपनियों की खाना

पकाने की तीस की एजेंसियों की तीसा में विस्तार करने के सिए कदम उठाये जा रहे हैं।

रेल विद्युतीकरण उपकरणों का निर्माण

2781 श्री बाबाराम शास्त्रीय : क्या रेल मत्ती यह ब्रह्माने की हुपा करने कि

(क) उत्तर प्रदेश के उन कारखानों के नाम क्या हैं जिन्होंने रेल विद्युतीकरण सबधी उपकरणों का निर्माण किया और उन कारखानों में कितने कर्मचारी वाम करते हैं, और

(ख) क्या विद्युतीकरण विभाग को बन्द कर देने से उक्त कारखानों के कर्मचारी बेरोजगार हो जायेंगे ?

रेल भारतीय वे राज्य भवी (श्री शिव नारायण) (क) एक विवरण सलग्न है।

(ख) भारतीय रेलों पर रेलवे विजली-करण के वाम का बन्द करने का काई विचार नहीं है।

विवरण

रेला पर विद्युतीकरण के लिए आवश्यक उपकरणों का निर्माण करने वाली उत्तर प्रदेश में स्थित फैक्टरियों के नाम नीचे दिये गये हैं। जहा तक इन फैक्टरियों में कार्यरत कर्मचारियों की संख्या वा प्रश्न है रेल प्रशासन के लिए इन फैक्टरियों में कार्यरत कर्मचारियों की सही संख्या बता पाना मम्ब नहीं है क्योंकि ये फैक्टरिया रेल प्रशासन के नियन्त्रण में नहीं हैं —

1 मैसर्स जनरल इलेक्ट्रिक क० लि०, नैनी, इलाहाबाद

2 मैसर्स आर० एस० स्टील वर्क्स लि०, बरेली

3 मैसर्स दरबारी इडस्ट्रीज, 67, मीरापट्टी, जी० टी० रोड, ब्रूमनगंज, इलाहाबाद

4 मैसर्स पजाब आर्टो इडस्ट्रीज लि०, ए-७, इडस्ट्रीयलस्टेट, वाराणसी

5 मैसर्स अनु विचुत, रुड़की

6 मैसर्स पुलिग एड लिपिट्र नैनीज प्रा०लि०, बी-१०, इडस्ट्रीयल एस्ट्रियल न० ३, मेरठ रोड, गाजियाबाद

7 मैसर्स कानपुर एस्मपेलर क०, १४-बी को-आपरेटिव इडस्ट्रीयलस्टेट विदेका-नन्द नगर, कानपुर

8 मैसर्स प्रिमियर एनामिल वर्क्स, प्रिमियर नगर, ग्रालीगढ़

9 मैसर्स लक्ष्मी इजीनियरिंग कारपोरेशन बी-५८/२, रथ यात्रा ब्रासिंग, स्टेशन रोड, वाराणसी

10 मैसर्स आर० पी० मरीन टूल्स, ई-१९३, कवि नगर, इडस्ट्रीयलइस्टेट, गाजियाबाद

Production of Cooking Gas

2782 SHRI PARMANAND GOVIND-JIWALA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total quantity of production of cooking gas in India,

(b) the total quantity of cooking gas consumed in metropolitan cities and in cities having population of more than two lacs;

(c) has the Government made any plan to supply adequate quantity of cooking gas to the small towns having population of less than two lacs; and

(d) is Government aware of the fact that there is a large scale demand of new gas connections in small towns if so, the step to be taken by Government?

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

(a) and (b) The total production of cooking gas in the country during 1977-78 is expected to be about 3.94 lakh metric tonnes. Out of this approximately 2.37 lakh metric tonnes of cooking gas are expected to be consumed in metropolitan cities and towns having more than 2 lakh population.

(c) and (d) No accurate assessment of the actual demand for LPG has been possible because of the other alternative fuels such as coal, soft coke, charcoal, fire-wood, kerosene, etc., also being used as domestic fuel. However, cooking gas is being marketed by the Indian Oil Corporation and Bharat Petroleum Corporation in some of the smaller towns having a population of less than 2 lakhs. Introduction of LPG marketing in other smaller towns by these two oil companies and by the remaining two oil companies viz. Hindustan Petroleum Corporation and Caltex Oil Refining (India) Limited will be possible only when additional LPG becomes available.

Proposal to enact unified Civil Code

2783 SHRI PARMANAND GOVIND JIWALA Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government are considering to enact a unified civil code for the entire population of India

(b) if not why and

(c) if so when?

THE MINISTER OF STATE IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI NARSINGH YADAV) (a) No, Sir

(b) Before undertaking the enactment of a uniform civil code, Government would have to give due consideration to the views of the different religious communities in India

There is as yet no favourable response from these communities for such a code.

(c) Does not arise

कुछ गाड़ियों को अकबर नगर रोकने का प्रबन्ध करना

2785 श्रा० रामलीला सिंह : क्या रेल मनो यह बताने को कृपा करेगे कि

(क) क्या कित्तल-माहेबगज लूप लाइन (पूर्वी रेलवे) व बीच दोनों तरीकों वाली यात्रियों की सभ्या इतनी नहीं है कि इन लाइनों पर चलने वाली बद्दलान फास्ट एमेन्जर दानापुर फास्ट एमेन्जर और अपर इडिया पाकिस्तान गाड़ियों अब बदर नगर स्टेशन पर भी नहीं रुक सकती हैं,

(ख) क्या सरकार वा जनता एवं उनक प्रतिनिधियों की आर्य म अन्त अध्यावेदन मिल है, और

(ग) यदि हा ता क्या भरवार अगली सभ्य-मारणी तैयार करने सभ्य दम प्रस्ताव पर महानुभूतिपूर्वक विचार करेगी?

रेल मन्त्रालय ने राज्य मनो (धो शिव नारायण) (क) 327/328 दानापुर तेज सवारी गाड़ियों सहित अकबरनगर इस समय 5 जाई गाड़ियों द्वारा सवित है। 13/14 अपर इडिया एक्सप्रेस की नज गति और 351/352 बद्दलान-कियल तीव्र गाड़ी की गति व्यस्त अनुसूची का दृष्टि म रखत है अकबरनगर स्टेशन पर इन गाड़ियों का ठहराना व्यावहारिक नहीं है।

(ख) जी हा।

(ग) अकबरनगर स्टेशन पर इन गाड़ियों को ठहराने का कोई विचार नहीं है।

Increase in Number of Voters during Elections in States

2786. SHRI SUKHENDRA SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there has been any increase in the number of voters during the recent elections in various States; and

(b) if so, the details thereof, state-wise?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NAR-SINGH YADAV): (a) Yes, Sir.

(b) A Statement containing the requisite information is attached.

STATEMENT

Name of State/Union Territory	No. of seats	No. of electors		Increase	%
		Lok Sabha election 1977	Assembly election 1978		
1	2	3	4	5	6
1. Andhra Pradesh	294	27,567,618	28,356,912	789,374	2 86
2. Assam	126	7,225,616	7,962,645	797,029	10 20
3. Karnataka	224	16,767,195	17,806,138	1,128,443	6 73
4. Maharashtra	288	28,856,991	31,029,305	2,172,414	7 13
5. Meghalaya	60	530,326	585,081	54,755	10 32
6. Arunachal Pradesh	30	215,657	239,945	24,288	10 12
Total	1,022	81,163,403	86,070,106	4,906,703	6 15

Electric Traction beyond Krishnanagar

2787 SHRI SASANKASEKHAR SANYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long standing demand for extending electric traction beyond Krishnanagar to Lalgola, and

(b) what is the Government's attitude in this behalf and in the matter of running electric trains beyond Krishnanagar towards Lalgola side?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) Sufficient capacity is available with the existing form of traction between Krishnanagar City and Lalgola to cope with the anticipated increase in traffic in the foreseeable future. Investment on electric traction on this section, therefore, is not financially justified.

Double Line System from Ranaghat to Lalgola

2788 SHRI SASANKASHEKHAR SANYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that there is a long standing demand that in the Sealdah Section of the Eastern Railway in which Ranaghat to Lalgola is a single line track the double line

system be introduced from Ranaghat to Lalgola which is on the bank of Padma river which demarcates West Bengal from Bangladesh; and

(b) steps Government propose to take for meeting these demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b): No. Enough capacity is available on the section and doubling is not considered necessary.

Formulation of Line Conversion Policy

2789 SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have formulated any policy for converting metre gauge to broad gauge and narrow gauge to metre gauge for the next five years; and

(b) if so, what are the details of the railway lines covered under the scheme, each year, zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b): Gauge conversion projects to be taken up during the next five years have not yet been finalised. Under the present policy a gauge conversion project is taken up,

(i) when a section becomes saturated and is incapable of handling additional traffic.

(ii) when the magnitude of the transhipment involved is such that it is uneconomical or is not feasible at all.

(iii) when they are needed for providing speedy and uninterrupted means of communication to areas which have potential for growth.

The following gauge conversion projects are in hand at present:

S. No.	Name of the Project	Length in kms.	Estimated cost (Rs. in crores)
1	2	3	4
1.	Suratgarh-Bhatinda (NR) MG to BG	142.00	14.50
2.	Biranki-Samastipur (NF) MG to BG	587.00	69.00
3.	Varanasi-Bhatna (NT) MG to BG	163.00	13.91
4.	Samastipur-Darbhanga (NF) MG to BG	37.60	8.73
5.	Moradabad-Ramnagar (NT) MG to BG	77.50	7.51
6.	Kashipur-Lalkua (NT) MG to BG and parallel BG line between Lalkua-Nrwl-Haldwani (Phase III)	60.75 } 17.27 }	9.08
7.	New Bongaigaon-Gauhati (NF) (parallel BG line)	157.00	35.00
8.	Parallel BG line from Guntakal-Dharmawaram and conversion of Dharmawaram and conversion Dharmawaram-Bangalore (MG to BG) (SC)	267.00	24.00

1	2	3	4
9	Ernakulam-Trivandrum (S) (MG to BG)	221.00	18.25
10	Manmad-Parbhani-Purli Vaijnath MG to BG (SC)	354.00	29.74
11	Guntur-Macherla (SC) MG to BG	130.22	8.14
12	Viramgam-Okha-Porbandar (W) MG to BG	557.00	60.00
13	Delhi-Sabarmati (W, N) MG to BG	925.00	108.00
14	Barauni-Katihar (NE) MG to BG	182.00	20.00

मेसर्स ए० एच० हीलर एण्ड कम्पनी की आय

2790. श्री हर्षोत्तम बर्मा : क्या रेल मंत्री यह बताने की छूटा करेंगे कि :

(क) क्या रेलवे स्टेशनों के पुस्तक मूलालों का ठेका लेने वाले मेसर्स ए० एच० हीलर एण्ड कम्पनी की मासिक आय के बारे में सरकार को कोई जानकारी है ;

(ख) यदि हाँ, तो आय कितनी है और क्या यह कम्पनी उस पर आयकर देती है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण). (क) से (ग). रेलवे स्टेशनों में बुक-मूलालों के ग्रालागा, मेसर्स ए० एच० हीलर एण्ड कं. के प्रकाशन, खेल-कृद का मामान, जैश्वर्णिक पुस्तकों के थोक वितरण आदि जैसी व्यापार की अनेक शाखाएं हैं, जो रेलवे के अधिकार-क्षेत्र से बाहर हैं। अतः कुल लाभ और कम्पनी द्वारा भुगतान किये गये आयकर का व्यौरा नहीं रखा जाता है। तदनुसार, रेलवे स्टेशनों के बुक-मूलालों पर होने वाली बिक्री के आंकड़ों का ही रेलवे द्वारा सेवा परीका किया जाता है और रायस्टी बसूल की जाती है।

Fertilizer Projects at Talcher and Paradip

2791. SHRI PADMACHARAN SAMANTASINHERA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) is it a fact that Government are fulfilling the requirement of Talcher and Paradip fertilizers in Orissa State;

(b) if so, what is the programme for this and the amount provided; and

(c) what is the target date of completion and the present position?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):

(a) to (c). The coal based fertilizer plant of the Fertilizer Corporation of India Ltd. at Talcher is proceeding ahead towards mechanical completion and is expected to be commissioned by the end of 1978. The outlay proposed on this project for 1977-78 is Rs. 2009 lakhs.

Paradeep project was one of the five new fertilizer projects envisaged in the public sector in the draft Fifth Five Year Plan. The project could not, however, be taken up for implementation during the Fifth Plan

period due to the severe constraint on resources.

Now, with the discovery of associated/natural gas in the Bombay High and Bassein structures and in Assam, priority is being accorded to the setting up of additional nitrogenous fertilizer capacity based on gas. However, while planning additional phosphatic capacity, Paradeep as a location would be given due consideration.

Production of Oil in Assam

2792. SHRI SUKHDEV PRASAD VERMA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the rate of production of oil in Rudrasagar, Lakwa, Lakhmani, Geleki, Borholla in Assam region;

(b) whether any further drilling programme has been undertaken by the Oil and Natural Gas Commission in other parts of Assam;

(c) if so, the facts thereof;

(d) whether any demand has been made for another refinery in Upper Assam; and

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

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) During the year 1977-78, the ONGC plans to produce a total of 1.42 million tonnes of crude oil from Rudrasagar, Lakwa, Lakhmani and Geleki oil fields as under:

		Million tonnes
Rudrasagar	.	0.28
Lakwa-Lakhmani	.	0.88
Geleki	.	0.26
TOTAL	:	1.42

There was no production of oil from Borholla.

(b) Yes, Sir

(c) During the current year i.e., 1977-78, besides drilling at Lakwa, Lakhmani, Geleki and Borholla structures ONGC conducted drilling at Charali and Chargola structures in Assam. During the year 1978-79, it is planned to continue drilling at Lakwa, Lakhmani, Geleki, Charah and Chargola structures. Besides, drilling at three new structures, namely, Barsilla, Chairadeo and Masimpur in Assam is also planned during the year.

(d) Demands for setting up additional refining capacity in Assam have been made in the past.

(e) A decision by Government whether to set up additional refinery capacity/secondary processing facilities and if so, where will be taken after examining the recommendations of the Study Group appointed by Government recently.

Railway Link in Iran

2793. SHRI SUKHDEV PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that RITES has secured orders for building up railway link in Iran for about 500 kms;

(b) if so, the details thereof,

(c) whether the feasibility is again being revised in view of the fact that other international competitors are coming in RITES's ways of action;

(d) if so, the details and facts thereof; and

(e) the international significance of the proposed rail link of Iran?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) Does not arise.

(c) and (d) RITES have in the past carried out preliminary feasibility-cum-cost study (Phase I) for a new railway line between KERMAN and SHURGAZ in Iran and have also since offered to undertake the final location survey (Phase II) of this line. Another study connected with upgradation of existing branch line between MIRJAVEH (Pakistan) and ZAHE-DAN (Iran) has also been completed by RITES and report submitted to Iran. No decision has been taken by that Government, so far.

(e) ZAHE-DAN — KERMAN — SHURGAZ missing rail link when completed by Iran would bridge one of the existing gaps in the Trans-Asian Railway project designed to facilitate international through rail traffic.

Punalur Paper Mills Limited, Punalur in Kerala

2704 SPRI SUKHDEV PRASAD VERMA: Will the Minister of LAW,

JUSTICE AND COMPANY AFFAIRS
be pleased to state:

(a) who are the principal shareholders of Punalur Paper Mills Limited, Punalur, District Quilon, Kerala and value of such shares held by principal shareholders and the directors;

(b) the composition of the Board of Directors of the said Company;

(c) whether there are very serious allegations of irregularities against the Managing Director; and

(d) if so, the steps being contemplated to be taken?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). A statement is attached.

(c) and (d). The Department of Company Affairs have not received any such allegations against the Managing Director of the company during the last three calendar years.

Statement

Principal shareholders and value of shares held by each having more than Rs 1 lakh worth shares

(i) Name	Amount in Rupees
Unit Trust of India	811750
Canara Bank, Varanasi	10,00,000
State of Kerala	12,30,300
United Industrial Bank Ltd, Calcutta-i	4,00,000
Laxminivas & Co (Expo t) Pvt Ltd (Calcutta 16)	19.57 170
Kashi Gold Storage Pvt Ltd Varanasi	30,12,750
Clive Street Nominees P.t Ltd Calcutta	16,80,000
Mrs Usha, Mittal Nivas	3,02 9-0
Master Kunal Dalmia	1,23 180
Mrs Suman Hade	2,690,00
Miss Shailly Dalmia	1,08,000
Miss Kusam Mundhra	1,18,000
Mr. Tarachand Dhanee	1,12,000
Mr. Laxmi Nivas Dalmia	1,23,920

(a) Preference Shareholders

Name	Amount in Rupees
General Insurance Corporation of India	2,00,000
National Insurance Co. Ltd	11,75,000
United India Fire and General Insurance Co. Ltd	7,00,000
New India Assurance Co. Ltd	8,50,000
Oriental Fire and General Insurance Co. Ltd	7,25,000
Unit Trust of India	12,01,10

2. Names of Directors and the % of share held by them

Mr. Ixmi Nivas Dalmia (Managing Director)	12.00
Dr. Sir C. P. N. Singh	3.020
Mr. K. S. Narayanan	0.00
Mr. Madhav Chandra	5.120
Mr. Bhadrirath Murarka	1.000
Mr. Mohan Lal Mittal	1.000
Mr. Bikash Chandra Sarbadhikari	1.000
Mr. Parakhal Thariath Devadas (nominee of Government of Kerala)	Nil
Mr. Vinayak Atmaram Rao (nominee of ICICI Ltd)	Nil
Mr. Avtar Singh Khurana (nominee of IFCI)	Nil

Rationalisation Project of Sindri Unit of FCI

2795 SHRI A. K. ROY Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether it is a fact that the Rationalisation Project of Sindri Unit of the FCI is five years behind the schedule though the money invested has jumped three fold, if so the facts in detail,

(b) whether it is a fact that the main cause of failure of Rationalisation Project is the supply of substandard material of construction with which many top officials are involved;

(c) whether it is a fact that Government now wants to scrap the

whole project of preparing sulphuric acid from pyrites and switching over to sulphur base and

(d) will Government make a full scale probe into the affair?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANEWSHWAR MISHRA) (a) to (c) The Sindri Rationalisation project was approved in December 1967 with a capital outlay of Rs. 2295.88 lakhs and was expected to be completed in November 1971. The current estimate of the cost of the project is around Rs. 4800.74 lakhs. Due to certain in-built technological constraints the plant could not be commissioned to run at near rated capacity. These problems have now been identified and action is

undert way to remove the constraints. As part of the measures to stabilise production in this plant, a proposal to convert one of the two streams of the sulphuric acid plant to use sulphur is under study, the other stream is being stabilised on upgraded pyrites.

(d) In view of the position explained above, a probe is not considered necessary.

कोटा तथा दिल्ली के बीच हाड़ोती एक्सप्रेस चलाने की माग

2796. श्री चतुर्भुजः क्या रेल मर्गी यह बताने की कृपा करेगे कि

(क) क्या राजस्थान में कोटा और दिल्ली के बीच हाड़ोती एक्सप्रेस के नाम से एक गाड़ी चलाने की माग है, और

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

रेल नियन्त्रण में राज्य मर्गी (श्री शिव नारायण) : (क) जी हा।

(ख) काटा और नवी दिल्ली/दिल्ली के बीच एक अतिरिक्त नज गाड़ी चलाने के प्रस्ताव की जाच की गयी थी, लेकिन परिचालनिक इंटि से इसे व्यावहारिक नहीं पाया गया क्योंकि मार्गवर्ती कुछ खड़ों पर अतिरिक्त लाइन थमता नथा कोटा आग नवी दिल्ली/दिल्ली म टर्मिनल सविधाओं का अभाव है।

सोनगढ़ स्टेशन पर ऊपरीपुल

2797. श्री छोतुभाई गांधीतः क्या रेल मर्गी यह बताने की कृपा करेगे कि

(क) क्या पश्चिम रेलवे मे मूरत-भुसावल लाइन पर सोनगढ़ स्टेशन पर ऊपरी-पुल बनाने की माग की गई है और क्या इस पुल की बहुत आवश्यकता है और इस बारे मे व्यौरा क्या है,

(ख) क्या इस बारे मे सरकार द्वारा की गई कार्यवाही तथा की जाने वाली कार्यवाही का व्यौरा क्या है, और

(ग) इस पुल का निर्माण-कार्य कब आरम्भ होगा और इसके कब तक पूरा होने की समावता है?

रेल नियन्त्रण में राज्य मर्गी (श्री शिव नारायण) (क) से (ग) पिछले कछ खड़ों से इस स्टेशन पर दक्षिणी सिरे से जाने वाले यात्रियों के लिए ऊपरी पैदल पुल के निर्माण की माग की जाती रही है। कम यातायात और सीमित धनराशि को ध्यान म रखने हुए फिलहाल इस पुल की व्यवस्था करना सम्भव नहीं हो पाया है।

MRTPC 'Cease and Desist Order against M/s. Western India Plywoods Ltd.

2798 SHRI K A RAJAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether the MRTPC has issued "cease and desist order" against M/s Western India Plywoods Ltd, Cannanore (Kerala), and

(b) if so what are the charges filed against this firm and further action being taken thereon?

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

(b) M/s Western India Plywoods Ltd were charge with the allegations of indulging in the restrictive trade practice of giving graduated discounts to their agents as bonus on the basis of annual turnover. The Commission passed orders on 28th January, 1978 restraining and prohibiting the company from granting graduated discounts to its agents/customers on the basis of annual turnover and also that this restrictive trade practice shall not be repeated in future. The Commission further ordered the company to file an affidavit of compliance with the terms of the Commission's order and also endorse a copy of the Commission's order to its agents as on 1st January 1978. The company has

since filed the affidavit of compliance, which is under examination.

Appointment in Class IV Cadres

2799. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a report of corrupt practice in the matter of appointment in Class IV cadres by forged signature of Sr D.O.S.(T), Dhanbad, Eastern Railway; and

(b) if so, what steps have been taken on that?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes A complaint forwarded by the Hon'ble Member of Parliament was received by the Zonal Railway on 18th February, 1978 and the same is under investigation.

Strength of S. Ms. and A. S. Ms

2800 SHRI RAM PRAKASH TRIPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) the actual and sanctioned strength of Station Masters and Assistant Station Masters over all Indian Railways Division-wise and grade-wise;

(b) the total number of posts of Station Masters and Assistant Station Masters lying vacant in Delhi Division grade-wise; and

(c) steps taken by the Administration to fill up those vacancies?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Reservation arrangement at Kishanganj Railway Station

2801. SHRI HALIMUDDIN AHMED: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the travelling public are suffering great hardship to get reservation of berth/seat from Kishanganj and Araria to Delhi and Calcutta in N.E. Railways; and

(b) whether in view of such hardship Government propose to make arrangement of reservation of berth/seat facilities at Kishanganj and Araria Railway stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) At present, the following quota, have been allotted to Kishanganj and Araria stations in Delhi and Calcutta bound trains:

Kishanganj			
Ist Class	Second	Sleeper	Seats
(i) 155 Dn Tinsukia Mail		6	
(ii) 4 Dn Assam Mail	2		5
(iii) 85 Up Assam Mail		2	
(iv) 166 Dn Janata		14	3
(v) 348 Dn. Passenger	2	2	4
Araria			
Second sleeper berths			
(i) 44 Dn Darjeeling Mail		2	

2. These arrangements are considered adequate for the present level of traffic, as even these quotas are not fully utilised

Railway in Loss

2802. SHRI PADMACHARAN SAMANTASINHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that some Railways are going on loss;

(b) if so, what is the income and expenditure, Railway-wise,

(c) what action has been taken in this regard and

(d) what is the extra expenditure provided for those Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes, Sir. In the year 1976-77 (4 zonal Railways i.e., Eastern, North Eastern, Northeast Frontier and Southern, out of the total 9 zonal Railways, showed loss. Financial result of each of the 9 zonal Railways is given in the statement attached.

(c) The jurisdiction of Zonal Railways is based, not so much on the economic viability of each zone as on considerations of co-ordinated and integrated operation. Some Zonal Railways are bound to show better financial results while others may not be so happily placed due to operational peculiarities

(d) Does not arise.

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Annexure A

(Rs in crores)

	central	Eastern	Northern	NE	WF	Southern	SC	SE	Western
(1) Gross Traffic Receipts	322 16	246 20	311 47	82 94	63 34	165 55	179 79	367 21	294 45
(2) (a) Total Working Expenses	226 04	246 51	265 91	100 61	89 99	180 50	141 02	237 75	230 20
(b) Net Misc Receipts	—0 81	—1 29	—1 76	—0 89	—0 40	—1 03	—1 94	—0 95	—1 00
(3) Net Revenue [r-2 (a & b)]	93 31	1 60	46 77	—13 30	—2 05	—16 00	37 83	128 51	63 25
(4) Payment to General Revenues	28 70	25 71	28 83	—87	6 47	22 96	16 03	32 27	26 06
(5) Surplus (+) (Loss (-) (3—4)	+66 61	—27 31	17 97	—26 37	—20 58	—38 36	—21 80	—76 24	—37 19

Damage to Cultivation by Waste Water from FACT

2803. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware of the fact that the waste water let out by FACT Alwaye into the river destroys the cultivation in the nearby areas causing huge losses to the farmers; and

(b) if so, whether Government have got any schemes to set up a plant to purify the waste water thereby reducing the percentage of chemicals in it?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND FERTILIZERS (SHRI JANESHWAR MISHRA). (a) and (b). No specific case of damage to crops in the nearby areas caused by the effluent discharge from Alwaye unit of FACT has been brought to the notice of the Government. However, to conform to the standards laid down by Kerala State Board for Prevention and Control of Water Pollution, the Company has submitted a detailed project report on effluent treatment scheme which is under appraisal.

Companies registered between February, 1977 to February, 1978

2804 SHRI VAYALAR RAVI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many new companies were registered during the period February, 1977 to February, 1978 with State-wise break up;

(b) how many of these have got foreign collaboration; and

(c) how many have got government shares?

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

2548 companies limited by shares were registered during the period February, 1977 to January, 1978 under the Companies Act, 1956. The State-wise break-up of these companies is given in the Statement attached.

Of these companies, only five have got foreign collaboration.

(c) Companies are registered with authorised capital Shares, if any, held by Government in these companies can be ascertained after they have raised their paid-up capital. However, of the 2548 companies registered during February, 1977 to January, 1978, 35 were Government companies.

Statement

State-wise break-up of the number of companies limited by shares registered during February, 1977 to January 1978.

State/Union Territories	No of companies limited by shares
1	2
Andhra Pradesh	131
Assam	32
Bihar	92
Gujarat	104
Haryana	12
Himachal Pradesh	7
Jammu & Kashmir	9
Karnataka	163
Kerala	73
Madhya Pradesh	41
Maharashtra	619
Nagaland	1
Orissa	96

1	2
Punjab	49
Rajasthan	46
Tamil Nadu	167
Uttar Pradesh	156
West Bengal	455
Chandigarh	28
Delhi	355
Goa, Daman & Diu	17
Manipur	2
Meghalaya	4
Pondicherry	7
Tripura	1
Arunachal Pradesh	7
Total	1548

Representation from A I Station Masters' Association

2805 SHRI A K ROY Will the Minister of RAILWAYS be pleased to state

(a) whether the representation of All India Station Masters Association dated the 11th January 1978 on the case of victimised railway workers of Madurai Division of Southern Railway has been received and

(b) if so what action has been taken on that?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) The representation is in connection with a case filed by the State Police against certain railway employees, who squatted on railway track on 8.8.77 obstructing movement of an Express train. The case is pending trial. No action is possible at the Railway level, since the discretion to withdraw a Police case rests with the State Administration.

जाम टैक्सटाइल मिल्स कम्पनी द्वारा कम्पनी अधिनियम का उल्लंघन

2806 श्री हुकम जम्ब कलावाय : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताते की इसे क्या करें कि

(क) क्या जाम टैक्सटाइल मिल्स, बम्बई द्वारा कम्पनी का उल्लंघन किया गया है और यदि हाँ तो क्या सरकार का विचार इस मिल के वर्षमान निदेशका के विरुद्ध कार्यवाही करने का है

(ख) क्या वर्षमान निदेशक भूतपूर्व निदेशका को गैर कानूनी रुदीवा म हटा कर, इस मिल इस्तमामी बन गा है और

(ग) यदि हाँ तो क्या सरकार इस पुरे माले को जाव-पड़ताल कराएगी ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) . (क) महाराष्ट्र में "जाम टैक्सटाइल मिल्स" के नाम से कोई कम्पनी कम्पनी अधिनियम 1956 के अन्तर्गत पजोड़न नहीं है। नवापि, मैं, जाम मैनेफैक्चरिंग कम्पनी लिमिटेड, नाम की एक कम्पनी महाराष्ट्र में पजीहृत है, जो वस्त्र व्यापार में सक्षम है। गत तीन वर्षों के मध्य उक्त कम्पनी द्वारा, कम्पनी अधिनियम 1956 के उपबन्धों के दो बार, उल्लंघन किय गये हैं। यदिनांक 5-9-77 का निदेशक मडल द्वारा पारित सकलों के लिए (1) प्रपत्र संख्या, 32 दिनांक 22-8-75 तथा (2) प्रपत्र संख्या 23, को प्रस्तुत करने में देरी की आवत है। इन दोनों बूकों के लिए कम्पनी पर अतिरिक्त शुल्क लगाया गया था।

(ख) श्री (ग) कम्पनी गजिस्ट्रार, महाराष्ट्र बम्बई के पाम प्रस्तुत की गई विवरणियों के अनुसार कम्पनी की हिस्से-आरिता प्रतिरूप में एक परिवर्तन तथा इसके निदेशक मडल में एक परिवर्तन, नवम्बर,

1976 में हुआ था। कम्पनी कार्य विभाग के पास ऐसी सूचना नहीं कि परिवर्तन गैर-कानूनी तरीकों से किया गया था। अनियमितात्मों के बारे में ऐसी कोई विविष्ट शिकायत सरकार की सूचना में नहीं है, जिसके आधार पर इस कम्पनी के कार्य-कलापों की जांच अधिपतित की जा सके।

Constitution of officers on N. E. Railway

2807. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) how many officers from ATS to G.M. on the N. E. Railways have been allowed to stay on the N.E. Railway from their appointment up to this period or have come back after brief spells; and

(b) the reason for allowing these officers to continue on N.E. Railway carrying groupism, provincialism, casteism, corruption and resulting in resentment, discontentment and deterioration in working amongst staff effecting the economical working on this Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The information is being collected and will be placed on the Table of the Sabha.

(b) No rigid period of stay of officers at one place has been fixed and transfers are made as and when necessary keeping in view administrative requirements. There is no report that officers are indulging in groupism, provincialism etc. on account of their continuance on N.E. Railway to the detriment of the Railways interest. Specific complaints when received are adequately dealt with.

3999 LS-6.

Free Movement of trade and Traffic with Pakistan

2808. SHRI R. K. MHALGI: SHRI R. V. SWAMINATHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at the recent meeting with the officials of the Pakistan Government in Islamabad an agreement was reached on free movement of trade and traffic between the two countries; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). In the recent Coordination Meeting between the Railway Delegations of India and Pakistan held at Islamabad, from 26th to 29th December, 1977 procedures governing the movement of rail traffic were simplified and rationalised to facilitate free movement of parcels and goods traffic between the two countries.

Inter-State movement of Alcohol

2809. SHRI K. PRADHANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Government have controlled inter-state movement of alcohol under excise rules;

(b) if so, what are the restrictions imposed on inter-state movement of alcohol; and

(c) whether large stocks of alcohol are lying unsold in Uttar Pradesh for want of excise release orders?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Allocations of alcohol from surplus to deficit States are made by the Central Government on the recommendations of the Central Molasses

Board which meets annually at the beginning of alcohol year. Control on the movement of alcohol is exercised by the State Governments under their respective excise rules.

(b) The inter-State movement of alcohol is subject to release orders from the excise authorities in the States and certain levies/fees etc.

(c) No, Sir.

Shortage of Power Alcohol

2810. DR. SUSHILA NAYAR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the industrial uses of power alcohol and whether there is a shortage of power alcohol in the country; and

(b) what steps are being taken to rectify the situation?

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

(a) Power alcohol (industrial alcohol) is used for the manufacture of chemicals like acetic acid, acetic anhydride, butanol, ethyl acetate, 2-ethyl hexanol and other items such as synthetic rubber, polyethylene and polystyrene. Alcohol is also used in the manufacture of drugs and pesticides. There is no shortage of alcohol in the country.

(b) Does not arise.

Oil Reserve in Oil fields of Assam

2812. SHRI SARAT KAR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details regarding the estimated amount of oil reserves explored;

(b) whether it is a fact that oil in oil bearing fields in Assam has depleted, if so, the extent of depletion during last five years; and

(c) the period over which these reserves are likely to last at the present rate of exploitation?

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

(a) In the Assam area, the balance of recoverable reserves of both ONGC and OIL taken together are estimated to be around 80 million tonnes. However, these estimates are liable to be changed from time to time as a result of further exploratory/development drilling and improvement in the recovery methods.

(b) During the last five years ONGC has produced about 4.49 million tonnes of crude oil and Oil India Limited about 15.48 million tonnes of crude oil from their respective oilfields.

(c) On the basis of the presently known recoverable reserves, the present rate of exploitation is expected to be maintained for about 15—20 years.

उत्तर रेलवे में अवर शेणी लिपिकों के लिये रिक्त स्थान

2813. श्री हुकम चन्द कछवाय : क्या रेल मंत्री उत्तर रेलवे में अवर शेणी लिपिकों के रिक्त स्थानों के बारे में 13 दिसम्बर, 1977 के अतारांकित प्रश्न संख्या 3749 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उत्तर रेलवे में अवर शेणी लिपिक के रिक्त पदों में से अनुसूचित जातियों तथा अनुसूचित जन-जातियों के व्यक्तियों के लिए कितने स्थान आरक्षित हैं और ये स्थान कब तक भरे जायेंगे ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

रेलवे के विरुद्ध कर्मचारियों द्वारा दायर
किये गये मुकदमे।

2814. श्री हुकम चन्द कछवाय :
क्या रेल मंत्री यह बताने की कृपा करेंगे
कि :

(क) रेलवे के विभिन्न जोनों के उन
रेल कर्मचारियों की श्रेणीवार तथा विभाग-
वार संख्या क्या है जिन्होंने इस समय रेलवे
के विरुद्ध विभिन्न त्यायालयों में मुकदमे
दायर किये हैं; और

(ख) उनमें से कितने मामले तीन
वर्ष से कम पुराने हैं और कितने तीन वर्ष
से अधिक हैं और कितने मुकदमे विभिन्न
संघों द्वारा दायर किये गये हैं तथा उन संघों
के नाम क्या हैं ?

रेल मंत्रालय में राज्य मंत्रो (श्री
शिव नारायण) : (क) और (ख) :
सूचना इकट्ठी की जा रही है और सभा पटल
पर रख दी जायेगी।

Raw Material for Chemical Industries

2815. SHRI DURGA CHAND: Will
the Minister of PETROLEUM AND
CHEMICALS AND FERTILIZERS be
pleased to state:

(a) whether it is a fact that agriculture
waste like rice bran, paddy
husk and dry forest leaves and sugar-
cane bagasse are useful raw materials
and can be utilized as raw material
for chemical industries;

(b) whether Government are con-
templating to make use of these agri-
cultural waste; and

(c) if so, what are the details there-
of?

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

(a) Yes, Sir.

(b) and (c). Government have given
approval for recovery of various useful
products from agro wastes. Six

units have been approved for the manufacture of Furfural from bagasse/paddy husk/corn cobs. Certain other items like rice bran oil and active carbon are also made from agro wastes.

Reduction in price of Petrol

2816. SHRI DURGA CHAND: Will
the Minister of PETROLEUM AND
CHEMICALS AND FERTILIZERS be
pleased to state:

(a) whether Government have any
scheme for reducing the price of pet-
rol;

(b) if so, what are the details there-
of;

(c) if not, what are the reasons
therefor;

(d) whether there is any proposal to
introduce levy system of petrol, if so,
what are the details thereof?

(e) what is the saving done in 1977
on consumption of petrol in the coun-
try; and

(f) what measures are being taken
to effect economy in the consumption
of petrol?

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

(a) There is no such proposal at present.

(b) Does not arise.

(c) Petrol is a comparatively non-
essential petroleum product. It is ne-
cessary to curb excessive consumption
of petroleum products in view of the
increasing costs of imported crude oil.
Moreover, reduced consumption of
petrol would generate larger quanti-
ties of naphtha used for fertilizer and
petrochemical industries.

(d) There is no proposal at present.

(e) The consumption of petrol in
1977-78 is 13 per cent less than the
consumption in 1972-73. The growth

rate of consumption of petrol is nearly 1.5 to 2 per cent less than the growth rate in the case of other petroleum products.

(i) (i) The consumption of petrol has been kept under control mainly through fiscal measures which provide disincentive against indiscriminate use. Fuels used in mass transport systems are priced comparatively at cheaper rates.

(ii) Certain devices, which have improved air fuel mixture resulting in better combustion and fuel economy, have been tried out. 'Premier Cars' are fitted with the improved version of Carburetor Kit which has contributed to about 10 per cent additional mileage per litre. Other devices available in the market have been evaluated by the Petroleum Conservation Action Group.

New Devices to prevent Rail Accidents

2817. SHRI DURGA CHAND:

SHRI D. D. DESAI:

SHRI G. M. BANATWALLA.

SHRI SHYAM SUNDER GUPTA:

SHRI MUKHTIAR SINGH MALIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Ministry are introducing new devices to prevent rail accidents;

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

(c) when the devices are proposed to be introduced; and

(d) what is likely to be the cost of such devices?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes.

(b) New Safety devices proposed to be introduced are Automatic Warning System, Axle Counters and Hot Box Detectors.

(c) In a phased manner and on a programmed basis.

(d) Approximate cost of these devices will be as under:—

1 Automatic Warning System:

(a) Loco Equipment Rs. 80,000 per locomotive

(b) Field Equipment Rs 10,000 per station (2 sets).

2 Axle Counter Rs 90,000 each set.

3 Hot Box Detector Rs 5,00,000 per installation.

Review of contract signed with Foreign Firms for Bombay High

2818. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state.

(a) whether Government reviewed the contracts signed with foreign firms for Bombay High due to corruption allegation in signing the contracts; and

(b) if so, which are the contracts reviewed and further steps taken to continue the programme of crude production in Bombay High?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). A criminal case has been instituted in connection with the agreement between CFP and ONGC. The case is under investigation by the CBI.

The programme of crude production from Bombay High is going on more or less as scheduled.

Running of a Train between Tirodi and Tumsar Road

2819. SHRI KACHARULAL HEM-RAJ JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is only one mixed train between Tirodi and Tumsar Road (on South Eastern Railway);

(b) whether there is a public demand to run this train two times instead of one time as at present; and

(c) if so, from when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) No.

(c) Does not arise.

Construction Reserve Posts

2820. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the policy of Government in regard to creation of construction reserve posts;

(b) whether such posts are created for class-IV staff as well;

(c) if not, the reasons thereof;

(d) the total number of such posts created; and

(e) the total number of staff who are still waiting for confirmation against such reserve posts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) 40 per cent of the temporary non-gazetted posts in each grade in the

Construction Department are to be sanctioned permanently as a Construction Reserve.

(b) Yes.

(c) Does not arise.

(d) Over 4700.

(e) While a large number of staff have been confirmed against these posts, confirmation of eligible staff on some of the railways has been held up due to some of the employees having filed writ petitions in courts. Further action can be taken only after finalisation of court cases.

रेल जोनों के बारे में परामर्शदात्री/मंत्रणा समिति

2821. श्री भीठा लाल पटेल : क्या रेल मंत्री निम्नलिखित जानकारी देने वाला एक विवरण सभापटल पर रखने की कृपा करेंगे कि :

(क) क्या रेलवे के विभिन्न जोनों और डिवीजनों के बारे में परामर्शदात्री/मंत्रणा समितियों का गठन कर लिया गया हैं ;

(ख) यदि हाँ, तो क्या पश्चिम रेलवे के विभिन्न डिवीजनों की उन समितियों के सदस्यों के नाम, पते आदि का विवरण सभापटल पर रखा जाएगा ;

(ग) इन सदस्यों के चयन में क्या कसीटी अपनाई गई; और

(घ) यदि उक्त समितियों का गठन नहीं किया गया है तो उनका गठन कब तक किया जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 31-12-1979 तथा 31-3-1980 को क्रमशः समाप्त होने वाली अवधि के लिए मंडलीय तथा जनीय स्तर की रेल उपयोगकर्ता परामर्श समितियों का पुनर्गठन किया जा चुका है।

(ख) एक विवरण सभा पटल पर रखा है। [ग्रन्थालय में रखा गया। देखिए संख्या एल टी/1808/78]

(ग) रेल उपयोगकर्ताओं के विभिन्न अभिज्ञेय तथा प्रमुख वर्गों को ध्यान में रखकर यथासम्भव विस्तृत प्रतिनिधित्व प्राप्त होने के सिद्धान्त के आधार पर इन समितियों में नामांकन किया जाता है।

(घ) प्रश्न नहीं उठता।

**Staff of Flash Butt Welding Plant.
Arkonam**

2822. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are any staff working in Flash Butt Welding Plant at Arkonam of Southern Railway who have worked for more than three years but have not been confirmed;

(b) if so, their number and the reason for delay in confirmation; and

(c) the steps Government propose to take to expedite the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) 87 Casual Labour. Their confirmation can be considered only after their regular absorption in Class IV cadre.

(c) Some temporary posts of a regular nature have since been created and 38 of the above labour have been regularly appointed to these posts. They will be confirmed when the posts are made permanent.

Introduction of Train Services connecting North and South 24 Parganas

2823. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any representation for intro-

duction of train services connecting north and south 24 Parganas through Chitpur Yard; and

(b) if so, the decision of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes. The proposal is for a train service connecting North and South 24-Parganas via Kankurgachia Chord goods line which avoids Sealdah and not via Chitpur Yard.

(b) It is not possible to introduce passenger services between North and South 24 Parganas via Kankurgachia Chord goods line as the track is not fit for running passenger carrying trains.

Doubling of Panchkura-Haldia Link

2824. SHRI DINEN BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) Whether Government have received any representation for doubling the Panchkura-Haldia link in view of the developing of the Haldia Port and other industries; and

(b) if so, what is the decision of Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) There is enough capacity on the section to meet the traffic requirement and doubling of the section is therefore, not necessary.

Setting up of Benches of High Courts in Goa and other places

2825. SHRI PRASANNBHAI MEHTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken the decision to set up benches of high courts in Goa and at some

other parts of the country including Meerut in U.P.; and

(b) what are the names of other places in the country where benches of high court will be set up?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). No such decision has been taken.

Students Violence at Unnao Railway Station

2826. SHRI PRASANNBHAI MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether several people including a superintendent of Government Railway police sustained injuries when a mob of students pelted stones at the GRP post at Unnao railway station about 60 km. from Lucknow on 16th February, 1978;

(b) if so, the details of the same and

(c) what were the reasons and the action taken against the persons held responsible?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes, 6 persons including the Superintendent of Police (Railways) Lucknow, were injured.

(b) on 16-2-1978, a Magistrate, SP (Railways) Lucknow. DSP Unnao, Police and Railway Protection Force personnel and TTEs checked rae-bareli-Kanpur passenger train at Achalganj Railway Station and apprehended 27 persons including 5 students and 2 teachers travelling without tickets. When the officials along with the arrested persons left Achalganj Railway Station in the bus and jeep, students of the Achalganj School hurled stones at the bus and the jeep, resulting in minor injuries to the Superintendent Police (Railways) Dy.S.P., two Constables and

two others. The party alongwith arrested persons reached Government Railway Police Post Unnao. The news of arrest of students and teachers spread in the educational institutions at Unnao. A large number of students and local leaders gheraoed the Unnao Railway Station and the GRP Post and demanded release of the arrested persons, particularly the students and the teachers. The unruly crowd pelted stones and disconnected hose pipes of the passenger trains standing at Unnao Railway Station. Later the students and the teachers were let off on furnishing personal bonds. The remaining arrested persons were also released after realising the railway dues.

(c) The action of the Ticket Checking Staff, Police and Magistrate in detaining students and teachers for travelling without tickets, apparently provoked the students and others to indulge in violence. The GRP Unnao has registered a case u/s. 147 353. 336 & 427 IPC on 16-2-1978, which is under investigation.

Threat to Wreck Trains

2827. SHRI PRASANNBHAI MEHTA:

SHRI NARENDRA SINGH:
SHRI VIJAY KUMAR MALHOTRA:

SHRI G. M. BANATWALLA:
SHRI SHYAM SUNDER GUPTA:

SHRI MUKHTIAR SINGH MALIK:

SHRI MAHI LAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that the General Manager, Northern Railway has received threatening letters from unknown persons for disruption of railway traffic throughout the Northern region; and

(b) if so, steps that are proposed to be taken to guard all railway lines to prevent disruption of the railway service not only in the Northern Region but throughout the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The preventive measures taken are:—

1. Track patrolling by Railway Protection force (11,000) and gangmen (14,000) has been introduced in sensitive sections throughout the country;

2. Besides patrolling of the track in vulnerable sections by Railway Protection Force and gangmen, Gujarat, Maharashtra, Uttar Pradesh, Punjab and Haryana have mobilised State Police personnel/Home Guard Village Chowkidars for patrolling the track in sensitive areas;

3. State Governments of Punjab and Haryana have invoked the provisions of Village and Small Town Patrol Act. 1918 thereby asking villagers to keep a watch on the track;

4. Important cases of sabotage are being investigated by special squads of the CID of the concerned States;

5. The State Governments have also geared up the intelligence machinery. Close liaison is maintained with all investigating and intelligence agencies as well as the Special Cell in the Intelligence Bureau (Ministry of Home Affairs). At all levels, available information is exchanged frequently so that coordinated efforts are made to prevent and detect sabotage cases.

Oil in Assam-Arakan Basin

2828. SHRI PRASANNBHAI MEHTA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that after Bombay High, the Assam-Arakan

basin lying in the North East is perhaps India's best hope in meeting petroleum deficit;

(b) if so, how far this is true and steps that are being taken in the matter;

(c) whether the ageing western Gujarat oilfields have started giving diminishing yield;

(d) whether the areas of Assam and Arunachal Pradesh can, at best maintain a static production for the next few years; and

(e) if so, whether alternative sites have also been spotted for all production in view of the shortcomings that India will be facing due to the above diminishing results?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). A prognostic assessment of the petroleum reserves of the different basins of the country by a joint Indo-Soviet Team has indicated that the Assam-Arakan basin has good prospects. Considerable oil and gas reserves have already been established in the Upper Assam Valley. Besides, development of these, the exploration in the area is being intensified to discover additional reserves.

(c) The fields are producing as planned. However, lower production is being planned to prolong the steady rate of production.

(b) The presently proven fields are in Assam. Exploratory drilling in Arunachal Pradesh is in progress by Oil India Limited. On the basis of the present recoverable reserves, it is estimated that the production at the present rate can be maintained for another 15—20 years.

(e) Yes, Sir. In addition to conducting exploration in the presently known oil/gas bearing areas of India, the ONGC is conducting exploratory drilling in other sedimentary basins on land e.g., Himachal Pradesh, Uttar Pradesh, Andhra Pradesh and West Bengal, as well as in the continental shelf.

Strength of Railway Employees in Southern Railway

2829. SHRI SHIV SAMPATI RAM: Will the Minister of RAILWAYS be pleased to state:

(a) the total strength of Railway employees in different categories over Mysore, Guntakal, Madras, Madurai, Olivakkot and Trichurapally Divisions of Southern Railway including Workshops and Constructions during the year of 1972 and upto 31st December, 1977;

(b) the total number of employees in different categories in all divisions over Southern Railway who were recruited or promoted during each year and the total number amongst them who belong to Scheduled Castes, Scheduled Tribes, and others (list of SC & ST employees may be furnished); and

(c) the steps taken to make good the shortfall in all categories in the divisions of Southern Railway mentioned in (a) above for the reserved vacancies earmarked for SC and ST through direct recruitment and promotions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Import and sale of Tetracycline by a Private Drug Firm

2830. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 3795 on 13th December, 1977 regarding irregular import and sale of tetracycline by a private firm and state:

(a) whether tetracycline is a canalised item of import;

(b) if so, whether it has been recently alleged that a private drug firm (vide Economic Times) Bombay

of June 2, 1977 was allowed to import and sell Tetracycline worth Rs. 1.50 crores in connivance with certain IDPL officials;

(c) whether CBI have been asked to investigate into the allegation; and

(d) if so, the fullest details thereof and action taken thereto?

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

(b) to (d). M/s. Mulraj G. Dunger say & Co. Pvt. Ltd, Bombay were found to have imported and sold 18.4 tonnes of Tetracycline Hydrochloride, which is a canalised bulk drug, in violation of terms and conditions (reproduced below) of the Letter of Authority issued in their favour in respect of Licence No. G/T/2413365 dated 2-3-1974 valued at Rs. 26,46,722 granted to State Trading Corporation.

Terms & Conditions of Letter of Authority

(i) the contracts for the import of canalised items should be entered into after the approval the STC;

(ii) that the Letter of Authority holder will issue business notices advertising their stocks; and

(iii) the goods imported on this licence shall be sold to actual users, by the Letter of Authority holder on the specific advice and directions of the licensee in accordance with the policy laid down from time to time.

(iv) that he shall forward to STC, CCI&E and the Ministry of Commerce particulars of releases made by him to actual users immediately after delivery of the goods.

After necessary investigations, this firm was held guilty of an offence under Section 4-1 (i) (a) and violation of the provisions of sub-clauses (f) and (g) of clause 8 of the imports (Control) order. Accordingly a penalty of Rs. 15 lakhs has been imposed

on this firm. Further they have been debarred from receiving licences or allotment of imported goods through STC/MMTC or any other similar agency for the period from 16-11-77 to 31-3-78 and licensing period April-78 to March-79.

Construction of Malda-Balurghat Railway Line

2831. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the people of North Bengal (West Bengal) have been urging upon the Government to draw up a scheme for construction of Malda-Balurghat-Hilli railway line;

(b) if so, the salient features of the proposal;

(c) whether any scheme has been drawn; and

(d) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) to (d). A traffic survey for a rail link between Eklakhi and Balurbhat via Gajol, Buniadpur, Ganga Rampur and Rampur was carried out during 1972-73. The line having a length of 90.00 Kms. (BG) was estimated to cost Rs. 10.37 crores and to yield a return of (—) 2.27 per cent in the 6th year. Due to severe constraint of resources and the very limited traffic prospects it is not proposed to take up the construction of this project at present.

Nationalisation of Foreign Drug Firms

2832. SHRI JYOTIRMOY BOSU: SHRI AMARSINH V. RATHAWA:

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

(a) whether Government has considered the recommendation on the nationalisation of foreign drug firms;

(b) if so, whether Government are going to nationalise the foreign drug firms; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). All the recommendations of the Hathi Committee are under the active consideration of Government and a final decision is expected to be taken very soon.

Amount Repatriated by Assam Oil and BOC

2833. SHRI JYOTIRMOY BOSU: SHRI AHMED M. PATEL: SHRI G. M. BANATAWALLA: SHRI MUKHTIAR SINGH MALIK:

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

(a) total amount repatriated by Assam Oil Company and Burma Oil Company under each head, viz., profit, dividend, royalty, technical fees, interest and head office expenses, year-wise from 1964-76;

(b) whether the deal to take over AOC and 50 per cent shareholding of BOC has been finalised;

(c) if so, the terms and conditions, including quantum of compensation to be paid; and

(d) on what basis the quantum of compensation to be paid to these companies has been determined?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The required information is being collected and will be laid on the Table of the Sabha

(b) to (d). Negotiations for the take over of Assam Oil Company and B. O. C.s interest in Oil India Limited including the amount of compensation and the mode of payment are continuing.

Sale of Carbon-Dioxide by F.C.I.

2834. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Fertilizer Corporation of India is selling their by-product *viz.*, Carbon-dioxide only to a few monopoly parties at a low price;

(b) have Government worked out the cost of this by-product by the F.C.I. in comparison with other small and medium scale producers of this gas; and

(c) have Government received representations from small and medium scale producers of Carbon-dioxide to review the whole position to remove monopolies created by F.C.I. and re-valued the costing to increase the earnings of F.C.I. to bring parity with other small producers?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANEWSHAR MISHRA): (a) to (c). Fertilizer Corporation of India Ltd. had entered into an agreement with M/s. Bombay Carbon Dioxide Gas Corporation in the year 1968 for supply of carbon dioxide which is a waste/by-product available from the Trombay Fertilizer Unit, at the best possible price after issue of an advertisement. The agreement is valid for a period of 15 years. A representation was received some time back stating, *inter alia*, that the price being charged by F.C.I. was low; but it has been found that the price then agreed to by the Corporation compares favourably with the prices fixed by some other fertilizer and chemical manufacturers subsequently for the supply of Carbon Dioxide Gas.

**Running of Sabarmati Express
via Guna-Maxi Line**

2835. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had decided to run the Sabarmati Express

(Varanasi/Ahmedabad) via Guna-Maxi line from the 2nd October, 1977; and

(b) if so, what are the reasons for the delay in running this train on this route (Bina-Guna-Ujjain) and when is it likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) No.

(b) Does not arise.

Cases of victimised Employees during Emergency Period pending with O.N.G.C.

2836. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether many cases of victimized employees during the Emergency are pending with ONGC (Oil and Natural Gas Commission);

(b) if so, what were the total number of such cases and how many have been taken back according to the policy of Government and how many cases are being renewed and how many rejected and give figures region-wise of ONGC; and

(c) what action has Government taken to expedite the pending cases?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) There was no case of victimisation of any employee during the Emergency in the Oil and Natural Gas Commission (ONGC).

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

जनता रेलगाड़ियां चलाया जाना

2837. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आम जनता को राहत पहुंचाने के लिए बस्बई-कलकत्ता के बीच जनता रेलगाड़ी चलाई गई हैं ;

(ख) क्या देश के अन्य भागों में भी ऐसी जनता गाड़ियां चलाने का विचार है;

(ग) क्या मुरादाबाद होते हुए अमृतसर तथा कलकत्ता के बीच जनता गाड़ी चलाने को प्राथमिकता दी जायेगी; और

(घ) यदि हां, तो कब?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी हां, बम्बई बी० टी० और हावड़ा के बीच (नागपुर के रास्ते) सप्ताह में 4 दिन चलने वाली एक जोड़ी गाड़ियां अर्थात् 59/60 गीतांजलि एक्सप्रेस में ही दूसरे दर्जे के डिब्बों में गद्देदार सीटों की व्यवस्था की गई है।

(ख) जी हां।

(ग) और (घ). मार्गवर्ती खण्डों पर अतिरिक्त लाइन क्षमता तथा हावड़ा और अमृतसर स्टेशनों पर अपेक्षित टर्मिनल सुविधाओं के अभाव में परिवालनिक दृष्टि से इस समय कलकत्ता और अमृतसर के बीच अतिरिक्त गाड़ी का चलाया जाना व्यावहारिक नहीं है।

रामपुर रेलवे स्टेशन पर सुविधाओं

2838. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को मुरादाबाद डिवीजन में रामपुर रेलवे स्टेशन पर वहां

के लोगों द्वारा अनुभव की जा रही असुविधाओं के बारे में शिकायतें मिली हैं;

(ख) क्या यह सच है कि रामपुर रेलवे स्टेशन पर पूछताछ कार्यालय प्लेटफार्म संख्या 2 और 3 पर शेड, पेय जल के लिए समुचित सुविधा और रेलवे आरक्षण सुविधा न होने, जो कि यात्रियों के लिए बहुत आवश्यक है, के करण यात्रियों को कठिनाइयां सहन करनी पड़ रही हैं; और

(ग) यदि हां, तो उक्त कठिनाइयां कब तक दूर कर दी जायेगी?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी हां।

(ख) और (ग). 10 बजे से 17 बजे के बीच पूछताछ का कार्य ड्यूटी पर तैनात टिकट क्लेक्टरों द्वारा किया जाता है और 17 बजे से 10 बजे के बीच यही कार्य ड्यूटी पर तैनात सहायक स्टेशन मास्टर द्वारा किया जाता है।

2. रामपुर से गाड़ी पकड़ने वाले यात्रियों की आरक्षण सम्बन्धी मांगों को पूरा करने के लिए रामपुर स्टेशन पर निम्नलिखित कोटा निर्धारित किया गया है :—

पहला दर्जा	दूसरे दर्जे की शायिकायें
1	13
1	3
1	3

(i) 375 अप बरेली-दिल्ली
सवारी गाड़ी

(ii) 158 डाउन काशी-विश्वनाथ
एक्सप्रेस

(iii) 157 अप काशी-विश्वनाथ
एक्सप्रेस

3. स्टेशन पर पीने के पानी की पर्याप्त व्यवस्था है। प्लेटफार्म नं० 1 पर एक जलशीतक की भी व्यवस्था की गई है।

4. प्लेटफार्म नं० 1 पर 529.66 वर्ग मीटर और प्लेटफार्म नं० 2 और 3 पर 172.43 वर्गमीटर क्षेत्र पर सायबान की व्यवस्था की गई है।

5. वर्तमान यातायात के स्तर के लिए ये व्यवस्थायें पर्याप्त समझी गई हैं।

वातानुकूलित शयनयानों के स्थान पर डी-लक्स वातानुकूलित यान

2839. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार वातानुकूलित-शयन यानों के स्थान पर बैठने के स्थान वाले डी-लक्स वातानुकूलित यानों की व्यवस्था करने के प्रस्ताव पर विचार कर रही है;

(ख) प्रथम चरण में ऐसे कितने यानों की व्यवस्था की जायेगी ; और

(ग) इस योजना के अन्तर्गत कितने यात्रियों को सुविधा मिलेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी नहीं।

(ख) और (ग). प्रश्न नहीं उठता।

बरेली और मुरादाबाद के बीच दोहरी रेल लाइन बिछाना

2840. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि उत्तर रेलवे के बरेली एवं मुरादाबाद रेल स्टेशनों के बीच बहुत वर्षों से इकहरी रेल लाइन है ;

(ख) क्या सरकार का विचार इसे दोहरी करने का है, यदि हां, तो कब तक, और

(ग) उसका निर्माण कब प्रारम्भ किया जायेगा, और कुल कितना व्यय होने का अनुमान है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी हां।

(ख) जी नहीं, यातायात की आवश्यकताओं को पूरा करने के लिए वर्तमान इकहरी लाइन ही पर्याप्त है।

(ग) प्रश्न नहीं उठता।

Preferential Treatment to Railwaymen's wards in regard to Employment

2841 SHRI VASANT SATHE:
SHRI K. RAMAMURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry is considering a proposal to accord a preferential treatment to railwaymen's wards in employment;

(b) if so, details of the proposal under consideration;

(c) the decision taken in the matter; and

(d) whether views of the Law/ Home Ministry have been sought/ obtained and details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (d). A proposal has been under consideration for giving some preference to wards/sons/children of retired employees on compassionate grounds taking into account the indigent circumstances of the family. It is under examination in consultation with the Law Ministry.

Set back to Goods Traffic

2842. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that goods traffic suffered a set back during December, 1977 and onwards;

(b) if so, details and reasons thereof;

(c) whether rolling stock position in certain zones of Indian Railway has become very acute; and

(d) if so, details thereof and steps taken to improve the position and results achieved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (d). During December 1977 and January 1978 the loading of originating revenue earning traffic was more as compared to the loading achieved in any month during April 1977 to November 1977. In terms of net tonne kilometres which correctly reflects the Railways output, there has been an improvement during these two months as compared to the corresponding months of last year and was also higher than any month from April 1977 to November 1977.

Double Decker Coaches for Shuttle Trains from Delhi to Meerut

2843. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the shuttle trains running from Delhi to Meerut, Ghaziabad and Rohtak are to have double decker coaches shortly;

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

(c) how soon the decision is expected to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAIL-

WAYS (SHRI SHEO NARAIN) (a) No.

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

रेल कर्मचारियों का स्थानान्तरण

2844. डा० लक्ष्मीनारायण पांडेय : क्या रेल मंत्री | यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेल सेवा अखिल भारतीय सेवा है तथापि, कुछ कर्मचारियों अथवा कुछ विशिष्ट अधिकारियों को छोड़ कर सामान्यतया कर्मचारी जिस रेल जोन में नियुक्त किये जाते हैं उसी में सेवानिवृत्त भी हो जाते हैं ;

(ख) क्या यह सच है कि प्रायः एक ही शहर में नियुक्त व निवृत्त दोनों होता हैं हालांकि कई पदोन्नतियां भी होती हैं ;

(ग) यदि हां, तो इसके अखिल भारतीय सेवा होने के बावजूद भी उन कर्मचारियों के अनुभव अथवा कार्य क्षमता का लाभ दूसरे जोनों को न देने के क्या कारण हैं और इस सम्बन्ध में अन्य मंत्रालयों में क्या प्रक्रिया निर्धारित है ;

(घ) अखिल भारतीय सेवा की इस दृष्टि से क्या सार्थकता अथवा उद्देश्य है; और

(ङ) क्या इससे स्वार्थपरता पैदा नहीं होती ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ङ). प्रथम श्वेणी की रेल सेवाओं से सम्बन्धित वर्तमान नियमों में यह व्यवस्था है कि सामान्यतः रेल कर्मचारी अपने पूरे सेवाकाल में रेल स्थापना जिसमें प्रथम नियुक्ति के समय नियुक्त किया जाता है, अन्य रेलवे अथवा रेल स्थापनाओं में स्थानान्तरण के अधिकार का दावा नहीं करेगा ! सेवाकाल की आकस्मिकताओं में, भारत

में अथवा भारत के बाहर की परियोजना सहित, किसी अन्य विभाग अथवा रेलवे या रेल स्थापना में रेल कर्मचारी का स्थानान्तरण राष्ट्रपति के विवेकानुसार होता है। जैसा जब आवश्यक हो प्रशासनिक अपेक्षाओं को देखते हुए सभी ग्रेडों के अधिकारियों का स्थानान्तरण किया जाता है।

बोंगईगांव तेलशोधन कारखाना

2845. डा० लक्ष्मीनारायण पांडेय : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) बोंगईगांव तेल शोधन कारखाना कब तक चालू किया जायेगा और उसकी तेल साफ करने की अर्थिक-क्षमता क्या है और उस पर कुल कितना व्यय होगा ; और

(ख) इसके साथ ही पेट्रो-रसायन उद्योग समूह का स्वरूप क्या होगा और उस पर कितना व्यय होगा ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवतीनन्दन बहुगुण) : (क) वर्तमान अनुमान के अनुसार बोंगईगांव शोधनशाला का कच्चा तेल साफ करने वाला यूनिट जून, 1978 में चालू होने की आशा है और शेष यूनिट अनुक्रम में 1980 तक चालू हो जाने की आशा है।

शोधनशाला की विस्थापित वार्षिक शूपुट क्षमता एक मि० मी० टन होगी। पूरे होने तक शोधनशाला की कुल लागत 8795.44 लाख रुपये होने का अनुमान है।

(ख) पेट्रो रसायन समूह में निम्नलिखित यूनिट सम्मिलित हैं :—

1. जाइलीन्स

- (i) प्रीट्रीटर/रीफार्मर
- (ii) फैशनेशन सुविधायें
- (iii) पैरेक्स
- (iv) आइसोमराइजेशन।

2. डी एम टी (डीमेश्वाइल टेराफैथालेट)।

3. पोलिएस्टर स्टैपिल काइनर।

4. आफसाइट।

पूरे होने पर पेट्रो रसायन समूह की कुल लागत 10915-22 लाख रुपये होने का अनुमान है।

State Capitals connected with New Delhi

2846. SHRI D. B. CHANDRE GOWDA. Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to connect all the State Capitals with New Delhi by direct trains; and

(b) if so, what are the details and how many State Capitals are connected at present with New Delhi by direct trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Already all the State Capitals having direct rail link are connected with Delhi/New Delhi by direct train or train with change of gauge.

(b) A statement is attached.

Statement

Statement showing through travel facilities between State Capitals and Delhi/ New Delhi.

Name of the State	Headquarters	
I. By direct trains :		
1. Andhra Pradesh	Hyderabad.	
2. Bihar	Patna.	
3. Jammu & Kashmir	Jammu (winter capital)	
4. Karnataka	Bangalore.	
5. Kerala	Trivandrum.	
6. Madhya Pradesh	Bhopal.	
7. Maharashtra	Bombay.	
8. Orissa	Bhubaneswar.	
9. Tamil Nadu	Madras.	
10. Uttar Pradesh	Lucknow.	
11. West Bengal	Calcutta.	
12. Gujarat	Gandhinagar (Ahmedabad)	
13. Haryana	Chandigarh.	
14. Punjab	Chandigarh.	
15. Rajasthan	Jaipur.	
II. By connected trains with change of gauge.		
1. Assam	Dispur (Gauhati).	
2. Himachal Pradesh	Simla.	
III. By Rail-cum connected road services		
Name of State	Headquarter	Rail Head
1. Jammu & Kashmir	Srinagar (Summer Capital)	Jammu Tawi.
2. Meghalaya	Shillong.	Gauhati.
3. Manipur	Imphal.	Dimapur.
4. Nagaland	Kohima.	Dimapur.
5. Tripura	Agartala	Dharmanagar.
6. Sikkim	Gangtok	Siliguri/New Jalpaiguri.

तेल की खोज के लिए नई प्रविधियाँ

2847. श्री रामचंद्री लाल शुक्ल :
क्या ऐट्रोलियम तथा रसायन और उर्वरक
मरी यह बताने की हुपा करेंगे कि

(क) भूमिगत तेल की खोज के लिए
सरकार द्वारा अपनाई गई नई प्रविधिया
क्या हैं ;

(ख) भारत को तेल के मामले में
प्रात्म-नियंत्रण बनाने के लिए बत्तमान
सरकार द्वारा क्या प्रयास किये गये हैं,
और

(ग) भूमिगत तेल की खुदाई में
कहा तक सफलता मिली है ?

ऐट्रोलियम तथा रसायन और उर्वरक

श्री (श्री हेमचंद्री लक्ष्मण बहुगुणा) :
(क) भूकम्पीय सर्वेक्षणों के लिए आधुनिक
डिजिटल भूकम्पीय इकाईयों का भूकम्पीय
आकड़े निकालने के लिए उत्कृष्ट संगणक
प्रणाली (आई बी एम-370/145)
का प्रयोग जलाशयों का गणितीय प्रतिलिपण
(माइलिंग) करना, उच्च कोटि वे व्याधन
गों के साथ गहरे कुओं को खोदना
एवं हुए प्राप्ति के तरीकों को अपनाना
एवं कुछ ऐसे नये तकनीक हैं, जिन्हे तेल
अन्वेषण / प्राप्ति के लिए अपनाया जाता
है।

(ख) भू-गर्भीय और भू-भौतिकीय सर्वे-
क्षणों और अन्वेषीय व्यधन कार्य में दीर्घा-
लाने के अलावा, खोज के दौरान प्राप्त
उत्पादों के विकास कार्य में भी तत्परता
लाई जा रही है। देशीय कृषि तेल के
उ पाइन के, जो कि औद्योगिक पचवर्षीय योजना
की समर्पित पर वार्षिक 7 2 मिलियन
मी० टन था, वर्ष 1978-79 में वार्षिक
12 मिलियन मी० टन से भी ऊपर जाने की
सम्भावना है।

(ग) भारत के दो विद्यात तटवर्ती
ऐट्रोलियम बाले प्रान्तों अवैत्ति, कैन्से बेसिन
और ब्राकान। बेसिन पश्चिमी समुद्रतट
से दूर महाद्वीपीय मान तट से तेल तथा
गैस अंकों का पता चल गया है।

Damage caused to Railway property
by Violence

2848 SHRI PRADYUMNA BAL.
Will the Minister of RAILWAYS be
pleased to state,

(a) the loss suffered by the Government due to damage to railway bogies and other railway property by the violent public including students during 1977-78 upto 28th February, 1978,

(b) the number of persons arrested in this connection and the action taken against them, and

(c) whether an enquiry was held to ascertain the causes of the damage caused to railway property by these persons?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
SHEO NARAIN) (a) to (c) The information is being collected and will be laid on the table of the Lok Sabha

सिवरी तथा बरीनी कारखानों के मुख्यालयों
को स्थानान्तरित करना

2849. डा० रामचंद्री लिह न्या
ऐट्रोलियम, रसायन और उर्वरक मरी यह
बताने की हुपा करेंगे कि

(क) क्या सरकार ने सिवरी
उर्वरक कारखाने और बरीनी उर्वरक
कारखाने के मुख्यालयों को स्थानान्तरित
करने वे आदेश जारी किये हैं,

(ख) यदि हा, तो उसके क्या कारण
हैं और यदि नहीं, तो क्या सरकार उनको
वहा से स्थानान्तरित न करने का प्रावश्यकन
है, और

(ग) उक्त दोनों कारखानों के श्रेणी-I, श्रेणी-II, श्रेणी-III तथा श्रेणीचार कर्मचारियों में बिहार के लोगों की प्रतिशतता क्या है ?

पेट्रोलियम तथा रसायन और उर्बंरक रसायन बंधी (जी ब्लेस्टर निष्ठ) : (क) और (ख) : सिन्दरी उर्बंरक फैक्टरी तथा बरौनी उर्बंरक फैक्टरी जो फिलाइजर कारपोरेशन आफ इंडिया की एक है। फिलाइजर कारपोरेशन आफ इंडिया

के पुनर्गठन के फल-स्वरूप सिन्दरी फैक्टरी एफ० सी० बाई के साथ रहेनी बरौनी एकक हिन्दुस्तान फिलाइजर कारपोरेशन का एक हिस्सा होता। प्रारम्भ में एफ० सी० बाई तथा एच० एफ० सी० दोनों के मुख्यालय दिल्ली में ही होते। उनके स्थानों के बारे में अन्तिम निर्णय का प्रबन्ध सरकार के विचारधीन है।

(ग) अपेक्षित सूचना देने वाला विवरण पद सम्भव है।

विवरण

31-12-1977 को बिहार से सम्बन्ध रखने वाले सिन्दरी तथा बरौनी फैक्टरी में श्रेणी I, II, III तथा IV के कर्मचारियों को प्रतिशतता सम्बन्धी विवरण पद

सिन्दरी			बरौनी		
श्रेणी	कुल कर्मचारी	बिहार के लोग	श्रेणी	कुल कर्मचारी	बिहार के लोग
I	425	148 (34 82)	I	162	78 (48 15)
II	344	129 (37 5)	II	139	82 (59 00)
III	5816	3918 (67 36)	III	920	820 (89 13)
IV	1440	1398 (97 08)	IV	232	226 (97 41)
योग	8025	5593 (69 69)	योग	1453	1206 (83 01)

नोट ब्रेकिट में दिये गये आकड़े सम्बद्ध श्रेणी के बिहारी कर्मचारियों की प्रतिशतता दिखाते हैं।

किऊल-बड़हरवा साहेबगंज सूप लाइन पर रेलगाड़ियों का देर से चलना

2850. डा० रामचंद्री रिहू : क्या रेल भाली यह बताने की कृपा करेंगे कि

(क) क्या किऊल-बड़हरवा-साहेब-गंज सूप लाइन पर रेलगाड़ियों के देर से चलने का एक प्रमुख कारण यह है कि वहाँ केवल ५५ ही लाइन हैं;

(ख) क्या सवारी एवं मालगाड़ियों के अतिरिक्त मूर्गेर, कजरा आंवा और सुल्तानबाज तक जमालपुर कारखाने के मजदूरों को जाने-से-जाने के लिए भी गाड़िया इसी लाइन पर चलती है,

(ग) क्या गाड़ियों का बिलम्ब से चलना दूर करने के लिए सरकार का इस लाइन को दोहरी करने का विचार है; और

(c) यदि हो, तो कब तक और यदि नहीं, तो क्यों?

ऐसा विवाद यह में राज्य वंशी (वीर सिंह नारायण) : (क) यी नहीं।

(ब) यी हां।

(ग) और (ब). भागलपुर और किंगडम के बीच दोहरी लाइन बिलाने तथा विद्युतीय समता में बूढ़ि करने के लिए एक इंजीनियरी एवं यातायात सर्वेक्षण तथा भागलपुर और बरहतवा के बीच एक यातायात सर्वेक्षण किया जा रहा है। सर्वेक्षण रिपोर्ट प्रस्तुत हो जाने और इसकी जांच कर लेने के बाद ही कोई निर्णय लिया जा सकता है।

Utilisation of U.K. grant for Namrup Fertiliser Plant

2851. SHRI SOMNATH CHATTERJEE: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government has decided to utilise the British grant to the extent of dollar 10 million for the expansion of the Namrup fertilizer plant;

(b) if so, details thereof;

(c) whether that grants have got some certain conditions, and

(d) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANEWSHWAR MISHRA): (a) to (d). Yes, Sir. It is proposed to avail of a possible credit from UK to meet a part of the foreign exchange cost involved in setting up a gas based fertilizer plant in Assam (proposed location Namrup). A fertilizer appraisal mission from the Overseas Development Ministry, UK, has also recently visited the country and appraised the proposed project. The details of the credit offered by the

ODM, UK, have, however, not yet been finalised.

Discussions with Bihar State Minister to amend Company Law

2852. SHRI SOMNATH CHATTERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that he had a discussion with the Bihar State Minister for Mining and Technology for the amendment to Company Law in regard to the Bihar State Government's demand of maintaining the coal and mineral ores head offices in Bihar, and

(b) if so, the details of the discussions thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):

(a) and (b). This matter was mentioned by the Bihar State Minister sometime ago during the course of a discussion. It was explained to him that the companies have the right to establish their offices at the places of their choice and that the matter can be examined if the Government of Bihar has any problems in this regard.

Delhi High Court order on appointment of New Directors of Swadeshi Cotton Mills

2853 SHRI MOHAN LAL PIPIL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state.

(a) whether it is a fact that the Delhi High Court has restrained the new Directors appointed by the Company Law Board on the Board of Swadeshi Cotton Mills Company Limited, Kanpur, headed by Shri B. M. Kaul from functioning;

(b) if so, whether the Government has gone in an appeal to the Supreme Court; and

(c) what further measures have been or are being taken by the Government to check the irregularities of working of Swadeshi Cotton Mills Company Limited?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN)

(a) Yes, Sir. The Delhi High Court has passed an order dated the 18th Jan., 78 staying the operation of the order passed by the Company Law Board on the 17th Dec., 77 appointing its seven nominees headed by Shri B M Kaul as Directors on the Board of M/S Swadeshi Cotton Mills Company Limited except in regard to three of its nominees who will be invited to the meetings of the Board of Directors but will not be allowed to vote.

(b) and (c) Petition for special Leave to Appeal under Article 136 of the Constitution along with Application for stay of operation of the order of the High Court appealed from has been filed on 10th March, 1978 in the Supreme Court.

Delimitation of Constituencies

2854 SHRI R KOLANTHAIVELU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the position in respect of delimitation of constituencies on the basis of latest growth of population etc,

(b) the criteria for keeping a reserved constituency for three or more terms and

(c) the basis to make a constituency reserved and convert it to open constituency?

THE MINISTER OF STATE IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI NAR SINGH YADAV) (a) Under articles 82 and 170 of the Constitution until the relevant figures for the first census taken after the year 2000 have been published it shall not be necessary to re-adjust the allocation of seats in the House of the

People to the States or to re-adjust the total number of seats in the Legislative Assembly of each State and the division of each State into territorial constituencies under those articles

(b) and (c) Reservation or de reservation of constituencies, as the case may be, is made under the provisions of articles 330 and 332 of the Constitution and such other laws passed by Parliament, from time to time, on the subject

वाराणसी लोको शेड

2855 श्री रामानन्द तिवारी क्या रेल मन्त्री यह बताने की कृपा करेगे

(क) क्या पूर्वोत्तर रेलवे पर वाराणसी लोको शेड में कुछ ऐसे कर्मचारी हैं जो कोई काम नहीं करते या उच्च अधिकारियों का निजी काम करते हैं और अपना बेतन ले रहे हैं और

(ख) यदि हाँ, तो प्रति वर्ष सरकार को इस प्रकार लगभग पचास हजार रुपयों की हानि पहुँचाने के लिए उत्तरदायी अधिकारियों के नाम क्या हैं?

रेल व्यापार में राज्य मन्त्री (श्री शिव नारायण) (क) और (ख) अपनी हाल ही में पूर्वोत्तर रेलवे के वाराणसी लोको शेड के राज्य और मनुरक्षण कर्मचारियों द्वारा काम पर न आने और/या अपने आवाटित कार्य को ठीक तरह से न करने या समय पर काम न करने के कुछ मामले हुए हैं। दोषी कर्मचारियों के विरुद्ध विभागीय कार्रवाई की गई है। लेकिन इस शेड के किसी कर्मचारी द्वारा रेलवे अधिकारियों का व्यक्तिगत काम करने का कोई मामला नोटिस में नहीं आया है।

**Modernisation of Railway from
Coimbatore to Ooty**

2856. SHRI A. MURUGESAN Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to modernise the Railway from Coimbatore to Ooty, the queen of hill stations; and

(b) whether the present Railway engine which is more than 100 years old will be replaced by Diesel engine?

**THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
SHEO NARAIN)** (a) No

(b) There are at present 12 X Class steam locos working on the Mettupalaiyam—Octacumund Section Seven of these are aged between 53 to 58 years and the remaining five are of 25 to 26 years of age. There is no proposal to replace these locos by diesel locos

स्थानान्तरित अधिकारियों द्वारा
सरकारी क्वार्टरों का बाली किया जाना

2857. श्री बवाराम शास्त्र : क्या
रेल मंत्री यह बताने की कृपा करेगे कि

(क) क्या यह सच है कि रेल अधिकारी
अपने स्थानान्तरण के समय सरकारी
आवास को नहीं छोड़ते हैं और उनके
बच्चे वही पढ़ते रहते हैं तथा बदली के
नये स्थान पर ये अधिकारी अपने ठहरने
के लिए निरीक्षण गाड़ियों अथवा अधिकारी
विभागालयों का उपयोग करते हैं और
उस पर होने वाला खर्च कार्यालय द्वारा
वहन किया जाता है जो कि सरकारी
सम्पत्ति का दुरुपयोग है और नियमों के
विरुद्ध है; और

(क) यदि हा, तो इस सम्बन्ध में
सरकार क्या कार्यवाही कर रही है और
इस सम्बन्ध में स्थानान्तरित अधिकारियों
से किसी राशि बदूल की गई है?

रेल अधिकारी में राज्य मंत्री (श्री शिव
नारायण) : (क) और (क).
नियमों के अन्तर्गत, एक स्थान से दूसरे
स्थान पर स्थानान्तरण होने पर रेलवे
प्रशिकारी सामान्य किराये का भुगतान करते
पर वो महीने की अवधि तक और दब
स्वरूप किराया देकर अगले दो महीने तक
तीनाती के पिछले स्टेशन पर रेलवे क्वार्टर
रोक रखने के हकदार होते हैं। उस समय
के बीच, किसी व्यक्ति द्वारा तीनाती के
नये स्थान पर विभागालय में अस्थायी
आवास के लिए प्रार्थना करने पर,
सामान्य प्रभारों का भुगतान किये जाने के
बाद उसे स्थान आवासित कर दिया जाता
है, बच्चे कि स्थान उपलब्ध हो। मूल
रूप से निरीक्षण यान सरकारी दौरे पर
जाने वाले अधिकारियों के उपयोग के लिए
होते हैं और इसलिए ड्यूटी के समय
इनका प्रयोग करने के लिए किसी प्रकार
का भुगतान करना जरूरी नहीं होता है।
जब निरीक्षण यान फालतु पढ़ रहते हैं तब
रेलवे अधिकारी को अस्थायी आवास के
प्रयोग के लिए उन्हें इस शर्त पर आवासित
किया जाता है कि दौरे के उपयोग के लिए
अल्पकालीन नोटिस पर वे उपलब्ध हो जाने
चाहिए।

इज्जतनगर मेडल में क्वार्टरों का
आवासित

2858 श्री बवाराम शास्त्र : क्या
रेल मंत्री यह बताने की कृपा करेगे कि

(क) क्या पूर्वोत्तर रेलवे के इज्जत-
नगर मडल के उच्चतर ग्रेड के कर्मचारियों
ने जिस टाइप के आवास के लिए वे हक-
दार हैं उससे छोटे टाइप के एक से अधिक
क्वार्टर अपने प्राप्त करवाये हैं
और उसमें नये तथा पुराने क्वार्टरों के
बीच कोई विभेद नहीं किया गया है;

(ब) इन अनियन्त्रिताओं के कारण कारण है और उक्त कर्मचारियों के विरुद्ध सरकार काया कार्रवाही कर रही है; और

(ग) क्या सरकार यह सुनिश्चित करेगी कि केन्द्रीय सरकार के नियमों के अनुसार एक कर्मचारी को केवल एक क्वार्टर प्रावंटिट किया जाये और यदि नहीं तो उसके क्या कारण हैं?

रेल संचालन में राज्य संघी (श्री शिव नारायण) : (क) इज्जतनगर महल में किसी भी रेल कर्मचारी को एक से अधिक क्वार्टर प्रावंटिट नहीं किया गया था।

(ब) और (ग), रेलवे नियमों के अनुसार भी, एक रेल कर्मचारी एक ही क्वार्टर के प्रावंटन का पाल है। यदि कोई रेल कर्मचारी किसी स्थान पर अनधिकृत रूप से रेलवे क्वार्टर पर काजा कर लेता है तो नियमों के अनुसार उस पर कार्रवाई की जाती है।

Damage to Paddy crops due to Polluted water discharge by F.C.I., Durgapur

2859. SHRI ROBIN SEN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government is aware that the polluted waste water which the F.C.I. of Durgapur discharged passed through the fields causing serious damage to the paddy crops during 1976 and 1977;

(b) if so, whether any compensation has been given to the cultivators; and

(c) if so, whether the Government is considering to give compensation to the cultivators?

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

Declaring of Suburban area upto Asansol and extension of EMU Coaches

2860. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any representation for declaring suburban area upto Asansol and extension of EMU coaches;

(b) whether it is a fact that the public in this area are suffering very much due to over crowding in trains;

(c) whether it is also a fact that the public of the area are agreeable to co-operate with the Railways in all matters for such extension; and

(d) if so, what is the decision of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) to (d). Howrah-Asansol-Burdwan section is a present served by 26 pairs of trains including Mail/Ex press and 8 pairs of stopping trains. Apart from traffic justification, running of EMU services is not feasible as it would require large scale re-modelling of permanent structures, slewings of track and provision of additional facilities at Asansol etc. Extension of the Suburban area to Asansol is not justified. However, to augment the facilities for passengers on this section, one pair of additional trains is being introduced between Burdwan and Asansol from 1-4-1978.

Railway line between Bheramara (Bangladesh) and Santhia (W.B.)

2861. SHRI SASANKASEKHAR SANYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that long before the day of independence (and during the British days) a Railway Section was contemplated and put on blue print described as Bheramara (now in Bangladesh)—Santhia (in West Bengal) line;

(b) whether he is aware that Shikarpur in Nadia in West Bengal is just on the border of Bangladesh; and

(c) whether Government propose to consider the desirability of examining the feasibility of reviving that scheme with a view to easing a long standing traffic problem?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN). (a) to (c). The Government is not aware of any proposal in the past for construction of new railway line between Sainthia and Bheramara via Shikarpur and there is also no proposal under consideration at present to construct the line on account of the very limited availability of resources

Complaints received during last General Elections

2862. SHRI KANWAR LAL GUPTA Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state.

(a) the total number of complaints received by the Government during the last General Elections;

(b) the main details thereof, and

(c) the action taken by Government thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) to (c) The hon Member perhaps desires to have information regarding the complaints received in respect of General Elections to the Lok Sabha held in March, 1977. The information in this behalf is being compiled and will be laid on the Table of the House at an early date

नवीनावाद और विजनीर से दिल्ली तथा लखनऊ को सीधी गाड़ियों की मार्ग

2863. श्री महीदाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनको संसद् सवास्य तथा अन्य अम-प्रतिनिधियों से अनेक अभ्यावेदन

प्राप्त हुए हैं, जिनमें उत्तर रेलवे के नवीनावाद और विजनीर जैसे प्रकाशनिक मुख्यालयों से दिल्ली तथा लखनऊ को आने जाने वाले गाड़ियों के लिए सीधी रेल गाड़ियों की व्यवस्था की मार्ग की गई है ; और

(ख) यदि हां, तो इन अभ्यावेदनों पर अब तक क्या कार्यवाही की गई है ?

रेल भवनालय में राज्य भवनी (श्री शिव नारायण) : (क) जी हां ।

(ख) टर्मिनल स्टेशनों पर टर्मिनल सम्बन्धी अपर्याप्त सुविधाओं और मानवर्ती अतिरिक्त लाइन कमता की कमी के कारण एक और नवीनावाद/विजनीर और दिल्ली के बीच तथा दूसरी ओर लखनऊ के बीच किसी अतिरिक्त गाड़ी को बलाया जाना परिवासनिक दूरी से इस समय व्यावहारिक नहीं है ।

राजस्थान के रेलिंसारों लेव में पेट्रोल और गैस की खोज

2864. श्री अगवान प्रसाद भाषुर : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के रेलिंसारी क्षेत्रों में पेट्रोल और गैस की खोज के लिए आरम्भ किये गये कार्य की अव तक क्या उपलब्ध हुई है ; और

(ख) इस कार्य में तेजी साने के लिए सरकार की क्या योजना है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नवनत व्यापार) :

(क) राजस्थान में ओ एन जी सी ड्वारा वर्ष 1956 से ही भूगर्भीय तथा भू-भौतिकीय सर्वेक्षण सम्बन्धी कार्य किया जा रहा है और उपलब्ध आंकड़ों के आधार पर राजस्थान लेव में ओ एन जी सी ड्वारा 16 गहरे तथा एक संरचनात्मक

कुएं जो बोडे जा चुके हैं; मनहेरा टिब्बा और भवाना में जो बोडे गये कुप्रधारों को छोड़ कर अप्प संरचनाओं में जो बोडे गये कुएं बुल्क भौंडे गये। मनहेरा, टिब्बा में जो बोडी भाका में जैस पाई गई है, उसमें नाइट्रोजन की अधिक भाका को बेक्टे हुए उसका कोई वाणिज्यिक उपयोग नहीं है। भवाना में जो कुछ जैस उपलब्ध हुई उसमें भी उपयोग सम्भवी संरचना के लक्षण प्रतिकूल थे।

(ब) राजस्थान में यह तक आयोजित अन्वेषी व्यवन कार्य के परिणामों को व्यापार में रखते हुए तेल तथा प्राकृतिक जैस आयोग से इस सेव में अतिरिक्त भूमध्यीय तथा भूमध्यिकीय सर्वेक्षण आयोजित करके और अधिक आंकड़े एकत्र करके से सम्बन्धित कार्य को आरम्भ करने का निर्णय लिया है।

Captive Power Plants at Fertilizer.

2865. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have finalised proposals to set up captive power plants at their fertilizer manufacturing units;

(b) the names of units selected and the action started in this behalf and by what time the units will be commissioned; and

(c) if not, what are the difficulties experienced to finalise the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Government have approved setting up of captive power generation facilities at Trombay, Gorakhpur and Durgapur units of Fertilizer Corporation of India. Action is on hand to set up these facilities and they are expected to be commissioned as indicated below:—

1. Trombay
2. Gorakhpur
3. Durgapur

March, 1979
December, 1980
December, 1980

Modernization of Sindri Fertiliser Plant

2866. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to refer to answer to Unstarred Question No. 1262 dt. 21-6-1977 i.e. regarding cost and time to complete the modernisation of Sindri Plant and state:

(a) whether the Sindri Fertilizer Plant modernization has been completed;

(b) if so, what is the production attained after modernisation and whether it is on the expected lines; and

(c) if the answer to (a) above is in the negative what is the delay due to?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). The original date of mechanical completion of Sindri Modernisation Project was November, 1977 and the current indications are that the project is behind schedule by about 20 week due to delay in supply, erection and commissioning of boilers and compressors supplied by indigenous manufacturers.

Rail Traffic Enquiry Committee

2867. SHRI S. R. DAMANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rail Traffic Enquiry Committee has submitted its Report;

(b) if so, what are its main recommendations; and

(c) if not, by what time they will complete the work and submit the report?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): Presumably, the Hon. Member is referring to Rail Tarif Enquiry Committee.

(a) No.

(b) Does not arise.

(c) The Committee is expected to submit its report within a period of two years. It may also submit interim reports as may be necessary and as desired by Government.

Unmanned Level Crossings

2868. SHRI PARMANAND GOVINDJIWALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is not true that all the level crossings between Khandwa and Talliuthal railway stations on Central Railway are unmanned;

(b) whether it is not also a fact that all these level crossings are closed for twenty-four hours and therefore the traffic is closed and as such the road traffic is put to severe difficulty; and

(c) if so, whether the Railway Ministry will consider to man these level crossings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. There are 11 manned level crossings between Khandwa and Tukai-thad.

(b) No. The manned level crossings are opened to road traffic as and when required after the passage of trains. Unmanned level crossings remain always open to the road traffic as they have no gates or barriers.

(c) Does not arise.

Paucity of Trains between Burhanpur and Bhopal

2869. SHRI PARMANAND GOVINDJIWALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to paucity of trains between Burhanpur and Bhopal on Central Railway, the inhabitants of Nepanagar, Bid and Harsud have no other train except Amritsar Express for Bhopal; and

(b) if so, whether the Railway Ministry is thinking to introduce a new train from Bhusaval to New Delhi which will increase the travelling facilities of the large population of the State of M.P.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a)

For passengers travelling between Nepanagar/Bir/Harsud and Bhopal, Nos. 57Dn/58UP Dadar Amritsar Expresses provide a direct service. This apart these passengers can also avail of connected services with a change at Atarsi according to their individual convenience.

(b) Introduction of an additional train between Bhusaval and New Delhi is not at present operationally feasible for want of spare line capacity on sections enroute and requisite terminal facilities at New Delhi/Delhi.

Problems raised by two Recognised Unions

2870. SHRI SHIV NARAIN SARSONIA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of problems raised by the two recognised unions of Railwaymen i.e. A.I.R.F. and N.F.I.R. in the P.N.M. meetings held since March, 1977, separately at the National (Railway Ministry), Zonal and Divisional levels;

(b) how many of the problems out of (a) above related to the S.Cs. and S.Ts.;

(c) in how many cases out of (b) above, the requests of S.Cs. and S.Ts. have been decided—decisions taken and

(d) in how many cases out of (c) above the decisions went in favour of the S.Cs. and S.Ts.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a)

to (d). Information is being collected

and will be laid on the Table of the Sabha.

Shortage of Sulphuric Acid

2871. SHRI CHITTA BASU: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that there is a shortage of Sulphuric Acid in West Bengal; and

(b) if so, the steps taken to augment the supply?

THE MINISTER OF STATE IN THE MINISTRY CF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b) During the latter half of 1977 representations were received from the small scale sector in the eastern region complaining about shortage of sulphuric acid. Government, after consulting the consumers and the producers, asked the producing companies to augment their supplies so that the shortages would be relieved

Perquisites enjoyed by Executives and Businessmen

2872. PROF. P. G. MAVALANKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken any concrete steps at reducing the perquisites enjoyed so far by the executives and businessmen;

(b) if so, broad details thereof; and

(c) whether such cuts, if any, are being made applicable to the executives of the public sector companies and corporations as well and if so, facts thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). Government have appointed a Study Group on Wages, Income and Prices under the Chairmanship of

Shri Bhoothalingam. The question of remuneration and perquisites of Directors etc. will be reviewed on receipt of the Report of the Study Group.

So far as Public Enterprises are concerned the salaries including perquisites of the Managers are already under constant review by the Government. According to the recent orders, the Public Enterprises are to obtain the approval of the Government before effecting any general revision of the salaries and fringe benefits in respect of their employees. The remuneration of the incumbents of top posts in these undertakings e.g. Chairman, Managing Director, and other Functional Directors, is fixed by the Government on a case by case basis.

Waiting Room Facilities at Railway Stations

2873. PROF P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that waiting room facilities particularly for the 2nd class passengers at several important railway stations in the country are inadequate and unsatisfactory;

(b) if so, whether Government have conducted any survey of the situation; and

(c) if so, whether any steps are taken to improve the situation and if so, broad details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a)

to (c). Provision of Waiting Halls is one of the basic amenities for Second Class passengers at all regular stations of the Indian Railways. Augmentation/improvement of this facility is a continuous process and is reviewed from time to time and wherever necessary such works are included in the Railways works programme with the approval of Railway

Users' Amenities Committee and in accordance with the availability of funds.

Facilities for Judicial Officers

2874. PROF. P. G. MAVALANKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware that the judicial officers and offices throughout the country are denied several minimum facilities and comforts, including basic physical amenities;

(b) if so, steps being taken by the Government to improve the said dismal conditions; and

(c) the estimated costs in this regard and the expected time by which the entire set-up everywhere would have got the necessary basic facilities?

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

Staff Training Colleges for Railwaymen

2875. PROF. P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether staff training colleges for Railwaymen are working in various regions of the country;

(b) if so, full facts thereof;

(c) whether the said colleges and/or training centres cater to the needs of the officers and senior staff of Railways only or whether such instruction is uniformly available to all types of Railway employees; and

(d) the total expenses incurred in this regard during the years 1975, 1976 and 1977?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI SHOBHARATNARAIN): (a) Only one training college, viz., Railway Staff College functions at Vadodara. However, there are 3 Railway Training Institutes and 160 Training Schools/Centres spread all over the country.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1809/78].

(c) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1809/78].

(d) Information is being collected and will be laid on the Table of the Sabha.

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में काम कर रहे कर्मचारियों द्वारा हिन्दी का प्रयोग

2876. श्री नवाब सिंह चौहान : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय/विभाग में कुल कितने भ्रातुभाग हैं और उनमें से ऐसे भ्रातुभाग कितने हैं जिनमें 80 प्रतिशत से अधिक कर्मचारी हिन्दी जानने वाले हैं;

(ख) ऐसे भ्रातुभागों की कुल संख्या कितनी है जहां नोट और मसीदे हिन्दी में लिखे जाते हैं और अन्य भ्रातुभागों में ऐसा न किये जाने के क्या कारण हैं ; और

(ग) क्या सभी भ्रातुभागों को हिन्दी में नोट और मसीदा लिखने के लिए स्वास्थ यादेश दे दिए गये हैं और यदि नहीं तो उसके क्या कारण हैं ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमकर्ता नवाब चौहान) :

(क) मंत्रालय में भ्रातुभागों की संख्या 48 है और 41 भ्रातुभागों में 80 प्रतिशत से अधिक कर्मचारी हिन्दी जानते हैं।

(ब) केवल वो हिन्दी अनुभागों में टिप्पणी और प्रारूप लेखन हिन्दी में होता है। और अनुभागों में कुछ कर्मचारी कभी कभी टिप्पणी और प्रारूप हिन्दी में लिखते हैं। इस मकालय का कार्य तकनीकी दृष्टि का है और बहुत से कर्मचारियों को हिन्दी में टिप्पणी तथा प्रारूप लिखने के लिए अपेक्षित ज्ञान नहीं है। बर्तमान अनुदेश, इस काम को करने के लिए अप्रेजेंटी का प्रयोग करने की अनुमति देते हैं।

(ग) सभी अनुभागों को इस विषय में सरकार की नीति का पालन करने के लिए अनुदेश जारी किए जा चुके हैं।

मकालय में राजभाषा अधिनियम,
1963 को क्रियान्वित करना

2877. श्री नवाब सिंह औहान : क्या पेट्रोलियम तथा रसायन और उद्योग मंत्री यह बताने की कृपा करें कि

(क) क्या उनके मकालय में राजभाषा अधिनियम, 1963 की धारा 3 (3) की पूरी तरह क्रियान्वित की जा रही है,

(ब) यदि हां, तो 1977 की पिछली उमाही के दौरान कुल किये गए सामान्य आदेश, परियन्त्र, नोटिस, टेंडर, परिमिट जारी हुए और उनमें अप्रेजेंटी के साथ हिन्दी में लिखे गये ऐसे आदेशों आदि की संख्या क्या थी, और

(ग) यदि उक्त धारा का क्रियान्वयन पूरी तरह नहीं किया जा रहा है तो उसके क्या कारण हैं और उसे क्रियान्वित करने की दिक्षा में क्या कार्यवाही की जा रही है ?

पेट्रोलियम तथा रसायन और उद्योग मंत्री (धी हेमबती नन्दन बहुगुण) :

(क) जी हा।

(ब) अपेक्षित सूचना दर्शाने वाला एक विवरण सभा पटल पर रख दिया गया है।

(ग) प्रश्न नहीं उठता।

विवरण

क्रम सामान्य आदेशों संख्या का व्यौरा	1977 के अन्तिम उत्तर का माह में जारी किये गये सामान्य आदेशों की कुल संख्या	केवल अप्रेजेंटी में जारी किये गये सामान्य आदेशों की संख्या	अप्रेजेंटी तथा हिन्दी दाना में जारी किये गये सामान्य आदेशों की संख्या।
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1	2	3	4	5
1 सामान्य आदेश		102	—	102
2 परियन्त्र		42	—	42
3 नोटिस		3	—	3
4 निविदा, परिमिट आदि		—	—	—

Charter of Demands by AIRF/NCCRS

2878 SHRI SAMAR MUKHERJEE
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have opened negotiation on 6 point charter of demands presented by AIRF/NCCRS in 1974, which was assured to be started in the meanwhile,

(b) if so, the progress made for settlement of the same, and

(c) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) The All India Railwaymen's Federation, one of the constituents of the National Coordination Committee for Railwaymen's Struggle formed prior to May 1974 Strike and certain other Members of Parliament had discussions, *inter alia*, on the 6-point charter of Demands put forward by the Labour Representatives before the 1974 strike. The position regarding the outstanding issues of the 6-point Charter of Demands is indicated in the Statement attached. This has been explained at the discussions

Statement

Position in respect of the outstanding issues of the 6-point Charter of Demands submitted before May 1974 Strike

(i) **Bonus** The question regarding payment of bonus to the employees of the Govt departmental undertakings will be considered by the Govt after receipt of the report of the Study Group recently appointed by Govt to evolve a National policy on wages, incomes and prices in all sectors, after a comprehensive study,

(ii) **Dearness Allowance** No unilateral decision can be taken for Railway employees only. This is a wider issue on which Govt has to take a decision covering all employees

(iii) **Parity in wages with other Central Govt. undertakings.** This is intimately linked with the question of wages, incomes and prices policy which is being studied in depth by the Boothalangam Study Group, recently appointed by Govt.

(iv) **Decasualisation.** While it is not possible to achieve the ideal stage of complete decasualisation immediately, steps have been and are being taken to redress grievances of casual labour in the matter of their absorption etc

(v) **Supply of Subsidised food-grains.** The issue raised cannot be considered by the Ministry of Railways alone since Govt has to take a decision covering all Central Govt employees

(vi) **Railwaymen as industrial workers.** Already Railway employees are governed by the provisions of the Industrial Disputes Act. However, in respect of the terms and conditions of service they are traditionally treated as Government servants as basically Railways are in the nature of a public service and are run directly by Government because of their social and strategic importance

Alleged Police/R.P.F. Excesses

2879 SHRI SAMAR MUKHERJEE
Will the Minister of RAILWAYS be pleased to state

(a) whether there has been any stoppage of work by railwaymen protesting against excesses by police/RPF personnel during 1977 and 1978,

(b) if so, the details thereof, and

(c) the steps taken by the Government to stop such police/RPF excesses?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) The information is being collected and will be laid on the table of the Lok Sabha

Loco Running Staff Declared "Intensive"

2880 SHRI SAMAR MUKHERJEE WILL the Minister of RAILWAYS be pleased to state.

(a) whether the railway authorities were directed to keep a watch over the intensity of work and declare the Loco Running Staff as "Intensive" by Justice Rajadhyaksha in his award in 1946;

(b) if so, in how many cases the staff were declared as "Intensive";

(c) if not, the reason thereof;

(d) whether any representation has been received from All India Loco Running Staff Association in this regard, and

(e) what steps have been taken by the Government on the representation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) Justice Rajadhyaksha himself examined in the award the demand to classify the Loco Running staff as 'Intensive' but keeping in view the norms laid down for 'Intensive' classification, he recommended that these staff are classified as 'Continuous'

However, based on another recommendation of the Adjudicator that the Railway Administration should continue to have regard to the intensity of work on any specified section in fixing the hours of duty of running staff extant orders lay down that the running duty at a stretch of the running staff working the suburban sections, where the traffic is fast and intensive, should be limited to 8 hours excluding the time taken in signing on and signing off

(d) Yes.

(e) As stated above the Loco Running staff have been classified in accordance with Justice Rajadhyaksha's award. However, the assurance given

by the Government that the duty at a stretch of running staff would be limited to 10 hours in a phased manner has been implemented in all passenger carrying trains and in respect of 86 per cent of goods carrying trains. Necessary additional staff has been sanctioned to cover the remaining running staff by the 10-hour rule.

ગુજરાત મેં રેલવે સ્ટેશનોને પર યાચિયોની સુવિધાએં

2881. શ્રી ઘર્ણસિંહ ભાઈ પટેલ : ક્યા રેલ મંત્રી યદુ બાનાને કી કૃપા કરેંગે કે

(ક) ગુજરાત મેં જૂનાગઢ, રાજકોટ ઔર જામનગર જિલો મેં ઉન રેલ સ્ટેશનોને નામ ક્યા હૈ જહાં યાચિયોની લિએ બિજલી પ્રોફેસિયલ મંત્રી તક નહીં દી ગઈ હૈ ઔર ઇસે ક્યા કારણ હૈ,

(લ) ક્યા ડન સમી રેલ સ્ટેશનોને પર એમી સુવિધાએ દિયે જાને કી સમ્ભાવના હૈ, ઔર

(ગ) ક્યા ઇસે લિએ કોઈ કાર્યક્રમ બનાયા ગયા હૈ ઔર યદુ નહીં, તો યદુ કબ તક બનાયા જાયેગા ઔર ઉસકા વ્યોરા ક્યા હૈ ?

રેલ મંત્રાલય મેં રાય મંત્રી (શ્રી શિવ નારાયણ) (ક) (િ) સ્ટેશનોને પર બિજલી લગાના।

સમા પટલ પર રખી ગઈ સૂચી કે અનુસાર ગુજરાત મેં જૂનાગઢ, રાજકોટ ઔર જામનગર જિલો મેં 97 સ્ટેશન હૈનું જિન પર બિજલી નહીં હૈ। [ધ્રુવાલય મેં રખી ગયી/દેખિયે સક્યા એલ ટી—1810/78]

(િ) ધીરે કે પાણી કી વ્યવસ્થા —

સમા પટલ પર રખી સૂચી કે અનુસાર હાલ્ટ સ્ટેશનોને સિવાય જૂનાગઢ, રાજકોટ ઔર જામનગર જિલો મેં સમી સ્ટેશનોને પર ધીરેને કે પાણી કી વ્યવસ્થા હૈ। [ધ્રુવાલય મેં રખી ગયી/દેખિયે સક્યા એલ ટી 1810/78]

(ब) ऊर्जा और जन के उपलब्ध होने पर इन स्टेशनों पर उत्तरोत्तर सुविधाओं की व्यवस्था की जायेगी ।

(ग) इस समय अन्य स्टेशनों पर विजली जाने की कोई योजना नहीं है ।

पोरबन्दर और जामनगर के बीच गाड़ियों का चलना

2382 श्री छर्मसिंह भाई पटेल : क्या रेल मरी यह बताने की कृपा करेंगे कि

(क) इस समय गुजरात में पोरबन्दर और जामनगर के बीच एक दिन में कितनी बार गाड़ी चलती है और इस गाड़ी का पोरबन्दर से जामनगर तक तथा जामनगर से पोरबन्दर को चलने का समय क्या है,

(ख) पोरबन्दर से जामनगर को दूसरी गाड़ी कब चालू की जायेगी,

(ग) क्या दूसरी गाड़ी चलाने के बारे में कोई माग प्राप्त हुई है और

(घ) यदि हा तो कब और किस से और इस संबंध में क्या कार्यवाही की गई है अथवा करने का विचार है ?

रेल नियमालय में राज्य मन्त्री (श्री शिव नारायण) (क) इस समय पोरबन्दर और जामनगर के बीच 407 अप/408 डाउन एक जोड़ी सीधी तेज सवारी गाड़िया चल रही हैं । 407 अप गाड़ी पोरबन्दर से 8 15 बजे सूटी है और 15 40 बजे जामनगर पहुंचती है । 408 डाउन गाड़ी जामनगर से 8 45 बजे सूटी है और 16 20 बजे पोरबन्दर पहुंचती है ।

(ख) से (घ) पोरबन्दर और जामनगर के बीच एक प्रतिरिक्ष गाड़ी चलाने की माग मई 1976 में सचिव, गुजरात प्रदेश कांग्रेस समिति से प्राप्त हुई थी । यातायात के शैक्षिक्त्य की अपर्याप्तता के अलावा जामनगर-कनालुस खड़ से प्रतिरिक्ष लाइन तभी

के अलावा मे प्रस्तावित गाड़ी को चलाना परिचालनिक इक्षु से व्यावहारिक नहीं है ।

जूनागढ़ से सराडिया गाड़ी के लिए मार्ग

2883. श्री छर्मसिंह भाई पटेल : क्या रेल मरी यह बताने की कृपा करेंगे कि

(क) क्या गुजरात राज्य के माणावदर चैम्बर आफ कामरसं ने 22 अप्रैल, 1977 से जूनागढ़ से सराडिया तक की एक प्रतिरिक्ष अप गाड़ी और एक डाउन गाड़ी मुख कले के लिए और शाहपुर-सराडिया गाड़ी का समय इस प्रकार समायोजित करने के लिए मार्ग की है कि बेराबल-मेहलाना गाड़ी के गाड़ियों को शाहपुर-सराडिया गाड़ी मिल सके

(ख) यदि हा, तो अपनी उक्त मार्ग के समर्थन में माणावदर चैम्बर आफ कामरसं ने क्या कारण बताये हैं, और

(ग) उक्त मार्ग को कब तक पूरा किया जायेगा और इस दिशा में अब तक क्या कार्यवाही की गयी है ?

रेल नियमालय में राज्य मन्त्री (श्री शिव नारायण) (क) जी हा ।

(ख) जो कारण बताया गया था वह यह था कि शाहपुर में मुख्य लाइन गाड़ियों के साथ सराडिया-शाहपुर गाड़ियों के बेल बरकरार रखने के लिए समय असुविधाजनक है ।

(ग) 4-12-1973 से पहले सराडिया-शाहपुर खण्ड पर चलने वाली दीन जोड़ी गाड़ियों से से एक जोड़ी गाड़ियों की कम उपयोग होने के कारण उस दिन से रद्द कर दिया गया । एक और प्रतिरिक्ष गाड़ी चलाने का घोषित नहीं पाया गया है

Drilling in the Kerala Coast

2884 SHRI C K CHANDRAPPAN
Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether it is a fact that Government have decided finally to start drilling the Kerala coast as part of its oil exploration programme

(b) if so, what are the details of the survey conducted and studies made regarding the possibility of exploration in this region, and

(c) when is the work of drilling likely to be started and steps taken so far in that direction?

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

(a) to (c) During November 1977 to February 1978, seismic and gravity surveys covering 2837 kms of survey lines were conducted by ONGC in the Kerala off-shore between Trivandrum and Calicut. Part of the data collected has been processed and interpreted. This has shown presence of a structural feature about 60 km, North West of Cochin. Processing of the remaining part of the data is still in progress. ONGC proposes to commence drilling in the second quarter of 1978.

Strength of Railway Employees in Western Railway

2885 SHRI SHIV SAMPATI RAM
Will the Minister of RAILWAYS be pleased to state

(a) the total strength of Railway Employees in different categories over Baroda, Ajmer, Rajkot, Bhavnagar, Bombay, Jaipur, Kota and Ratlam Divisions of Western Railway including Workshops and constructions during the year of 1972 and upto 31st December 1977

(b) the total number of employees in different categories in all divisions over Western Railway who were recruited or promoted during each year

and the total number amongst them who belong to Scheduled Castes, Scheduled Tribes and other (list of SC & ST employees may be furnished), and

(c) the steps taken to make good the shortfall in all categories in the divisions of Western Railway mentioned at (a) above for the reserved vacancies earmarked for SC and ST through direct recruitment and promotions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) The information is being collected and will be laid on the table of the Sabha

Strength of Railway Employees in South-Eastern Railway

2886 SHRI SHIV SAMPATI RAM
Will the Minister of RAILWAYS be pleased to state

(a) the total strength of Railway employees in different categories over Adra, Bilaspur, Chakradharpur, Khargpu, Khurda Road, Nagpur and Waltair Divisions of South Eastern Railway including workshops and constructions during the year of 1972 and up to 31st December 1977

(b) the total number of employees in different categories in all divisions over South-Eastern Railway who were recruited or promoted during each year and the total number amongst them who belong to Scheduled Castes, Scheduled Tribes and others (list of SC and ST employees may be furnished) and

(c) the steps taken to make good the shortfall in all categories in the divisions of South-Eastern Railway mentioned in (a) above for the reserved vacancies earmarked for SC and ST through direct recruitment and promotions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI SHEO NARAIN): (a) Statement is laid on the Table of the House. [Placed in Library. See No. LT-1811/78].

(b) Statement is laid on the Table of the House. [Placed in Library. See No. LT-1811/78].

(c) A Crash programme for the period from 1-10-77 to 31-3-1978 to wipe out the shortfalls both in recruitment and promotional categories has been launched. The Railway Service Commissions are conducting selections for recruitment of SC/ST candidates to the extent of shortfalls and finalising the panels early. Besides SC/ST candidates are being recruited by the Railway Administrations under General Manager's special powers. Necessary arrangements have been made to finalise the selections/Suitability/tests/trade tests for SC/ST candidates during the Crash Programme period to the maximum extent possible.

RE. QUESTIONS

12.00 hrs.

SHRI A. K. ROY (Dhanbad): Sir, I rise on a point of order. My point of order is that out of 20 questions listed today, only four could be taken up. There must be some limit on the supplementaries. I have also given notice of a question of casual gang-men, which is equally important. If this is the way the time of the House is allotted only to a fortunate few, then what will the other Members do? Sir, putting questions and receiving answers is the only way open, which is left to the hon. Members, and if this weapon is monopolised by some Members, what can the other Members do? I want some definite instructions from the Chair, like, say, there must be a maximum limit for the supplementaries. Otherwise, those questions may be deferred for the next day, or you increase the duration of the Question Hour.

MR. SPEAKER: I am entirely in agreement with what the hon. Mem-

ber has said. What happens is, nobody tables a question; they try to exploit somebody else's question. They do not give notice of questions. I have written individual letters to them. Last week I have sent another letter, pointing out the defects. I am proposing certain suggestions to the Rules Committee on how the time during the Question Hour is to be regulated. Today I find that whenever a question is taken up, Members stand up and say "I am from the eastern region" "I am from the western region" or "I am from the south". They do not table questions. They only say which region, they represent. Therefore, I am putting forward certain suggestions to the Rules Committee as to how to regulate these questions. Today, what has been happening is, on every question 50 hands go up. I try to give opportunities to all the parties, all the sides, as far as possible. Mistakes can happen; I am not saying that mistakes will not happen. Therefore, I am calling a Rules Committee meeting. 31 suggestions have come. To each individual leader of the party I have written letters. But, unfortunately, even the leaders do not reply to my letters. What am I to do about this? This is the state of affairs that we are in. I know everybody says "this question is very important".

SHRI O. V. ALAGESAN (Arko-nam): Sir, a question is the property of the House. You are not very fair when you say that when somebody gives notice of a question, other Members try to exploit it. It is not a matter between the Member who puts the question and the Minister. It is the property of the whole House. Everybody is interested in it. So, it is not correct to say that questions are exploited.

SHRI DHIRENDRANATH BASU (Katwa): The question hour be increased by half an hour.

श्री एच. एल. पटेल (मंगलदास) : कुछ माननीय सदस्यों को तो आप आवण

करते का नीका देते हैं और कुछ को आप विराज कर देते हैं। मैं चाहता हूँ कि जो आपने देते हैं उनकी आप आपने देते से रोकें।

MR. SPEAKER: The most disappointed people are those who ask too many Questions. I have found that some people have got a monopoly of the questions put. And the complaints come mostly from those Members who put a large number of questions. I am prepared to have the matter examined by anybody. Let anybody go into the number of questions put in the course of a month by an hon. Member, including the hon. Member who has just now intervened. I am prepared to have it examined as to how many questions he has been allowed. Yet, he has been saying that he has not got the opportunity.

SHRI PURNA SINHA (Tezpur): Only three supplementaries should be allowed to be asked to each question.

SHRI DINEN BHATTACHARYA (Serampore): I want to speak in Bengali. Although we give many questions in our names, only a very few questions are admitted.

SHRI K. LAKKAPPA (Tumkur): Mr. Speaker, Sir, I have given notice of an adjournment motion on the appointment of the Chief Justice of the Allahabad High Court and asked for Call Attention on that subject. It was a controversial appointment that was made. It was also raised in the Rajya Sabha. I seek your protection that there should be a full discussion on this.

MR. SPEAKER: I have disallowed that question.

SHRI K. LAKKAPPA: Sir, I have given notice of Call Attention.

MR. SPEAKER: That will be examined separately.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I would like to draw the attention of the House to a vital economic issue. The Tobacco

growers are now being completely crushed because they have been given prices for below the economic prices. This is a matter on which I gave notice of an adjournment motion today. In your wisdom you have disallowed it. Would you be kind enough to consider the Call Attention motion for which also I have given notice?

MR. SPEAKER: Now, Papers laid on the Table.

12.05 hrs.

PAPERS LAID ON THE TABLE

REVIEW & ANNUAL REPORT OF INDO-BURMA PETROLEUM CO. LTD., CALCUTTA FOR 1976-77

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(1) Review by the Government on the working of the Indo-Burma Petroleum Company Limited, Calcutta, for the year 1976-77.

(2) Annual Report of the Indo-Burma Petroleum Company Limited, Calcutta, for the year 1976-77 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-1773/78].

REPORTS OF MTPC AND COMPANIES

(ACCEPTANCE OF DEPOSITS) THIRD AMENDMENT RULES, 1977

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I beg to lay on the Table—

(1) A copy each the following Reports (Hindi versions) of the

Monopolies and Restrictive Trade Practices Commission under section 62 of the Monopolies and Restrictive Trade Practices Act, 1969:—

*(i) Report under section 22(3) (b) of the said Act in the case of M/s Kesoram Industries and Cotton Mills Limited and the Order dated the 21st March, 1974 of the Central Government thereon.

**(ii) Report under section 22(3) (b) of the said Act in the case of M/s Ballarpur Paper and Straw Board Mills Limited, New Delhi and the Order dated the 28th February, 1976 of the Central Government thereon.

*** (iii) Report under section 22(3) (b) of the said Act in the case of M/s Indian Explosives Limited, Calcutta for establishment of a new undertaking for manufacture of commercial blasting explosives and the Order dated the 28th February, 1977 of the Central Government thereon [Placed in Library. See No. LT-1774/78].

(2) A copy of the Companies (Acceptance of Deposits) Third Amendment Rules, 1977 (Hindi and English versions) published in Notification No. G.S.R. 793(E) in Gazette of India dated the 31st December, 1977, under sub-section (3) of section 642 of the Companies Act, 1956. [Placed in Library. See No. LT-1775/78].

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, about Item No. 3, sub-item (i), sub-items (i), (ii) and (iii), kindly go through them. What are they? All are concerning the Monopolies and Restrictive Trade Practices

Commission. Earlier, only the other day I pointed out before the House that the erstwhile Government had been a party to loot, collaborated loot of the people. That is precisely the reason why these papers had not been brought on the floor of the House.

Kindly come to sub-paragraph (i): Report under Section 22(3) (b) of the said Act in the case of M/s. Kesoram Industries—Birla Brothers—and Cotton Mills Limited and the Order dated the 21st March, 1974, of the Central Government thereon. What is today? Today is 14th of March 1978.

The second one is: Reopt under Section 22(3) (b) of the said Act in the case of M/s. Ballarpur Paper and Straw Board Mills Limited, New Delhi. Again, Sir, it is the same tycoon, I mean, Birla Brothers. And what is its date? Its date is 28th February 1976. Why is it so?

The third one is dated 28th February 1977. Why is it so? You had cautioned the Government on the earlier occasion when I brought it to the notice of the House, that it should not be repeated. Why is it there is a time lag between the last submission and this submission? The Minister owes an explanation to you and to the House today.

MR. SPEAKER: Mr. Minister, I think there has been considerable delay in placing these reports. This should not happen.

SHRI JYOTIRMOY BOSU: You have to tell them.

MR. SPEAKER: I am telling them.

SHRI JYOTIRMOY BOSU: No, Sir, you have to utter a word of warning now.

*English version of the Report was laid on the Table on the 23rd April, 1974.

**English version of the Report was laid on the Table on the 4th May, 1976.

***English version of the Report was laid on the Table on the 2nd August, 1977.

PROF. P. G. MAVALANKAR (Gandhinagar): Sir, I am on a point of order. Yesterday I invited the attention of the Chair by pointing out that the Ministry of Education reports were for the year as early as 1970-71. They came after 8 years. If you go on politely giving directives but no action is taken, what will happen?

MR. SPEAKER: Now, all that I can do is, apart from bringing it to the notice of the Government, to place it before the Committee on....

SHRI JYOTIRMOY BOSU: There is no Committee on the misconduct of Government. Which Committee, Sir, you will place it before?

SHRI O. V. ALAGESAN (Arkonam): The delay is due to the fact that it has to be translated into Hindi.

SHRI T. A. PAI (Udipi): It is due to inefficiency.

MR. SPEAKER: Even then there should not be much difficulty.

SHRI JYOTIRMOY BOSU: This gentleman from the West Coast of India, this Mangalore gentleman, Mr. Pai, has said 'inefficiency'. It is not 'inefficiency'. The Birla Brothers maintain contact men here inside the Secretariat and the political cell to see that these papers do not come to light. It is not inefficiency, Mr. Pai. You know better than I do. It is all silver tonic; that is what works, and that is how the 1974 document is coming before the House 4 years afterwards.

REVIEW & ANNUAL REPORT OF FERTILIZERS AND CHEMICALS TRAVANCORE LTD. FOR 1976-77

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : मैं कम्पनी अधिनियम, 1956 की धारा 619क को उपधारा (1) के अन्तर्गत निम्नलिखित पत्रों (हिन्दी तथा अंग्रेजी संस्करण) की एक-एक प्रति सभा पाठ्य पर रखता हूँ :

(1) फर्टिलाइजर्स एण्ड कैमिकल्स ट्रावनकोर लिमिटेड के बर्ष

1976-77 के कम्पकरण की सरकार द्वारा समीक्षा।

(2) फर्टिलाइजर्स एण्ड कैमिकल्स ट्रावनकोर लिमिटेड का बर्ष 1976-77 का वार्षिक प्रतिवेदन, लेखापरिचय लेखे तथा उन पर नियंत्रक-महालेखा परीक्षक की टिप्पणियाँ।

[Placed in Library. See No. LT-1778/78.]

NOTIFICATION UNDER CUSTOMS ACT, 1962

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): I beg to lay on the Table a copy of Notification No. G.S.R. 161(E) (Hindi and English versions) published in Gazette of India dated the 3rd March, 1978, under section 159 of the Customs Act, 1962 along with an explanatory memorandum. [Placed in Library. See No. LT-1777/78].

12.10 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED STEEP FALL IN PRICES OF JAGGERY

SHRI P. RAJAGOPAL NAIDU (Chittoor): I call the attention of the Minister of Agriculture and Irrigation to the following matter of urgent public importance and request that he may make a statement thereon:

"The reported steep fall in the prices of jaggery discontentment amongst the farmers in certain States on account of the delay in purchase of sugar cane and non-payment of minimum statutory price of Rs. 12.50 per quintal by the sugar mill owners and the steps taken by Government to protect the interests of farmers."

It is not the minimum statutory price of Rs. 12.50; it is the agreed price of Rs. 13.50.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI BHANU PRATAP SINGH): Sir, Government are fully conscious of the availability, off-take and price situation of all the sweetening agents in the country. Government have already taken a number of remedial measures and the House will recall my making a statement in this regard on February 24, 1978.

There has been a bumper production of sugarcane during the current year. It is estimated to be of the order of 165 million tonnes, registering an increase of 11 million tonnes. While the average all India increase has been of the order of about 7 per cent, in some States the increase in cane production has been even more pronounced. In Uttar Pradesh the increased availability is estimated to be more than 10 per cent over the level of the last year and in Karnataka around 15 per cent. In districts where a large area is under cane—as much as one third or more of the cultivated area—the problem is acute.

As a result of larger availability of cane and hence the availability of all the sweetening agents, liberal releases of sugar for domestic consumption, Government's policy to enlarge the coverage of the public distribution system and to ensure similarity of treatment between rural and urban areas, the prices of all the sweetening agents have declined steeply in recent months. Gur prices have come down by about Rs. 40 per quintal in the last 2½ months. Sir, I may reiterate that while the fall in prices is no doubt welcome to the extent it provides relief to the consumer, Government are determined to take all steps to avert prices falling to unremunerative levels which would affect the interests of 25 million sugarcane growers.

As nearly 80 per cent of the sugarcane grown in the country goes for gur and khandsari, a series of measures have been taken by the Government. Export of gur has been per-

mitted without any limitation of quantity or price. To induce larger off-take and stocking of gur and khandsari by trade channels, the minimum margins for bank advances against these commodities have been substantially brought down. Besides the National Agricultural Cooperative Marketing Federation Limited, the Food Corporation of India has also been asked to enter the market and purchase gur in a big way by offering a premium over the wholesale prices prevailing in the concerned market the previous day. It is hoped that all these would provide the much needed relief to the cane grower. Indications are already available that gur prices are tending to look up. In a number of centres in U.P. such as Hapur, Bareilly, Meerut, Muzaffarnagar etc. wholesale prices of gur have already gone up by Rs. 5-6 per quintal. Here, with your permission, I am modifying the statement a little. According to the latest information received this morning, prices have gone up by Rs. 5/- to Rs. 14/- per quintal. A similar trend is noticeable in Anakapalli, Nizamabad and Vijayawada in Andhra Pradesh, Kohlapur in Maharashtra and in Coimbatore in Tamil Nadu.

The sugar industry is expected to produce at least 52 lakh tonnes of sugar during the current year recording an increased production of 4 lakh tonnes. Thus, out of the extra 11 million tonnes of cane, the sugar industry would provide an off-take of 4-5 million tonnes of cane. We are exploring the scope to further maximize the off-take of cane by the industry by giving suitable incentives for crushing beyond April 30, 1978 when recovery would register a steep decline and therefore the cost of production will go up. Besides, several measures such as increase in the weighted average ex-factory price for levy sugar to Rs. 187.50 per quintal, export of 6.5 lakh tonnes of sugar, increased credit limits to take care of the additional stocks etc. have been decided upon. I wish to dispel a misunderstanding entertained in some quarters that these

[Shri Bhanu Pratap Singh]

measures constitute a "gift" to the industry. In fact all these are to enable the industry to function in a viable manner and to ensure that the cane growers continue to get the same price that they have been getting.

The Hon'ble Member has referred to the discontentment of the farmers in certain States and non-payment of minimum statutory price of Rs. 12.50 per quintal of cane. The statutory minimum cane price is Rs. 8.50 per quintal linked to a recovery of 8.5 per cent. No factory can pay a price less than the statutory minimum cane price. In fact almost all the sugar factories are paying a price well above the statutory minimum cane price and, in many cases, even higher than what the sharing formula relating to 50 : 50 sharing of the excess realization in free sale between the cane grower and the management, would entail. Although the sugar season started late, sugar production as at the end of February has been more than that of the corresponding period production in the last year which would mean that more sugarcane has already been absorbed by the industry during the current year. As I said earlier, Government are keen to ensure maximum outlet for cane through sugar industry.

SHRI P. RAJAGOPAL NAIDU: Jaggery producers in Andhra Pradesh are not in a position to crush the sugarcane, as the price is not sufficient even to meet the crushing charges. The existing standing crop is double the crop in the previous year at this time. The jaggery producers are becoming bankrupt. They cannot change the crops now.

The reply of the Minister is in general terms. He has not mentioned how much jaggery is going to be bought by the FCI and other agencies. In Andhra Pradesh itself, it is hoped that they will take at least one lakh tonnes of jaggery, in addition to the purchases made through trade channels.

The position regarding cane is worse. The agriculturists are agitating that the statutory minimum price should be raised to Rs. 12.50 per quintal, but the Government is not conceding that. The cane growers, especially from the South are agitating for the implementation of the Marathe Committee report so that they can get justice, but it is not done. In that report it is stated that it is decided to fix the levy price at Rs. 187. I want to know from the Minister whether it has come to the south.

The factory owners agreed to pay Rs. 13.50 per quintal in UP, but they are not giving it. They are closing down their factories. So, the cane growers are forced to sell the cane at low prices, even at Rs. 5 to 7. The Minister said that they are paying the statutory minimum price. It is not so. The position is not better in Maharashtra. The private factories in Andhra Pradesh and Tamil Nadu are not paying the agreed price, but far less than what the co-operative factories are giving.

The factory owners are not paying even the value of the cane purchased by them at those low prices. They have to pay crores of rupees to the agriculturists. It is the case with the factory owners in Andhra Pradesh, Tamil Nadu and other areas. The Government is not taking any action to see that the price of the cane is paid to the growers in time and to see that the agreed price is paid.

MR. SPEAKER: You cannot read out the entire statement.

SHRI P. RAJAGOPAL NAIDU: In Andhra area the farmers say that there is no other go except to burn cane worth one crores of rupees.

In UP the sugarcane growers protested against the plight meted out to them by the factory owners, when 35 of them were arrested. Again, the cane growers all over UP want to demonstrate peacefully and non-violently on 17th March at Lucknow to

protest against the exploitative action of the factory owners and to bring to the notice of the Government their pitiable position. Instead of protecting the cane growers, the U.P. Government imposed a ban on the demonstration. It is certainly an anti-democratic and anti-peasant action.

So, may I know whether the Government is going to purchase jaggery and if so, how much? Secondly, are they going to ask the U.P. Ministry to lift the ban so that the cane growers are allowed to demonstrate peacefully?

SHRI BHANU PRATAP SINGH: I have already said....

**SHRI CHANDAN SINGH (Kairana)
rose—**

MR. SPEAKER: This is a call attention. The rules permit only the person who has tabled the Call Attention to ask a question (*Interruptions*) I am not permitting anybody else. Under the rules it is not permissible. Don't record.

SHRI CHANDAN SINGH: **

MR. SPEAKER: Please answer only Mr. Naidu's question.

SHRI BHANU PRATAP SINGH: The question has been asked what quantity of jaggery will be purchased. I have already said that it will be purchased in large quantities. The aim is to raise the price of gur. It is rising quite rapidly. As I have already stated, it has gone up by Rs. 5 to Rs. 14 per quintal. After a certain level of price is reached, the FCI will withdraw from the market. The whole operation is intended to bring the prices up, and after the price has reached a certain level, we will not remain in the market. So, no quantity can be fixed for it. In fact, if a quantity is fixed, it will defeat the very purpose for which the purchases are being made. But I can assure the House that the purchases will go on till the prices of jaggery go up to a certain level

Regarding the other question about demonstration etc. scheduled to be held in Lucknow, I can only say that it is a State subject and that this Ministry has nothing to do with it. It is a matter which can be raised in the U.P. Assembly.

SHRI P. RAJAGOPAL NAIDU: The cane growers in U.P. are getting less than Rs. 7 and Rs. 8 per quintal. The Minister stated that they are getting the agreed price. I say they are not getting.

MR. SPEAKER: He is disputing your statement.

SHRI BHANU PRATAP SINGH: Let me make myself clear. As far as the 'organised sector' is concerned, I mean the vacuum pan factories, they are all paying the agreed price. When I say all, I mean all. There is not a single party which is not paying it.

SHRI VASANT SATHE (Akola): The other day I raised the question of the Sarasvati Mills which have closed. How much were they paying?

SHRI BHANU PRATAP SINGH: I have made myself very clear that as far as the organised sector or the vacuum pan factories are concerned, they are all paying the agreed price. It is only in respect of khandsari that there is a report of some underpayment and that is being taken care of.

SHRI VASANT SATHE: I have myself raised this question....

MR. SPEAKER: There cannot be a debate.

SHRI VASANT SATHE: There is no debate.

MR. SPEAKER: If he is misleading the House, there are other remedies

SHRI K. LAKKAPPA (Tumkur): I rise on a fundamental point of order. I agree that in a call attention, only

**Not recorded.

(Shri K Lakkappa)

the member whose name is there can ask the question But will you kindly sit in judgment over a wrong information given by the Minister to the House?

MR SPEAKER There are other procedures for that

SHRI K LAKKAPPA What is the procedure?

MR SPEAKER You see the rules

SHRI K LAKKAPPA That is why, I say 'you pull up the Minister'

1225 hrs

STATEMENT RE NATIONAL LIBRARY OF INDIA ACT 1976

THE MINISTER OF EDUCATION SOCIAL WELFARE AND CULTURE (DR FRATAP CHANDRA CHUNDER) Sir during 1976 both Houses of Parliament passed the National Library of India Act 1976 which envisaged an autonomous Board for the National Library Calcutta which at present is a subordinate office under the Department of Culture. This Act was to come into force from the date it was notified in the Gazette. The Govt of India has not so far brought the Act into force and the National Library continues to be a subordinate office of the Department of Culture

A Committee under the Chairmanship of Prof V S Jha was set up by the Government of India in May 1968 to review the working of the National Library Calcutta and to suggest measures for its efficient functioning and further development. The Committee *inter alia* recommended that the then Advisory Council should be replaced by a Governing Council exercising real authority. In other words the Governing Council should be vested with complete autonomy—delegated autonomy and not statutory. The Government agreed in principle to give the largest measures of autonomy to the Library as envisaged in the Jha Committee report. On examination in consultation with the Ministry of Law and Justice it was found that the type of autonomy envisaged by the Jha Committee could

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not be given by Resolution of the Govt. Such a resolution would not accord juridical personality to the National Library, Calcutta. The Department of Culture was advised that autonomous status could be given to the National Library Calcutta, in one of the three following ways

(i) by registering it as a society under the West Bengal Societies Act,

(ii) by registering it as a company under the Companies Act,

(iii) by an act of Parliament

After considering the various aspects of these alternatives, the Government decided upon enacting a legislative measure and making the National Library a statutory autonomous body. Accordingly, the National Library Bill was moved in the Lok Sabha on 18-12-72.

On a motion by the then Education Minister the Bill was referred to the Joint Committee of both Houses of Parliament. The Committee invited memoranda on the Bill from various individuals /organisations/associations etc. It also held its sittings in Calcutta, New Delhi and Bombay and received oral evidence. More than half of the individuals/representatives of the associations/cultural organisations who submitted memoranda on the Bill or appeared for oral evidence belonged to West Bengal. They were generally opposed to the very idea of autonomous status for the National Library as envisaged in the Bill. The Joint Committee of Parliament took into consideration the various objections raised by the individuals/organisations etc and modified the draft Bill to meet these objections. The Committee presented the revised Bill along with its report on 26th July 1974.

The following members of the Joint Committee recorded minutes of dissent

- (1) Shri Saroj Mukherjee
- (2) Shri H N Mukherjee
Shri Sanat Kumar Raha
- (3) Shri Samar Guha
Shri Virendra Agarwala
Shyamal Gupta

4. Shri Niren Ghosh:

The minutes of dissent recorded by Shri Saroj Mukherjee, Shri Samar Guha, Shri Virendra Agarwala, Shri Shyamal Gupta and Shri Niren Ghosh pleaded rejection of the Bill as it had been opposed by the intellectual community of Bengal and other parts of the country.

The question of bringing the Act into force has been reconsidered. A large number of representations from the National Library Association, Bengal Library Association and a Joint Convention on the National Library of India Act, 1976 have been received. The representations reiterate that the Bill at its formulation stage was opposed by the Members of Parliament and other prominent members of the Public and intelligentsia, that the Jha Committee had recommended a delegated autonomy and not statutory autonomy, and the Act would lower the image of the National Library.

The National Library is at present a subordinate office under the Department of Culture and the Director enjoys the Financial and administrative powers as are delegated to an Head of the Department, while the Act envisages a three tier arrangement with an autonomous Board, an Executive Council and the Director. It is now felt that such diffusion of authority will not be conducive to the efficient functioning of the Library. Keeping this in view and the opposition to the Act from the various quarters when the Act was formulated it has now been decided that the National Library of India Act, 1976 may not be brought into force and the Library may continue to function as a subordinate office under the Department of Culture.

The Government of India is also considering whether or not it is necessary to legislate on the subject of libraries in general or the National Library in particular. The question of repeal of the National Library of

India Act, 1976, would, therefore be considered in this context.

SHRI O. V. ALAGESAN (Arkonam): Sir, it has been urged on the floor of the House that there is a library of national importance in Tanjavur. It was a collection, a library, set up by Maharaja Sarfoji. It contains very valuable and very rare manuscripts in all languages—Tamil, Telugu, Marathi, Sanskrit, etc.

I raised the question on the floor of the House and taking into consideration the importance that this library enjoys in the cultural and educational field, I urged upon the Government that it should be declared as a library of national importance. The then Minister agreed to it and he agreed to bring forward a legislation on this matter.

Now, from the statement that the hon. Minister has made, it appears that the Government are going against that policy and do not want any legislation in respect of any library. I would like to have a clarification from the hon. Minister whether he takes the view that there is no need for any legislation even to protect libraries of this sort, namely, the Tanjavur Saraswati Mahal Library. I want to have that clarification from the hon. Minister.

DR. PRATAP CHANDRA CHUNDER: Sir, this is with regard to a particular library for which I require notice. It does not come within the purview of the present system. But I have already stated that the Government is considering whether or not it is necessary to undertake legislation on the subject of libraries in general. That is under our consideration.

12.33 hrs.

Papers laid on the Table—contd.

SHRI C. SUBRAMANIAM (Palani): Sir, I crave your indulgence to remove a misunderstanding that has

been created by Shri Jyotirmoy Bosu by his remarks with regard to item No. 3. You will be pleased to find that these Reports are in Hindi version. As far as English versions are concerned, they have been placed at an appropriate time. Therefore, all the abuse, heaped on the previous Government will give an impression that after 1974, it is only placed in 1978. I want to remove this impression. In fairness, the Minister should have removed this misunderstanding. Perhaps, because it related to the previous Government, he did not do it.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I have drawn the attention of the House to the fact that English versions had been placed before and that Hindi versions have been delayed on account of translation. But the Chair had been pleased to say that even Hindi versions should have been placed in time.

SHRI C. SUBRAMANIAM: The insinuation was that because Birlas were involved, this has come up after a delay of three or four years. That is not correct.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I have given you a written notice quoting the rule. It is printed in the List of Business about Hindi versions. Of course, I cannot read English so well as Mr. Subramaniam does. I can read that it was in Hindi versions. I want to know one thing from both of my friends, Mr. Subramaniam on my right and Mr. Shanti Bhushan on my left.

Sir, my question is: would they be kind enough to enlighten this ignorant bloke as to what date the English version was laid on the Table of the House?

SHRI SHANTI BHUSHAN: That is mentioned in the List of Business. That is there in the Order Paper. Therefore, this information did not require to be supplied; it is already there in the Order Paper.

MR. SPEAKER: Rule 377.

SHRI JYOTIRMOY BOSU: No, no, Sir; wait a minute. On what date the Monopolies and Restrictive Trade Practices Commission handed it over? This is what I wanted to know.

MR. SPEAKER: This is not a point of order. Shri Lakkappa

SHRI K. LAKKAPPA (Tumkur): Under 377, I would like to raise a very important issue.

श्री अग्रत राम (फिल्डर) : आम्बा महोदय, मैं आप को एक जानकारी देना चाहता हूँ। आप का जो आफिस है, वह ठीक डॉग से फँकलन नहीं कर रहा है क्योंकि मैं तीन बार रिपोर्ट कर चुका हूँ 377 में....

MR. SPEAKER: This is not an office matter. You better come to my chamber and discuss the matter.

SHRI DINEN BHATTACHARYA (Serampore): You must give him a patient hearing at least

12.35 hrs.

RE. LEAKAGE OF ALVA COMMITTEE REPORT

श्री अग्रत राम (फिल्डर) : मैं पी० जी० आई० के बारे में 377 में मेटर रेज करना चाहता था। आलवा कमेटी की रिपोर्ट के बारे में मैं कहना चाहता था। आलवा कमेटी की रिपोर्ट का लीकेज हो चुका है और यहां पर भी आनंदेश्वर हैल्प बिनिस्टर कह चुके हैं कि उसकी रिपोर्ट भारी सदन की टेबिल पर नहीं रखी जाएगी लेकिन उससे बड़े फोरिंग रेवीलीशन्स होने वाले हैं। इसलिए मैं इस मेटर को यहां पर रेज करना चाहता था। इसका पी० जी० आई० पर बड़ा भ्रातर पड़ा है और लोगों का भी उसमें यकीन नहीं रहने वाला है। यह एक नेशनल इम्पोर्ट्स की बीज है और वह रिपोर्ट लीक हो चुकी है। वहां पर डाक्टरों ने एक रेजोल्यूशन पास किया है कि इसकी जूडीशियल इन्वेस्टिगेशन

हीरी चाहिए। इसलिए नेत्री गांव है और बाहुद के लकड़ारों ने भी गांव की है कि उसकी कुहीविमल इन्द्रावारी हीरी चाहिए और मिनिमल बाहुद को स्टेटमेंट देना चाहिए कि उसका लोकेशं कीसे हुआ।

SHRI DINEN BHATTACHARYA: The report has already been laid.

MR. SPEAKER: You wanted him to give a patient hearing, but you are not allowing him to speak.

जी भारत राज: इसके अलावा मैं एक और बाहुद बता देना चाहता हूँ। मैंने यहाँ पर दो बड़ेशब्दन्स दिये थे जबकि सिमीलर बड़ेशब्दन्स एक्सेप्ट कर दिये गये थे। मेरे बड़ेशब्दन्स यह कह कर एक्सेप्ट नहीं किये गये थे कि ये इन्डिविज्युअल लेवर के हैं।

MR. SPEAKER: That is being considered. If you have already made a statement, then further statement is not necessary. It is under consideration. On each day, I am allowing only five persons, not more than five.

12.37 hrs.

MATTERS UNDER RULE 377

(1) REPORTED DELAY IN PROVIDING BERTHING FACILITIES FOR VESSELS CARRYING CEMENT AT VARIOUS PORTS

SHRI K. LAKKAPPA (Tumkur): Under rule 377, I would like to draw the attention of the Government to the inefficiency of the Government of India in tackling their economic programme about the cement cargo held up at ports. There is a report in *The Economic Times* dated 10th March, 1978, about it. I have also collected ample material to castigate the Government. This Government has failed in this respect and there are two or three Ministries involved. I would like to tell you about the loss incurred as a consequence of delay. The two or three Ministries involved are: the Ministry of Shipping and Transport and the Ministry of Industry.

As you are aware, there is a shortage of cement in the country and the

Government of India is not in a position to meet the domestic requirements; they are importing cement and a substantial amount of foreign exchange is being incurred as losses due to delay in providing berthing facilities at various ports to vessels bringing the cement. As per the reports, the country has to pay demurrage of the order of Rs. 2 lakhs while the imports so far have been only 2 lakhs tonnes. Since about 6.5 lakhs tonnes more cement is expected to arrive, the demurrage charges are expected to mount unless corrective measures are taken urgently. The amount of foreign exchange expenditure is expected to increase further.

"Although berthing of cement cargo ships is to be accorded priority, there is still a delay of at least three to four days at various ports before the waiting vessels are given the green signal for berthing. The demurrage is 3500 pounds a day.

The Government decided to import about one million tonnes of cement to meet increased domestic demand. Although cement production in 1977-78 is estimated to be about 19.2 million tonnes the highest so far achieved, there is still likely to be a shortage of about two million tonnes." The Government of India has not done anything because they have no control over it. Even the distribution system has collapsed in this matter. When I put my question about it, the Industry Minister had stated that he had already failed in this respect and did not answer my question properly. There is a shortage of cement and the distribution system is not happy in this country. There is a large scale blackmarket and the cement is being sold by private manufacturers at a huge profit. He has even failed to take over the distribution system in this country. Certain quantities of cement are imported from countries like South Korea, Rumania and Poland to meet the shortage in indigenous production, and

[Shri K. Lakkappa]

this imported cement is lying idle. The Transport and Shipping Ministry is sleeping over the matter even after all these things have been brought to their notice. The shortage has developed on account of higher demand for consumption for public works as well as for agriculture, industry and housing. How can these Ministries, the Ministry of Agriculture, the Ministry of Industries and the Ministry of Transport and Shipping, run the country like this? If such a shortage remains, no developmental activities can take place in this country. The road works have been stopped, the construction work for giving housing facilities to the poor people has completely stopped in various States. In Karnataka the PWD is not functioning and no developmental activities are taking place there. In Andhra Pradesh where the cyclone caused so much of damage, no work is going on because of shortage of cement. And this shortage of cement has been due to the callousness, delay and inaction on the part of the Government of India. This has been reported time and again and we have brought it to the notice of the Government of India many times. Even then, the Government is not taking any action. There are four Ministries involved in this, and it is most unfortunate that none of these Ministers concerned with this subject is here, though this notice was given. Of course, to matters raised under rule 377, they are not expected to reply immediately. Considering the seriousness of the situation, I request you, Sir, to pull these four Ministers and see that....

MR. SPEAKER: How can I pull four persons at a time?

SHRI K. LAKKAPPA: I would request you, Sir, to pull them up and direct them to be responsible to the House, to the country, to the people of this country.

The State Trading Corporation has already contracted for the import of 8.4 lakh tonnes. The Commerce Ministry has failed here. How can the

State Trading Corporation function like this? The State Trading Corporation has already contracted for the import of 8.4 lakh tonnes from South Korea, Rumania and Poland; it is being imported through the ports of Bombay, Cochin, Madras and Visakhapatnam. As I have already pointed out, we have to pay so much of demurrage....

MR. SPEAKER: You have already mentioned that.

SHRI K. LAKKAPPA: Certain corrective measure should be taken by these Ministries. I draw the attention of the Prime Minister to this. Is there any cohesive and collective responsibility to this House in running this Government? There is such a shortage of cement that the developmental activities have come to a halt the economic programme has come to halt. The Finance Ministry has presented a Budget which is not at all inspiring. Therefore, there is a failure on the part of this Government, I charge this Government with inaction. I want them to take corrective measures and come forward with a statement on this. They do not even know what is the requirement of cement in the country, what is the international price structure and so on. All these things call for a deep study. All these factors have to be taken note of by the Government, and they should come forward with a clear statement on this.

(ii) FIRE IN NATIONAL TEXTILES CORPORATIONS MILL AT DHULE (MAHARASHTRA)

SHRI R. K. MHALGI (Thana): Sir, I hereby mention, under rule 377, an important matter of urgent public importance.

The National Textile Corporation Mill at Dhule in Maharashtra was heavily damaged in a huge fire that broke out on the 8th March, 1978. The carding, roving and spinning departments of the mill were completely gutted and destroyed. The Mill has 2200 workers on its pay-roll. The said port workers are presently thrown out of employment and it is the pertinent duty of the Government to provide

the jobs elsewhere or make necessary arrangements for their financial assistance till the restarting of the mill. The Government of India have taken immediate steps in such a case—one Bombay mill. Financial aid is a must in this case also. It is also very essential to go into the causes of the fire and to decide on the further line of action to avert such accidents.

We are anxious to know about the total loss involved.

(iii) **LIKELY LOCK-OUT IN COOPERATIVE SUGAR MILL AND DISTILLERY OF PANIPAT**

SHRI PURNA SINHA (Tezpur): It is an urgent matter of interest to the poor people which I intend to raise under Rule 377.

The Cooperative Sugar Mill and Distillery of Panipat in Haryana is in danger of being locked out for want of finance to purchase sugar cane from the growers. For nearly two weeks now the growers are not being paid a single paisa for the cane they have supplied for want of funds. The society asked for Rs. 75 lakhs from the bank on the guarantee of the State Government, which is not forthcoming. There are nearly 1,500 employees who are also the shareholders of the society which owns the mill. At the same time there are 15000 cane growers who are also members of the Society and who have purchased shares. They are in villages around Panipat and supply all the materials required for the working of the Mills from their own produce. It is not expected of them to continue to supply sugarcane without payment at the Government agreed rate of Rs. 13.50 per quintal. (Government had also agreed to this price). They are now compelled to sell their sugarcane to private owned Khandasari Sugar Mills at Rs. 8 per quintal which is much below the expected price to the growers. At the same time, it is also much below the cost of production.

Unless the Central Government, the Ministry of Commerce and the Ministry of Cooperation, together with the Agriculture Ministry, come forward with the additional working capital of

Rs. 75 lakhs, together with a change in the Management of the Society, the mills will be closed at any moment throwing 1500 workers and their families into distress and compelling sugarcane growers, who number about 15000, to give up cultivation of this crop altogether.

It is stated that a Haryana Civil Service Officer, a junior in rank, is placed in charge of the Sugar Mill and he is dancing to the tune of the State Ministers of Finance, Labour and Co-operation who are unable to provide the necessary additional funds. Unless some assistance comes from the Government of India, along with technical know-how, the sugar mills will be closed at any moment. I, therefore, demand from the Government of India that they should appoint not only a sugar technologist but also an Administrator, and they should provide additional funds to the tune of Rs. 75 lakhs, for which the mills had asked the Government long ago.

(iv) **REPORTED CLOSURE OF MAHARANA CLOTH MILL OF PORBANDAR (GUJARAT)**

श्री अर्मसिंह भाई पटेल (पोरबन्दर) : अध्यक्ष महोदय, गुजरात के सौराष्ट्र प्रदेश के पोरबन्दर शहर की महाराणा कपडा मिल स्टीम कोल के अधाव से 11 मार्च 1978 से बन्द हो गई है। यह मिल 46 वर्ष पुरानी मिल है। इस मिल को प्रति मास नौ सौ टन स्टीम कोल मध्य प्रदेश की बिलासपुर की ज़दानों से आता था। उस महीने से कोयले की कमी इस मिल को अनुभव होती रही थी। कोयले के अधाव में मिल बन्द हो जाने से 2300 मिल भज्जूर बेकार हो गये हैं और प्रति दिन पचास हजार मीटर कपडा तैयार होता था वह भी बन्द हो गया है।

इस मिल के बन्द होने से भज्जूरों को, मिल को और सरकार को प्रामदनी में नुकसान होता जा रहा है। पोरबन्दर की महाराणा कपडा मिल को तरत्त कोयला मिल सके इसके लिए शीघ्र प्रबन्ध किया जाए ताकि मिल तुरत्त चालू हो सके। मिल मैनेजमेंट, भज्जूर यूनियन की ओर से भी केन्द्रीय

[Shri Purna Singh]

सरकार तथा भजरात सरकार का व्यापकीया था है। लेकिन अभी तक पूछ नहीं पूछा है। मैं आर्थिक करता हूँ कि इस बहाराता के पास मिल के लिए कोयले का तुरन्त प्रबन्ध किया जाए ताकि मिल चालू हो सके।

(v) REPORTED STAYING OF A LARGE NUMBER OF EAST BENGAL REFUGEES AT RAIPUR RAILWAY STATION

डॉ. लक्ष्मी नारायण पांडेय (मन्दसीर)

सब से पहले मैं आपका तथा इस सदन का व्यापक एक गम्भीर और महत्वपूर्ण विषय की ओर 377 के अन्तर्गत विषय उठाने के पूर्व विज्ञाते हुए जहाना चाहता हूँ कि सर्वेतिं भंडी चाहे यहाँ रहें या न रहें लेकिन यह बहुत ज़हरी है कि सबक कार्य भंडी अधिकार राज्य भंडी संसदीय कार्य उपस्थित रहे ताकि सदस्यों डारा 377 के अन्तर्गत उठाई गई बास्तों को नोट कर सके और उन पर योग्य कारबाई के लिए उनको संवेदित भवियों तक पहुँचा सकें। यदि ऐसा नहीं होता है तो इन विषयों को उठाने का कोई अर्थ नहीं रह जाएगा। मैं जाहता हूँ कि आप इमंडे बारे में उचित निर्देश दे। प्राय प्रतिदिन ही माननीय सदस्य 377 के माध्यम से अपने गम्भीर प्रश्न उठाते हैं और यदि उन पर कोई कार्य-भावी न हो, तो उन्हें उठाने का कोई अर्थ नहीं है।

MR. SPEAKER. For your information, I may tell you that my office, whenever there is a speech or other information given here, conveys it to the concerned Minister. It is not as if there is a blank. Whatever is mentioned here is conveyed to the concerned Minister so that he may look into the matter. And we also expect him to convey whatever he has got to say to you by means of a letter or otherwise.

AN HON. MEMBER. But why are they not here?

MR. SPEAKER. All the Ministers cannot be here.

AN HON. MEMBER. At least the Parliamentary Affairs Minister should

be here.

MR. SPEAKER. He cannot be here all the time.

डॉ. लक्ष्मी नारायण पांडेय : मैं जिद नहिं पूछ पूछ विज्ञ को वह बस्तुत बदला चाहता हूँ वह अस्तित्व गम्भीर है। पूर्व लोकल से लगभग तीन हजार विस्थापित लोग मध्य प्रदेश के रायपुर नगर में पहुँच हैं विज्ञ उन्हें उडीसा के जयजब्बुर में जाना था। पुनर्वास मकालय की दुर्योगस्थी के कारण और उसकी गैर जवाबदारी कारबाई के कारण वे बहुत पहुँचे हैं। मध्य प्रदेश की सरकार ने भी कहा है कि उनको झारंगुडा से लौटाया जाकर जयजब्बुर भेजा जाए जहाँ उन को जाना था। परन्तु पुनर्वास मकालय ने इस पर भी कोई कारबाई नहीं की है। इसका परिणाम यह हुआ कि लगभग तीन हजार विस्थापित वहाँ पर स्टेशन पर पड़े हुए हैं और न उनके लाने की कोई व्यवस्था है और न पीने की व्यवस्था है। योग्य व्यवस्था न होते से बाजार में जाकर वे अव्यवस्था का बातावरण उत्पन्न कर रहे हैं। मैं आपके माध्यम से पुनर्वास भंडी का व्यापक इस और तुरन्त दिलाना चाहता हूँ और प्रार्थना करता हूँ कि उन विस्थापितों को जहाँ कही भी पहुँचाना हो पहुँचाने की व्यवस्था की जाए तथा उनका सुप्रबन्ध किया जाए। ऐसा नहीं हुआ तो वह पर कानून और व्यवस्था की स्थिति गम्भीर हो सकती है। जहाँ तक मेरा जान है, जो विस्थापित लोग पूर्वी बंगाल से आते हैं वे मध्य प्रदेश में आकर रहना पसन्द नहीं करते हैं। वे कुन्दरकन जाकर रहना पसन्द करते हैं। मैं जाहता हूँ कि इसके बारे में एक स्पष्ट नीति निर्वाचित की जाए ताकि जहाँ वे रहना पसन्द करें उनके बास्ते जहाँ रहने का प्रबन्ध हो सकि, उनकी वहाँ बैसाहत हो सके, जहाँ उनके निए बूँदि की जा सके अन्यथा इस नीति के अभाव में तो यह होता है कि वे यहाँ यहाँ स्टेशनों पर बटकते रहते हैं, उनको भी कठिनाईयों का सामना करना पड़ता है और उस नगर के निवासियों को भी कठिनाई

होती है और तब ही तात्पुरता वाली स्थिति प्राप्तना संकेतमय बन जाती है। मध्य प्रदेश की सरकार ने भी इस और व्यापार आकर्षित किया है जिसका पुनर्वास मंत्रालय ने इस घोर कोई व्यापार नहीं दिया है। मैं प्रार्थना करता हूँ कि सरकार इसके बारे में उचित कार्रवाई की जाए।

12.55 hrs.

GENERAL BUDGET, 1978-79—
GENERAL DISCUSSION—contd.

MR. SPEAKER: The House will now take up further general discussion on the Budget (General) for 1978-79. Shri Borole to continue his speech.

SHRI YASHWANT BOROLE (Jalgaon): Mr. Speaker, Sir, yesterday I had placed before the House certain figures in order to focus the attention of the House on the allocation for the rural development inclusive of agriculture. Out of the total Plan outlay of Rs. 11,649 crores in this budget, the total outlay for rural development and agriculture is Rs. 4,693 crore. I am deliberately mentioning these figures on the floor of the House in order to impress that the allocation for the rural development and agriculture is substantially more. In this connection, I would like to invite the attention of Shri C. Subramaniam, former Finance Minister, to his own speech which he delivered on the floor of the House when he had the occasion to deal with the presentation of the budget for 1976-77. He stated then:

“Our Sixth Plan should be based on basically integrated rural development with more and more resources diverted for this purpose.”

True it is; today the budget reflects it very correctly, but Shri Subramaniam had no words of appreciation for it. I do not know what is the apprehension in his mind; whether this 40

per cent allocation is only illusory, whether, according to him, it will not reach the lowest level or whether any other impediment appears to be there so as not take the budget as was intended by him particularly for rural development and agriculture. It was stated by Shri Subramaniam that we people do not want to take the support of science and technology. But he has very much appreciated the dairy project, the Flood II which is to be started. But, at the very same time, he said that we people do not understand the concept of Gandhian philosophy and we are going to cottage industries and small scale industries, not taking up to science and technology. Let it be very clear that we are not averse to the technological developments or to the scientific achievements. But we have a definite view that the scientific advancement and the technology should subserve the lowest possible section of the society and, therefore, it must be, as far as possible in the small scale industry. We do not want to go by the western civilisation and industrialisation for starting again the big industry. It has been a crystal-clear policy of the Janata Party that whatever infra-structure would be necessary and would be required to be built up shall be built up by help of science and technology and even big projects in the field of power generation and so forth will be taken up. So, the industrial policy or the economic policy of the Janata Government is not in confusion. It is crystal clear and very explicit that we start from the lowest and go to the higher up.

The taxation policy which has been adopted by the government also deserves consideration. I may submit here—look at the taxation level. Look at the concessions which have been given. Just find out whether there will be more taxation on the lowest man or whether there will be more taxation on the person getting more. In all fiscal policies one has to tax somewhere. Some groups need to be severely taxed and some need to be

[Shri Yashwant Borole]

left out and some need to be given relief. So also in the case of expenditure it requires to be done like that. The poorest should get more share and the affluent will get the lowest share. From this aspect of fundamental importance, I submit the budget conforms to all these principles. Let there be pointed out anything which will directly hit the lowest man or anything which will make him uneasy. I will point out that so far as agriculture is concerned, the excise on electricity will not be there. So far as the small scale industries are concerned, excise levy of 5 per cent will not be levied for first 5 lakhs if clearance is below 15 lakhs. Formerly, there was no procedure laid down and there were no guidelines. Therefore, this could not be taken advantage of by the small scale industry. But now you will find that we have categorically laid down the guidelines. Many of the difficulties have been overcome in the present taxation policy and the smallest units will be benefited very much under these concessions.

13.00 hrs.

Then from the general concession point, it should be taken that excise duty shall not be leviable on 69 items. The items are, firstly from the agricultural aspect the pesticides, weedicides, fungicides, insecticides and some drugs and medicines. In other aspects also the small scale units will be exempted.

MR SPEAKER How much time are you likely to take?

SHRI YASHWANT BOROLE Seven to ten minutes

MR SPEAKER You may continue after lunch

13.01 hrs

The Lok Sabha adjourned for Lunch till Fourteen of the Clock

The Lok Sabha re-assembled after

Lunch at Seven Minutes past Fourteen of the Clock.

[MR DEPUTY-SPEAKER in the Chair]
GENERAL BUDGET, 1978-79—
GENERAL DISCUSSION
—Contd.

MR DEPUTY-SPEAKER Mr. Borole may continue

श्री दुर्गम चन्द्र कल्याण (उर्जन)
उपाध्यक्ष मन्त्रोदय, मैं आपकी व्यवस्था चाहता हूँ। सदन में मर्वी मडल स्टर का कोई सवास्य नहीं है, आप पहले किसी कैबिनेट मर्वी को इलावाहे उनके बाद कार्यवाही शुरू कोजिए।

SHRI K. GOPAL (Karur) This is a discussion on General Budget and there should be a Cabinet Minister

MR DEPUTY-SPEAKER They have been asked to come. You may continue

SHRI YASHWANT BOROLE Mr Deputy-Speaker, Sir

श्री दुर्गम चन्द्र कल्याण मैं जानना चाहता हूँ कि मेरे व्यवस्था के प्रश्न पर आपने क्या व्यवस्था दी है?

MR DEPUTY-SPEAKER Mr Kachwai the Cabinet Ministers have been asked to come. Mr Kachwai, you will please take your seat. The debates will continue. This is not a statutory requirement that there should be a Cabinet Minister. But it is proper that there should be a Cabinet Minister there. You raised the point. The Cabinet Minister has been called and he will come in due course. That is all. But, if you keep on insisting, nothing else can be done. I have asked some Cabinet Ministers to be here.

So, Mr Borole, you may continue

SHRI YASHWANT BOROLE The point here is whether this budget will promote growth, savings and investment at all. The more the investment the more is expected to be the growth. This is a simple proposition. The tax measures which have been announced are likely to give more

savings and more incentives. Investment is also a very important question. It is of course expected that whatever concessions have been given will lead to more savings and investment. But the question is: is it likely? It is also expected that larger investment to the tune of 17 per cent more on the public sector will give rise to growth in the economy. This particular growth in the economy which will thus be generated will also be useful for the private sector. The investment in public sector will promote general buoyancy that will be imparted to the economy which will in turn benefit the private sector.

Demand recession is very bad and inhibits investment in the private sector. The earlier it is come over, the better it will be. Demand recession would be eliminated by increased growth in incomes resulting from increased public investment.

Mr. Deputy Speaker, Sir, an attempt has been made to reduce the interest rates by banks. So, the interest tax has been removed. Downward bank rates are going to be specified. This will provide more capital in order to invest and the investment is likely to go up, but there is another concomitant of the same proposition which is also true, namely, abolition of the interest tax and lowering the bank rates are not likely to attract more deposits for investment. So it affects bothways. In the whole economy in what way it will react it is very uncertain to be ascertained at this stage.

Now, Sir so far as the investment in agricultural sector is concerned it is quickly recovered. There is more quick realisation whereas in Industry the gestation period is longer and the cost of establishment also becomes huge due to the increase in prices. But so far as agricultural investment is concerned it is very quickly recovered. Resources are got back quickly and due to that economy is likely to be accelerated by re-invest-

ment of those amounts. This experiment should be tried. We should find out whether more and more investment in agriculture is likely to have more acceleration on the economy. Barring natural calamities it is expected that investment in agriculture will be more profitable for increase in growth of the economy in our country rather than investment on projects where the money gets locked up for several years.

Sir, so far as the tax structure is concerned it has been adversely commented upon by the Jha as well as the Choksi in committee reports. Suggestions have been made for simplification and rationalisation of tax laws and streamlining the assessment procedure. It is a matter which will take considerable time to be improved upon. Reason has been given by the Finance Minister that Administrative Reforms Commission recommended that the amendments to the tax laws should not be rushed through the annual Finance Bill which needs to be passed before a prescribed date but made through separate Bills the provisions of which can be considered in detail. That is why he has further stated that pursuant to this recommendation I propose to introduce separate legislation as early as possible to give effect to the main recommendations of the Choksi Committee report which are acceptable to the government.

So far as the recommendations about indirect taxation of the Jha Committee are concerned, some of the recommendations have already been incorporated in the present Finance Bill. One of the most important recommendation of the Jha Committee is in respect of re-structuring of the pattern of Central Excise and Customs duties and measures to assist the small scale sector. This is what it reads. In the case of imports of capital equipment we find that import excise had been reduced from 40 to 25 per cent. This will help to accelerate

the progress of projects with the machinery. It is expected that foreign exchange accumulation is to the tune of 4000 crores and that it can be well utilised by providing a process which is an innovation by the Finance Minister by consortium of financial institutions and banks which will provide rupee value to that it will enable us to import machinery and equipment and at the same time, the same amount will be available for domestic investment on the same projects. This is double advantage as far as I can see. As a student of economics I can say that this will be workable and will have good effect. It is a bold step by the Finance Minister.

I agree with Shri C Subramaniam on one aspect allocation is not achievement. Allocation of money does not necessarily mean that it will produce the desired results. Probably he has got an experience in which heavy allocations were made without achieving the desired results. He is right in his statement. We have to see what is to be done and where things go wrong. Languishing execution of projects had been a hindrance for spending the allotted amount. This is due to various reasons. Here in bureaucracy comes in. I am sorry to say that we have become stereotyped regarding our procedure. We regard paper more valuable than people we regard the forms more valuable than farms, we also regard processes to be more important than progress. The effect is you are going to reduce the production values and make it subordinate to accountancy value. Therefore a new perspective will have to be adopted to see that the needs and requirements are met. We will have to simplify procedure and get full cooperation in execution and implementation of project. With these words I uproot the budget.

SHRI T A PAI (Udipi): Mr Deputy Speaker on the demand from the House that a Cabinet Minister should be present my friend Mr Patnaik has come in we would have

very much liked the Finance Minister to be present. It is not that there is no collective responsibility. It is not just a formal thing. If the Finance Minister is not willing to appreciate whatever we say and the criticisms that we make or the suggestions that we give have no importance for him if we have got only to make a speech as a matter of routine to spend the time, I only feel sorry.

I am not asking for any explanation.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATISH AGARWAL): The debate has started in Rajya Sabha also today. Our Finance Minister is there.

SHRI T A PAI: I have equal respect for you. Even if we do not make any speech it would not make any difference in the Budget because it is not going to be changed. It is going to decide our destiny for the whole year. Even if things have gone wrong, we cannot help it. But it is just the routine criticisms that we will have to make. But if there are certain constructive suggestions which you can accept, certainly I think

AN HON MEMBER: You can rest assured that they will be considered.

SHRI T A PAI: Thank you. Last year when the Finance Minister presented his Budget, it was an atmosphere of euphoria when the Congress had been defeated and the Janata Party had come to power. He made very wise observations at that time. He delivered many platitudes. It appeared that for the first time we have got a doctor in the scene who knew all the economic ills of the country and he is going to deliver the goods. He was able to draw cheers from the Members of his party at various points. This year also they have offered him some cheers, a matter of course or as matter of habit when he said that there is not going to be deficit financing and it is our party's commitment. I cannot begin with a cleanse slate. It is inevitable that I have got a small gap. He

provided a gap of Rs. 85 crores at the time of presentation of the last Budget. Now even after increasing the borrowing to the extent of Rs. 100 crores or so, his calculations regarding the excise have fallen merely because the industrial production has fallen, his corporate tax calculations also have fallen also because industrial production has fallen. At the time he had many digs at us as if he enjoyed those digs. He said: This year the industrial growth rate is around ten per cent, but we cannot hope that it would be maintained next year. But he had not even the courtesy to admit any appreciation. It is not because the performance of the Congress Government, but it was the performance of the country. His business was only to sustain it and improve upon it. But just like many public sector units, he had provided an alibi for failure well in advance. He said: This year's industrial growth is on account of fortuitous circumstances. I would like to know what were they. He says that this year's fall in production—which he puts around 5 per cent, it will end at four per cent by the time the March figure comes—is because of power shortage and the power shortage is because the previous Government had not planned for power very carefully. When he mentions that this year the installed capacity has gone up by two thousand megawatts there was a cheer from the House. I would like to know when the scheme was started and when it ended. Surely the credit for bringing that two thousand megawatts belongs to our party and not the Janata Party. I remember that these Ministers might have gone and inaugurated now and last year I have seen many inauguration schemes as if they were started by the Janata Party and they had to take credit for it. What I would like to point out is this. You may add another three thousand megawatts this year. Even then you are not responsible for it. But when 29 thousand megawatts will be the power installed how much you had been able to generate—not

more than 50 per cent. Is it not a disgrace to the country? Why are we now tolerating this inefficiency on the part of the country itself. What has gone wrong? If in a State Electricity Board like UPSEB, the amount due to the Board is about Rs. 92 crores from the public and the Electricity Board owes about Rs. 40 to 50 crores to the BHEL and owes another Rs. 50 to 60 crores to the CMA, it is wonderful way of running it. If out of two thousand megawatts power installed you generate 500 megawatts—somebody told me that now it is not 25 per cent, but 36 per cent—certainly we must agree that 36 per cent is better than 25 per cent. What about Bihar? It has been showing a minus growth in industries. These are two Governments directly under the administration of the Janata Party.

We would like to know if you really believed that you have to admit or improve the efficiency. Of course, you have appointed Committees to go into it. If Committees can change the face of this country, I think we would have changed it long ago. It is some action which any individual can take to look into it. Why are we failing? It is no use giving explanations that it is because of power shortage there has been less production. Anybody could say that. It is because of labour unrest that we have not had any production. Instead of that we have depended for aluminium, for cement and all those things which could have been produced within the country, on imports which means that as long as there is no labour strike in Korea or Japan, as long as there is no power cut in Rumania or Korea we shall be happy to import anything that they produce. It does not matter whether this country is capable of producing or not. Is it something to be proud of? Again, emphasis was laid on the fact that in the course of the last 30 years' development nothing has happened. More than one-third of the number of districts in this coun-

try are showing not only no growth but minus growth. I would like to know, having known this disease what happened last year. What have you done this year to see that these conditions are altered? You know that these things are of serious consequence. But what have you done? You have fallen short of investment to the extent of Rs. 200 crores. What you have provided for investment you have not invested. Otherwise, I am afraid that your deficit this year would have gone up by another Rs. 200 crores if you have really done it. You promised a saving of Rs. 130 crores in administration which I knew you would not be able to do because you have not yet decided what are the useless activities that have to be removed first rather than at 10 per cent gross cut. These are the elementary thing which are not appreciated. Instead of that, your saving of Rs. 200 crores is not an investment. It is the wonderful way you can say that. If you do not spend on investments where you should, you can say, "We have saved this money." That way you save Rs. 200 crores in investment, raise your deficit to the extent of Rs. 800 crores.

Sir, what is the public debt of this country? You have been merrily depending upon borrowing from the banking system. The total public debt in this country today is going to be about Rs. 30,000 crores.

AN HON MEMBER It is Rs. 29,000 crores.

SHRI T. A. PAI: Yes, it is Rs. 29,000 crores.

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK): How much was it in your time?

SHRI T. A. PAI: Last year we have increased by only Rs. 4,000 crores. And, Sir, it is typical of this attitude. You have not bothered about the public debt. I remember when Morarjibhai was Deputy Prime

Minister and when he had gone abroad, he told the creditors, "Don't worry. India has a tradition that debts incurred by fathers and grandfathers are going to be discharged by the children and grandchildren." So we, the grandfathers and fathers, are going to allow these large debts to accrue so that our children and grandchildren—I do not know what kind of country they are going to face and what future we are going to provide for them will discharge it. And the debt service charges come to more than Rs. 2000 crores per year. This country has to provide this Rs. 2000 crores for interest payment alone. And what happens?

SHRI BIJU PATNAIK: To the people?

SHRI T. A. PAI: To the people, of course. You can write as a book entry and say gloriously "One day we will write it off." It does not matter."

SHRI R. VENKATARAMAN (Madras South): Rs. 29000 crores.

SHRI BIJU PATNAIK: What you incurred, Mr. Venkataraman was Rs. 9000 crores.

SHRI T. A. PAI: In a way you improved upon it. I would like to tell my friend, Mr. Biju Patnaik, that we have been charged with mismanagement of economy. May I say they have improved upon it? The mismanagement today is much more and they are doing it with a vengeance because we did it. So, what I am saying is that instead of setting it right, why are you going far ahead with a vengeance?

We have been told that for the last 30 years, nothing happened in this country; the country has not progressed. People below the poverty line are now more than 50 per cent etc. May I say that looking at the last year's budget performance and the promises of the budget—what are the promises held out by this budget—at the end of the Janata rule, i.e. after 6 years, another party that might come to power might say that for 36 years

nothing happened in this country—i.e. during 30 years of the Congress rule and 6 years of the Janata rule. This is the greatest danger that we will have to face. Last year we put up with what you said, because of the pain and anguish that you had gone through. But from now on, it would not be possible for us to forgive. After all we entrusted the management of the country to you. Can there be a more miserable country in this world than India, where with Rs. 4,000 crores of foreign exchange and 21, million tonnes of foodgrains, we start crying. We do not know what to do with it. We cry when we don't have it; we cry when we have it. This is the most wonderful way of managing our country.

Let us remember this: the 21 million tonnes of foodgrains are not surplus in our country in the sense that the United States has a surplus, after meeting the requirements of all its human beings and cattle. The 21 million tonnes of foodgrains represent the hunger of the people who have not been able to buy. There might be food in Government storage. This is a serious reflection of the poverty conditions. I sometimes think seriously. When we the developing countries think of North-South dialogue, we are advising the developed countries: "Don't consume more. Try to see that we are helped." We have in our country, the backward States. We have, in our country, the poorest people. Does not the dialogue also apply to us? If you want the rest of the affluent countries to look after us, why is it that we, in our affluent society, are not able to look after the poorest people in this country? Do they not count? Well, it is because to-day in the budget proposals there is no direction as to when this poverty is going to be removed. Allocation of money does not mean anything. When we don't have any direction, when the budget does not indicate what kind of society we are going to create—all it means is that politics in this country has a vested interest in

poverty. When poverty is removed, I am afraid none of us here will get elected. (*Interruptions*) And, therefore, you can coin slogans. You can have a click of slogans.

Mr. Kamath, the best compliment to this budget has been paid by you, more than anybody else. If I am correct, this is the quotation:

"Shri H. V. Kamath has hailed the budget as a mixture of gilded hope....

'gilded hope' is better than 'guided hope'.

....and laden anxiety. There is nothing to suggest that the existing socio-economic pattern benefiting the exploiters has been altered."

Well, this is the best compliment that you could have from one of the most respected members of your own party; I won't differ from it. I would only say that if this society has to survive, if poverty has to be removed, unless the social structure is changed, all the money that you are pouring now in the name of agricultural development is going to create only greater poverty in the rural side. It is, because unless you establish a permanent relationship between man and land, and the man becomes the owner of means of production and you give landless labour not merely a minimum wage, but you make him also the owner of means of production, unless you do it, I am afraid we are not going to be different. We are going to be the same. We are going to fail. While we are all interested in the Janata Government succeeding—because their failure is going to be the failure of the country and there is no answer to that—we should think seriously about this. When you talk of problems of minorities and of Harijans, and of other problems, are they not a reflection of the poverty with which

these classes are condemned? May be our social attitudes are responsible. The Minister of Health is considered to be very important, because he is supposed to look after the health of the country. The millions of sweepers and scavengers who keep our cities clean are the people responsible for keeping our health intact, but as long as they do not have the respectability of the Minister of Health in this country, I do not think our society can be treated as having changed. Those people are condemned, because they are now doing that job for us. We are not willing to do it for ourselves. How long can the social structure which we have constructed stand? Please consider this.

So far as allocations are concerned, my friends were very thrilled that a lot of money has now been provided for agriculture and employment will be generated. What was the position in 1977-78? Take the amount allotted and the amount actually spent on various programmes. For Applied Nutritional Programme the amount allotted was Rs 2.43 crores and the amount spent Rs 2.04 crores, for the construction of rural roads the sum allotted is Rs 20 crores (which itself is a very paltry sum for the whole country) and the amount spent is Rs 19.64 crores for credit co-operatives in the United States the amount provided is Rs 3.25 crores and the amount spent is 2.17 crores for agricultural marketing and quality control the amount provided is Rs 3.44 crores and the amount spent is Rs 2.92 crores, similarly, for nutrition and subsidiary food the amount provided is Rs 3 crores in amount spent Rs 2.68 crores for the development of local manurial resources about which the Finance Minister has spoken the amount allotted is Rs 2.96 crores and the amount spent is Rs 2.28 crores. Take the development of oil-seeds, which was held out to be very big programme, the amount provided is Rs 3.98 crores and the amount spent is Rs 3.47 crores.

I can give any number of schemes where there has been scant attention to implementation. So, what does it matter if you double the amount? In fact, there is a great danger in increasing the amount. If I say that fisheries should be developed in this country only the department will develop and not the fisheries. So, I am afraid of making such suggestions. If we increase the allocation by a crore or two to the various programmes the greatest danger is that there will be a bigger department for money will not be utilized for the purpose for which it is allotted. That is because the same old traditions continue and the administration is not identified with the problems of the people. Let it not be said that the bureaucrats, businessmen and the Ministers together were responsible for the failure of this country once again. Whatever charges you may lay against us we are prepared to accept provided you are going to do better. Otherwise you and we are going to be the same and the credibility in the eyes of the people would be very badly affected and they will say "let democracy go to hell".

Take the case of Pakistan. During Ayub's regime Pakistan lost the war. I am quoting from Gunnar Myrdal's book where the author says:

It had produced a bitter nationalistic resentment that was shared rather widely within the whole middle class.

As could have been foreseen, the rebellion of the 'middle class' groups, represented by a number of loosely organised political parties had very little of a common programme, except the restoration of parliamentary democracy and uninfringed civil rights, including the lifting of the curbs on the freedom of the press.

As it did not calm down, agitation spread to some lower strata of the population, first to that small class of factory workers in large-scale industry—who in a country like Pakistan are nearer 'middle-class' status—but also to all sorts of people in East Pakistan where nationalistic resentment is ripe and widespread against West Pakistani 'Colonialism'.... But mainly, particularly, in East Pakistan, the movement, when it showed signs of becoming a mass movement, took on the familiar character of aimless rioting, roaming, killing, burning, looting, and generally unorganised mob violence."

Ultimately, what happened?

"The military establishment had then to pull itself together again under the leadership of another general, withdrawing Ayub Khan's concessions to the uproarious 'middle class' groups who had started the rebellion, imposing martial law again, abrogating the constitution and various other laws, dissolving the legislatures and banning all organised political activity."

We got rid of one type of rebellion, according to you.

AN HON. MEMBER: Look at what Indira had done.

SHRI T. A. PAI: Ayub Khan was removed when freedom was restored. When freedom was restored, the result was Yahya Khan. I am only saying this: never be satisfied with all the freedoms, because the freedoms today are enjoyed by only a few. You go to the villages and look at the harijans. What is it that we see? Every day we talk of injustice to the harijans. The Janata Government has got an easy solution. It says "we have now entrusted it to the DSP and the Deputy Commissioner of the district to see that there is no trouble." It means that it is their responsibility, not the responsibility of all of us. So, in this country if every Member of Parliament, if every legislator is not

responsible, if the leaders of the people do not create conditions where these people are considered human beings, what kind of society can we build, what kind of uplift can we bring about? Only providing money will not add to the happiness of human beings in our society. What is much more important is....

SHRI HARI VISHNU KAMATH (Hoshangabad): It was worse in your time.

SHRI T. A. PAI: Where is the time for comparison? You said that during our rule 60 per cent of the people were below the poverty line. Do you know that since you came to power, you have added 1.3 crores to those who are below the poverty line in India? Are they Janata children? The poverty line is moving up year after year whether you like it or not. Let us not quibble who is responsible. Is there anything that we can put our heads together and decide? Have we not wasted our time all along? Is there any concern for the people of this country? It is not a question of how much money you have provided and what kind of society you are creating.

In a country which is crying for resources, there is un-utilised capacity in industry and in agriculture. There is the un-utilised capacity of the people who have been trained. If this is not capacity, what else it is. Even if you give land to a man and if he puts his own labour there, the resources will be created, the savings will be created. Savings are not necessarily in terms of money. If the development has to come, the object of development must be manned. Therefore, I would strongly urge that this kind of a Budget which gives us hope of only deficit in future, no hope of development, no improvement in administration, is only going to provide another alibi. I shall be willing to quote the failure in advance that the Finance Minister has said that the wholesale prices have not gone up. He has not said that they have gone down. The wholesale prices had gone up because

the price of gur had gone up, the price of oil had gone up and the price of cotton had gone up. Now they have gone down. If the wholesale price index is steady, it is because the prices of other items have gone up. So, do not be complacent. As my colleague has said, the wholesale and retail prices are entirely different. So far as consumer is concerned, at what price he gets vegetables, at what price he gets oil and at what price he gets his requirements, that is more important.

Finally, there is an alarming thing that in the case of wheat distribution the Government of India has been giving a subsidy of Rs. 23/-. In the case of rice, it was Rs. 4/- last year. This year it is 04 paise. In the case of millets, last year it was Rs. 17 and now it is Rs. 13/-. The question before the Government is are you going to be the salesmen of the wheat growing areas? What have the rice-eating people done? Why should the millions of them in Eastern India as well as South India be condemned to eat wheat because you are subsidising it?

SHRI KANWAR LAL GUPTA (Delhi Sadar) What was the position in your Government?

SHRI T A PAI We did it. Last year itself I had pointed out this lacuna but no action was taken.

SHRI KANWAR LAL GUPTA What was the position when you were the Minister?

SHRI T A PAI This was the position. Having known the position last year, I had pointed out that this had got to be rectified. But, unfortunately, it has not been rectified; it has been worsened. The production of rice has not gone up because of unrealistic policy regarding rice and millets. It has to be rectified. Because we did a mistake, please do not throw it on our face. We say that we have owned it. But let our failure not be an alibi for your failure. After all, any justification for change of a Government is what one Government has failed to

do, the other fulfills it. It is not because you can afford to fail. If you fail and we fail, that means the people of this country are unfit to govern ourselves and look after our problems.

श्री विजय कृष्णर महोदय : (दिल्ली) उपाध्यक्ष महोदय, कम थी सुव्यवस्थम् साहब ने और आज श्री पाई साहब ने भाषण दिये—इन्होंने अपने भावणों में दो बातों पर जोर दिया। कल थी सुव्यवस्थम् साहब ने कहा—जब कांग्रेस सरकार ने जनता सरकार के हाथ में शक्ति दी, उस समय देश की इकानमी की हालत बहुत अच्छी थी। उन्होंने खास तौर से दो चीजों के लिए केंद्रित निया। उनका कहना था—पारंग ग्रामसेवक और उनके माथ माथ यहां पर ने का बहुत बड़ा भण्डार छोड़ कर गये—, उसी के कारण यह मारी स्थिति पैदा हुई।

उपाध्यक्ष महोदय, मैं यह बहना चाहना हूँ कि यहां पर उन्होंने और पाई साहब ने अपनी सरकार की कुछ बातें बताई हैं लेकिन उम्मीद साथ ही वे यह बताना भल गये कि जब कांग्रेस सरकार मत्ता छाड़ कर गई तो उम्मीद के अन्दर 40 लाख से ज्यादा गेस इन्मान थे, जो पार्टी लाइन से नीचे थे, 5 लाख से ज्यादा गेस गाव थे, जहां पर पीने का पानी नहीं था, 55 पर मेन्ट गेस गाय थे जहां पर प्राइमरी हल्थ सेन्टर नहीं थे। वे उम्मीद बात का भी जानते हैं कि यहां पर जो शिक्षित बेवार है, उन को सद्या उम्मीद वर्ग से ज्यादा थी और मैं ऐसा समझता हूँ कि जहां एक तरफ हिन्दूनान के अन्दर 4 करोड़ लोग बेकार थे वहां पर उन को अपनी फीगम के भुताकिय जो 20 बड़े बरगान है, जिन के पास सन् 1951 में 648 लारोड रुपये थे, वे आज बढ़ कर 6 हजार लारोड रुपये हो गये हैं यानी 10 गुण बढ़ि उम्मीद है। उम्मीद की एक्सप्लोरिंसिल फोजीशन वे छोड़ कर गये थे और इस सब के बाद यह कहना कि पाच साल के अन्दर जनता पार्टी

वेशी हालत पैदा कर देगी, जिस को मुधारने में 50 साल सम जायेंगे यह कहां तक उचित है। कल श्री मुख्यमन्त्री ने कहा था कि 5 साल के विस्वेनेजमेंट को ठीक करने के लिए हमें 50 साल सम सकते हैं। परन्तु जो हालत 30 साल में आप लोगों ने देख की की है, उसको आप चाहते हैं कि एक साल में ठीक कर दिया जाए। 30 साल के अन्दर जो हालत खराब की है और इन्होंने जो गलियां की हैं और ये कहते हैं कि हम मानने हैं कि हम ने सब कुछ खराब किया है लेकिन आप इस को ठीक कीजिए, तो क्या उस सब को मुधारने के लिए एक माल काफी है। उन्होंने यह कहा कि मैं सहमत हूँ कि बहुत सी बातों में इन्डियमेट होना चाहिए। उन्होंने प्राइमंज के बारे में भी कहा कि केवल होलसेल प्राइसेज कम हर्ड हैं लेकिन कन्जूमर प्राइसेज कम नहीं हर्ड हैं। मेरे पास आकड़े हैं। यहां पर जो दिल्ली में इकोनामिक्स और स्टेटिस्टिक्स डिपार्टमेंट है, उसमें जोनेवर व्योंगों का कन्जूमर प्राइम इन्डेक्स है, उस के मताविक पाक माल के अन्दर जो फरवरी का महीना बीता है—उसमें मार्च का महीना शामिल नहीं है—उस तक प्राइसेज मिर्क 2.7 पर सेन्ट बढ़ी है और अब कन्जूमर प्राइसेज भी कम हो गई है। डोलरसेल प्राइसेज जब कम होती है, उसके बाद कन्जूमर प्राइसेज कम होने में समय लगता है। एक महीने के बाद कन्जूमर प्राइसेज उस नेवर इन्डेक्स मताविक पिछले माल की प्राइसेज तक आ जायेगी। आप यह देखें कि काप्रेस सरकार में जब पहँच माहव मिनिस्टर थे, नवं 1971 में कन्जूमर प्राइसेज 2.4 पर मेन्ट एक साल में ही बढ़ गई थी। एक साल के अन्दर कन्जूमर प्राइम इन्डेक्स दृता बढ़ गया था और इस एक साल के अन्दर जबकि एक महीना बाकी है और जब प्राइसेज गिर रही है होलसेल प्राइसेज पिछले माल के मुकाबले में नीचे आ गई है, तो क्या यह मिरेकिल की बात नहीं है। पिछले 15 सालों में हम ने देखा कि एक बार भी प्राइम इन्डेक्स नीचे नहीं आया और किसी भी पिछले माल में

कन्जूमर प्राइसेज में इतनी कम बढ़ोतारी नहीं हुई है। केवल यह कह देना कि होलसेल प्राइसेज के अन्दर ही यह स्थिति पैदा हुई है, यह कहा तक ठीक है। इन्होंने मुकाबला किया है...

SHRI K LAKKAPPA (Tumkur): In their party meeting, in the Central Hall, He criticised the Budget. He is contradicting his own speech....

MR. DEPUTY-SPEAKER: If you keep on talking about the Central Hall I will have to keep it off the record

SHRI K LAKKAPPA He criticised the Budget there. Now, here, he is appreciating the Budget

SHRI KANWAR LAL GUPTA :That was our party meeting. Better you come to our party and join us. Earlier the better

SHRI K LAKKAPPA He is telling untrue things, whether here or there, I do not know

श्री विजय कुमार बलहोत्रा 1976-77 में भागेम के रीजीम म 12 पर मेन्ट प्राइसेज इन्क्रीज हुई है आर उम समय मनी गालाई 20 पर मेन्ट बढ़ा आर पी० एन० पी० मेरि 1.6 पर मेन्ट की इन्क्रीज हुई। जनना पाटी दे आने दे बाद एवं साल के अन्दर जी० एन० पी० मे 5 पर मेन्ट की इन्क्रीज हुई वावजूद इसके कि बांनस दिया गया, जी० पी० ड० इन्डियलमेट दिया गया, कम्पलमरी डिपोजिट स्कीम खन्नम कर दी गई और पावर जेनरेशन का एक मसिव प्रोग्राम शुरू किया गया। इस सब के बावजूद जो परफॉर्मेंस है, वह आप के मामने है। कितनी अच्छी परफॉर्मेंस हुई है परन्तु मैं यह कहना चाहता हूँ कि इस परफॉर्मेंस के बाथ भाष्य कुछ ऐसे देंड्रेस हैं, जिन देंड्रेस को हमें चैक करने की जरूरत है। मब से पहले मैं यह कहना चाहता हूँ कि जब काप्रेस पार्टी ने सत्ता छोड़ी तो लोगों दे पास जो इन्कम टैक्स और कापरेट टैक्स का

[वी विजय कुमार मलहोवा]

वकाया था, वह 1100 करोड़ रुपये वकाया था। यह ग्यारह सौ करोड़ रुपया जिन लोगों को देना है, उनसे यह रुपया वसूल नहीं किया गया जो कि एक बहुत बड़ी साजिश थी, पूंजीपति धरानों के साथ बहुत बड़ी सांग-गांठ थी। उन लोगों को ग्यारह सौ करोड़ रुपया इनकम टैक्स और कारपोरेट टेक्स का देना है जिसको अब तक वसूल नहीं किया गया लेकिन उसे अब तो वसूल किया जाना चाहिए। अब तो इसकी वसूली के लिए कोशिश की जानी चाहिए। लेकिन सारे बजट में इसकी वसूली के बारे में कहीं कुछ दिखायी नहीं दिया।

उपाध्यक्ष महोदय, आप देखेंगे कि जिन लोगों पर यह 11 सौ करोड़ रुपया वकाया है उनमें 374 ऐसे आदमी हैं जिनको 25 लाख रुपये से ज्यादा देना है और उन 374 आदमियों पर कुल मिला कर तीन सौ करोड़ रुपया बनता है। अगर इन 374 आदमियों पर ही कंसेन्ट्रेट किया जाए तो तीन सौ करोड़ रुपया वसूल हो सकता है। इसी तरह से, उपाध्यक्ष महोदय, आप इस बात को देखें कि करीब करीब एक लाख रुपये से ऊपर जिन लोगों के ऊपर वकाया है, उनकी संख्या सात हजार है। अगर इन सात हजार लोगों से भी यह वकाया वसूल की जाए तो आपका छ: सौ करोड़ रुपया वसूल हो सकता है।

उपाध्यक्ष महोदय, अगर इस वकाया की वसूली की कोशिश की जाए और इस सारी रकम को वसूल कर लिया जाए, तो यह जो बजट में डेफिसिट दिखायी दे रहा है, वह डेफिसिट नहीं रहेगा।

उपाध्यक्ष महोदय, यह भी आप देखें कि 1975-76 में जो सीर्जर्स किये गये उनमें से 167 आदमियों के धरों पर से

बहुत बड़े इनक्रिमिनेटिंग एविडेंस मिले और ऐसी चीजें मिलीं जिन से उन पर बहुत भारी केस बनता है। लेकिन उन में से एक पर भी केस लांच नहीं किया गया, पेनल्टी नहीं लगायी गयी और किसी का कंविक्शन नहीं किया गया। उपाध्यक्ष महोदय, अब यह मौका आया है जबकि हम इस ग्यारह सौ करोड़ रुपये को वसूल करें।

उपाध्यक्ष महोदय, आप देखें कि किस तरीके से ऐसे मामलों में लोगों को छोड़ा गया। एक आदमी जो कीडम फाइटर बना हुआ था और दो सौ रुपये महीने की पेंशन लेता था। उसके यहां जब छापा मारा गया तो उसके यहां से करोड़ों रुपये का माल मिला। 1975-76 में उस पर 25 लाख रुपये माफ किये गये, जो टैक्स उससे वसूल करना था वह उस पर छोड़ा गया। इस सब को अगर हम वसूल कर लें तो बहुत बड़ी रकम हमें मिल सकती है।

उपाध्यक्ष महोदय, इसमें जो दिया हुआ उससे प्लान के बारे में काफी डेंजर्स ट्रैंडस दिखायी देते हैं जिनके बारे में हमें काफी सावधान रहने की जरूरत है। इसमें प्लान एक्सपेंडीचर में 230 करोड़ रुपये की कमी है जो कि एक बहुत बड़ी कमी है। जब प्लान में कमी होती है तो उसकी बजह से एम्प्लाएमेंट जेनरेशन में भी कमी होती है। यह एक बहुत बड़ी बात है इसका हमें ठीक करना चाहिए। हमारे नान-प्लान एक्सपेंडीचर में 118 करोड़ रुपये की इंक्रीज है और नान-प्लान केपिटल में 100 करोड़ रुपये की इंक्रीज है। इस ट्रैंड को रोकने की जरूरत है। उपाध्यक्ष महोदय, इसमें एक बात पर और ध्यान देने की जरूरत है। हमारे इस साल के प्लान में सिर्फ 17 परसेंट की इंक्रीज है। जब कि पिछले साल 27 परसेंट की इंक्रीज की गयी थी और 1976-77 के प्लान में 31 परसेंट की इंक्रीज की गयी थी। यह एक बहुत थोड़ी इंक्रीज है। इसकी बजह

से जो कुछ जनता पार्टी करना चाहती है उसमें इकाबट या सकती है, उसमें सफलता मिलने में कठिनाई या सकती है । मैं उम्मीद करता हूँ कि जो नेशनल डिवलपमेंट कार्डिनल की भीटिंग हो रही है उसमें इस बात पर विचार किया जाएगा और इसे ठीक किया जाएगा ।

इस साल के 11,649 करोड़ रुपये में मे 10,465 करोड़ रुपये कठीन्यूर्ंग स्कीम के लिए रखे गए हैं और केवल 1184 करोड़ रुपया नयी स्कीम के लिए हैं । मैं अपने दोस्त श्री मुन्नहाण्यम जी से एप्री करता हूँ कि हमें शुरू करने की क्या ज़रूरत थी जब मिर्क 1164 करोड़ रुपये की नयी स्कीम रखी गयी है । यह ठीक है कि काशेम पार्टी को प्रायोरिटीज गलत थी और उन प्रायोरिटीज को खत्म करने के लिए पालन को खत्म करना ज़रूरी है । अगर छाता प्लान हम शुरू में मिर्क 1184 करोड़ रुपये के प्लान से ही शह करते हैं तो मैं समझता हूँ कि हम अपने आप को रिडीकुलम पोजीशन में रखते हैं ।

कोशिश बरनी चाहिये थी कि जो नया प्लान बने लगा प्लान बने वह कम में कम दस पन्द्रह हजार करोड़ से शुरू हो । 1184 करोड़ की नई स्कीम से उसको शुरू करना मनासिव नहीं है । प्रायोरिटीज को खत्म करने के लिए और उनको नीणो करने के लिए यह बदम उठाया गया है । मैं चाहता हूँ कि 10,465 करोड़ की जो आइटम है वह नान प्लान एक्सेंडीचर हो जानी चाहिए थी । यह नान प्लान एक्सेंडीचर लगातार आगे भी प्लान एक्सेंडीचर में चाच साल न चलता रह इसका भी ध्यान रखने की ज़रूरत है ।

एम्प्लायमेंट के लिए बहुत अच्छा कदम उठाया गया है । आपने कहा है कि इकाबट पर बुन एम्प्लायमेंट देने का जो काम है इसको पूरा करने के लिए अगले पाच साल में योंजना रखी गयी है । अगले

पांच साल में इकाबटेल पर फुल एम्प्लायमेंट देने के लिए यह ज़रूरी है कि हम इकाबट की संख्या को भी देखें और उस हिसाब के खंड बर्गने की व्यवस्था करें । देश में 5500 इकाबट हैं । हर एक इकाबट में अगर दो करोड़ रुपया खर्च किया जाए तब जा कर पाच साल में फुल एम्प्लायमेंट बहा हो सकता है । उस हिसाब में एक माल में 220 करोड़ रुपया उस पर खंड करने की ज़रूरत है । आपने इसके लिए बहुत टोकन प्राविजन किया है और केवल बीम करोड़ का ही किया है । 220 करोड़ की ज़रूरत है लेकिन आपने टोकन बीम करोड़ का ही प्राविजन किया है । हो सकता है कि इसको जब छाता प्लान आए तो बढ़ाने का आपका विचार हो । उस प्लान में 220 करोड़ रुपया एक माल के लिए रखना बहुत ज़रूरी है । ऐसा आपने किया तब जा कर इकाबटेल पर फुल एम्प्लायमेंट हो सकता है, और इकाबट भी हो सकता है, अर्बन जितने काम है, तभी जा कर वे हल हो सकते हैं । इस साल के प्लान में 1184 करोड़ की नई स्कीम है । उसमें 220 करोड़ रुपया अगर नहीं रखा गया है तो मैं आशा करता हूँ कि इठे प्लान में इसकी व्यवस्था करनी शुरू कर देंगे । साथ ही इस साल का जो प्लान है जिस को आप फर्स्ट योग्य बहत है इसको भी आप चेज देंगे आर एम्प्लायमेंट की स्कीम को इसके अन्दर लाया जाएगा ।

1972-73 में जहा और सब बातें ख्राब थी वहा एक आइटम अच्छी भी रखी गई थी । परं ऐसे जो बैंकार और जो स्लग इम्प्रूबमेंट को नीचा दें जो आटिजेज का काम है, उनके लिए तब पहली बार 125 करोड़ का नामाम प्राविजन किया गया था । उसके बाद के मालों में 1972-73 से लेकर आज तक उम नारे दे सारे प्राविजन को पूरी तरह से खत्म कर दिया गया है । इस साल के बजट में भी नहीं किया गया है । पिछले साल

[श्री विजय कुमार मलाहोसा]

हमारे बित मरी जी ने कहा था कि वह आशा करते हैं कि स्लम इम्प्रूवमेंट के लिए वह काफी पेसा प्रगति माल रखेगे । परन्तु इस साल के बजट में स्लम इम्प्रूवमेंट के नाम पर पैसा नहीं रखा गया है । हो सकता है कि इन्होंने यात्रा में वह रखना चाहते हो । मनमज्ज के अन्दर रहने वाले लोग, गन्दी बस्तियों में रहने वाले लाला नरक की जिल्दी बिता रहे हैं । उनके बास्ते भी उतनी ही प्रायोरिटी देने की ज़रूरत है जितनी प्रायोरिटी रुलर स्कीम्स के अन्दर, बैंकर्स कलासिस और ज़ीडीएलड कानून से दी जाती है । उड़ी तरह की प्रायोरिटी स्लमज्ज के अन्दर रहने वाले, गन्दी बस्तियों के अन्दर रहने वाले लोगों को देने की ज़रूरत है । इस बास्ते स्लमज्ज के लिए और पैसा रखा जाना चाहिए था ।

काटेज नवा स्माल स्केल इण्डस्ट्री रा
बदावा देने की बहुत भी योजनायें नहीं गई
हैं । य बहुत अच्छी योजनायें हैं । परन्तु उन्हें
मात्र ही किम्बल पालिमी इम्पोर्ट एसेपार्ट
फ्रेंडिट पालिमी टैक्सेजन पालिमी आदि आ
भी हमें स्माल और काटेज इण्डस्ट्री की नएक
डाइवर्ट करना चाहिए । बहुत भी सुविधायें
नो दी गई हैं और उनका मैं बेकरफ बरना
ह । लेकिन जो टैक्सेजन किया गया है वह
मव के लिए बगवार रज दिया गया है जैसे
दो परमेट म पाच परमेट एस्माइज इण्डस्ट्री
जनरल बड़ा दी गई ह उसमें काई फक्क नहीं
किया गया है इस स्माल स्केल के लिए यह लठ
होगी और काटेज इण्डस्ट्री र लिए यह होगी ।
चाहिए तो यह था कि काटेज इण्डस्ट्री पर कार्प
एस्माइज न लगे, स्माल स्केल पर दो परमेट
लगे और बड़ी इण्डस्ट्री के ऊपर पाच परमेट
बड़ा दी जाए । ऐसा किया जाता तब जाकर
स्माल स्केल इण्डस्ट्री और काटेज इण्डस्ट्री यत्र
मकानी थी ।

इसी तरह मे मान केल टुडस्ट्रीज
वा प्रौद्योगिकी तो माठ परमेट है लेकिन उन्हे
बैंक लॉन्ज वारग परमेट ही मिलते हैं इस्पोर्ट

लाइसेंस इस पर्सेट मिलते हैं। काशेम के नेजीम मे उसे गवर्नरमेट की परवेजिल सिक्के आग परसेट हुआ करनी थी। होना यह चाहिए कि गवर्नरमेट इयरेक्शन दे आपने हर डिपार्टमेट को कि वे जो भी सामान खरीदें न्माल और काटेज इण्डस्ट्री मे खरीदें। ये चाहना दृढ़ वि आप इस तरह के आदेश आपन विभागों को दे।

एकसपोट वा जा विजिनेंस ह जिस वा
 ३५ वां फिल्म ब्याट है इसका हटाया जा
 रहा है। इसको हटाये बड़ी इण्डस्ट्रीज के
 लिए ठीक है। लेकिन जो हेडल्म कोटेज
 इण्डस्ट्रीज और हेडीकापटम है उनके गोकर्णपाठ
 पर ३३ की फिल्म कल मराट का हटाना ठीक
 नहीं है। उसमें काटेज इण्डस्ट्री और हेडल्म
 वा काफी नुस्खान हांगा। अत उनका
 कायदा उड़ा जाना चाहिए।

15 hrs.

उपायक महादय रैक केन्द्र के अन्दर
भी स्माल स्टेल प्रारंभिक इडेन्सीज़ तिनि
रैक केन्द्र उदाहरण दिया जाय। उसी रूप से
दिल्ली के आमतर ग्राम १० सील का द्रवारा
प्रिंटिल गीजन भाग गया है। पहले जग्ता
स्मैक्स लिंग १० डेवलरमेंट पर्सन बनाया गया था
पिछले छूट से ले म वर्ष ५२ दर्शन ग्रंथ दर्शन
गया। अगर आप चाचा हैं १० दिल्ली का
प्रिंटिल गीजन ठार तो आप दिल्ली के
आमतर व दराना १० देखें। मैंने हां आई
दूसरी स्टेटमेंट ले लगाया है का डेवलर
मेंट हा तो उसके लिए प्रिंटिल गीजन का
डेवलरमेंट का फार्म ग्रामा बहुत जल्दी है
आप ग्रंथ का काम दो ग्रामा जाय ताकि
दिल्ली के आमतर ग्राम प्रदेश के अन्दर जा
दहान आप दूसरी जगह ह उनका डेवलरमेंट
हा आप आमतर के १० ग्राम म नोग दिल्ली
ग्रंथ में न आये।

इसके साथ साथ उत्तरायण महोदय, दिल्ली के साथ बेट्टनारी होती है। यहाँ से जो टैक्स बसूल होता है उसका बहुत कम हिस्सा दिल्ली को मिलता है। सोरायका

कमीशन ने जो सिफारिशें की थीं कि दिल्ली के देहातों के विकास का सारा रूपवा सेंट्रल बर्कनेंसेट को देना चाहिए, उन सिफारिशों पर कोई अमल नहीं हुआ है, हावाकि मोरारका कमीशन गवर्नेंसेट आफ इंडिया का बनाया हुआ था। दिल्ली के स्ट्रल एन्डिया में थीने के पानी के लिए पैसा नहीं गिता है। इसलिए मेरी मान है कि मोरारका कमीशन को मारो रिक्मनडेण्टना को मान कर दिल्ली के अन्दर जो चीजें चाहिए वह उनको दी जाये ताकि दिल्ली और प्रकार मेरा यहां की राजधानी बन संते।

अन्त में मे कहना चाहता हूँ कि जिन वामीगत वा हीरे उनकी जा सिफारिशें आ रही हैं उनमें ऊर जा आगे काम होना चाहिए वह नहीं हो रहा है। बहुत सी चीजें ऐसी हुई हैं जैसे आर्टिशियों न भाना कि उन्होंने गवर्न काम किया, कमीशन की डॉक्यारी में भी वह चीजें आ गए परन्तु उनके बाद उनमें बिनाफ कोई कदम नहीं उठाया गया। जिनको ल्लाट मिल गया वह कैमिल नहीं हुआ। जो लोग बड़े बड़े ऐसी इमेंट्स पर उन्नीसन नरीं में बैठ गये उनको बहा में नहीं उठाया गया, और जांलोग मुल्क की नड़ रा माल अपन पास रखे हुए हैं वह माल आज भी उन्हीं के पास है और उनमें वह नामग नहीं लिया गया। मैं उम्मीद करता हूँ कि हमीन्स्ट्री पर जा जनता का स्थाया खांच हुआ है, और जा बहुत जल्दी था। ऐसी दें तो आमा गारी लचाउ आ जाए उनके ऊपर जो आवंवाही करनी चाहिए वह रार्यवाही भी उन्हीं की जागरी।

इन शब्दों के नाथ भ इस बजट का समर्थन करता हूँ।

श्री निमंल चन्द्र जैन (भिन्नी) : उपाध्यक्ष महोदय, मैं वित्त मंत्री जी को सीमित बधाई देना चाहता हूँ, क्योंकि जहां उन्होंने एक और नो दिशा दी है, वहां दूसरी और ऐक्साइब ड्रूटी पर जो ब्लैकेट बृद्धि की है उसके कारण जो साधारण व्यक्ति पर

परेशानी पड़ती है उस पर वह पुर्वविचार करेंगे यह मैं उनसे निवेदन करना चाहता हूँ। पाई साहब को मैं अन्यवाद देना चाहता हूँ, उन्होंने एक बात कही, जिसको मैं बोहग दूः :

'Let not our failures be magnified by your failures'.

इससे बड़ा ऐडमीशन कोई नहीं हो सकता है, और ऐडमीशन से बड़ा कनकलमित्र प्रूफ और कोई नहीं हुआ करता है। और यह बात सही है कि सिर्फ यह कहने से काम नहीं चलेगा कि वे गलती करने रहे हैं। हम उस गलत दिशा में न बढ़े यह भी हमारा कर्तव्य होता है।

यहा दा प्रकार के तक पश्च किये गये। जहा कुछ पुण्य मालाये पहिनायी गई वहा पत्थर भी फेंके गये। लेकिन बजट जो शब्द है इसमें दोनों चीजें निहित रहा करती है। उपाध्यक्ष महोदय, बजट के स्पैलिंग है

BUDGET यदि हम इनको तोड़ कर देखे तो

we get two words 'Bud' and 'get'. So, whatever buds we get out of it, we can make them bloom into flowers, or whatever we get we can 'nip in the bud'.

दोनों चीजें हो मवनी है, इसलिए जितना भी और जो कुछ भी दिशानिवेश किया है, उसके आधार पर हम वार्यान्वयन कैमा धर सकेंगे, यह देखना आवश्यक होता है। इसलिए इस बजट को सिर्फ भावावेश में न देखा जाए, तक से तथ्यों पर उसको धमा जाए, और उसके बाद यह देखने की कोशिश की जाए कि हम उस चीज को किस दिशा में ले जाना चाहते हैं।

एक बात सत्य है कि आवश्यक कुछ बन्धन लगाकर कीमतों की उड़ती छलांग पर पाबन्दी लगा दी गई है, मुद्रास्फीति को रोका गया है। कम्पलसरी डिपार्टिमेंट स्कीम और बोनस के मामले में गत बर्ष राहत दी गई है। इस बार 1050 करोड़ के घाटे के बजट के

[ओं निर्मल बन्द्र जैन]

बाद भी हमको यह आश्वासन मिला है कि मुद्रास्फीति नहीं होगी। हम वित्त मंत्री पर पूरा भारोसा करते हैं, परन्तु उनको आगाह कर देना चाहते हैं कि इस प्रकार जो आश्वासन पर आपको टाइट रोप बांधका करनी पड़ेगी, आपको अपने बैलेस को बनाकर चलना पड़ेगा

Eternal vigilance is not only the price of freedom, it shall be the price of sound economy also.

तो एटनेल विजिलेस इम वात पर रखना जरूरी है।

मुख्य रूप से बजट में ग्राम, कृषि सुधार और लघु उद्योगों की प्राप्त ध्यान केन्द्रित किया गया है। अनुमान है कि 2 2 ; मिलियन हैक्टर में नई मिचाई हो सकेंगी, 5 परसेट राष्ट्रीय उत्पादन की बढ़ातरी होगी, जो कि 1976-77 में 1 6 परसेट थी। 10 मिलियन टन ग्रनाज की वृद्धि होगी और 5 से 6 परसेट तक श्रीधोगिक उत्पादन दर में वृद्धि होगी। इम सब का आधार यह होगा कि हमारी योजनाये ठीक में कार्यान्वित हो।

यह इस राष्ट्र का दुखल प्रवरण है जिल्ली में जो योजनाये चलती है वह गाव में जाते जाते भटक जाती है। कुछ दोष तो इसमें नौकरशाही का है और बहुत कुछ हम सब का भी है, मनियो, समद मदन्यो और गजय के मनियो का है कि जो कुछ भी योजनाये हम बनाते हैं, उन्हें बनाकर नौकरशाही के जिम्मे छोड़कर गफलत की नीद सो जाते हैं। हम देखते नहीं कि उन पर कितना काम किया गया है और कितना करना चाहिए। या। गलती अगर हुई है तो क्यों हुई है? ऐसे बहुत से प्रकरण हैं।

हम मनियों से प्रश्न पूछन हूं तो उसका उत्तर भी नौकरशाही में आना है और जिस प्रकार का उत्तर बहा म आता है, वह यह के पाठ पर रख दिया जाता है। जब ध्यान दिलाया जाता है कि उसी के बिलाक शिकायत थीं जो कि योजना कार्यान्वित नहीं हुई तो उसके बाहे किर उत्तर आता है। हो मफता है

कि नविंगों पर बक्सलोड बहुत ज्यादा है, लेकिन उन्हें विचार करना ही योग्य कि हम अब एक बार नौकरशाही के जिम्मे कोई काम छोड़ देते हैं तो उसकी देखरेख और पूछतांछ करते हैं या नहीं?

राष्ट्र के प्रति ममर्ण की भावना बढ़ाने की भी आवश्यकता है। एक दुखल प्रकरण यह भी है कि कभी कभी हम लग यह बोलते हैं कि नेशनल करेक्टर का कासेस इस देश में हो रहा है। बहुत भी चीजों की जिम्मेदारी हमारी इसमें होती है। सुझे अभी अवसर मिला था, मैं जापन और साउथ कोरिया गया था। वहाँ मैंने देखा कि राष्ट्र के प्रति ममर्ण की भावना है ग्रीग जो जिम्मेदारी किसी व्यक्ति को दें दी जाती है, उसे पूरी नरह निर्वाह करने की भावना उम्मेद है।

आज सबके यहा नेवे के सबध में प्रश्न चल रहे थे, उसमें यह बात थी कि वहा वर्गपान है। मैं कहना चाहता हूं कि आज की पीढ़ी नो जो कुछ है वह है, लेकिन अगली पीढ़ी के लिए शिक्षा के माध्यम से कौन सी इस प्रकार की कार्यवाही की जा रही है कि जिसमें राष्ट्रीय चरित्र वा निर्माण हा? मैंने देखा है कि शिक्षा के मामले में हमने कोई प्रगति नहीं की है और कोई दिशा निर्माण नहीं किया गया है।

बजट पर मदम ज्यादा आलाचना उम्मीदेशन हा लेकर हूं दें और इनका अर्थ यही होता है 'राष्ट्र राजित वा निर्माण वा निर्माण ना। हमें या आश्वस्ति प्राप्त करनी होगी। इस अपन म 'राज्यम राजी वा भावना उन्पन्न न हो, नगाये कि राष्ट्रीय 'राज्य वा निर्माण अपने म इर्गे। 'राज्य या 'राज्य वा जिम्मेदारी दी जाती है, उत्तर या न निर्वाह बर्गे और जब तक हम यह नहीं कर सकेंगे तब तक आगे नहीं बढ़ सकेंगे, और बाह-बाह करपान,

भृष्टाचार आदि के आरोप आते रहेंगे। इसलिए इस बारे में शिक्षा मंवालय का सजग होना जरूरी है।

वित्त मंत्री के भाषण के पैराग्राफ 13 में कहा गया है :—

"This only reinforces our conviction that rural development should constitute the heart of the future strategy of growth."

यदि वह इस बात का पैराग्राफ 13 में न कह कर किसी अन्य पैराग्राफ में कहते, तो ज्यादा अच्छा होता, क्योंकि एक नुपरस्टीचान है कि 13 नम्बर अच्छा नहीं होता है। चूंकि वित्त मंत्री ने रूरल इकानोमी के बारे में पैराग्राफ 13 में कहा है, इसलिए मुझे शक होता है कि वह जो कुछ करना चाहते हैं, क्या उसका कार्यान्वयन ठीक तरह से हो पायेगा या नहीं। हम वित्त मंत्री से यहीं निवेदन कर सकते हैं कि उन्होंने यह बात किसी भी पैराग्राफ में कही हो, लेकिन उन्हें इस बात का विशेष ध्यान रखना चाहिए कि ये योजनायें गांवों तक जायें, कहीं वे रास्ते में ही न अटक जायें।

गांवों की प्रगति और वहां उद्योग-धर्षण स्थापित करने के बारे में मुझे जो शक है, वह मैं वित्त मंत्री के सामने प्रस्तुत करना चाहता हूँ। हम गांवों में उद्योग बढ़ाना चाहते हैं। लेकिन इस के लिए वहां रा. मैटीरियल जाना चाहिए और फिनिश्ड प्राइक्ट्स का राशन करने के बाजारों में आगी चाहिए। इस के लिये सड़कें जरूरी हैं। गांवों तक रा. मैटीरियल जायेगा और वहां से फिनिश्ड प्राइक्ट्स भी आयेंगी। लेकिन इस में कुछ खर्च लगता है। यह स्पष्ट है कि जो ड्रॉक्टिं इस प्रकार से उत्पादन करेगा, उस के रेट्रैट कार्पोरेटिव नहीं रह पायेगे, वह दूरांगे के मकावने में गही ठहर सकेगा। इस के लिये मनकार की ओर से क्या संरक्षण देने की योजना है, जब तक यह

बात स्पष्ट नहीं होती है, तब तक हमारा यह पैसा बिल्कुल बेकार हो जायेगा। गांवों में उद्योग-धर्षण खोले जायेंगे, लेकिन वे बाद में मर जायेंगे, क्योंकि फिनिश्ड प्राइक्ट्स का कोई खरीदार नहीं होगा, और यह सब पैसा व्यर्थ हो जायेगा। जब तक हम इस समस्या को ओर ओर मढ़कों की ओर, ध्यान नहीं देने हैं, तब तक हम इस दिशा में प्रगति नहीं कर पायेंगे।

जहां तक एग्रीकल्चर का संबंध है, हम आज भी मौसम पर निर्भर हैं। हमें भाव्य मांगने की आदत पड़ी हुई है और हम आज भी भीषण मांगते हैं कि हे इन्हें देवना, हमें पानी दे दो। जब पानी बरसता है, तब हमारे बांध भरते हैं और हम मिचाई कर पाते हैं। अगर पानी नहीं बरसता है, तो बांध सख्त रह जाते हैं और मिचाई नहीं हो पाती है। मौसम के कारण हमें परेशानियों का सामना करना पड़ता है। मैंने प्रस्तुत उठाया था कि मध्य प्रदेश में ओला-बृष्टि और अतिवृष्टि के कारण इतनी ज्यादा क्षति हुई है कि उस की पूर्ति करना जरूरी है। मैंने इस बारे में एग्रीकल्चर मिनिस्टर साहब को एक पत्र भी लिखा था। उन्होंने कहा कि हम इस पर विचार कर रहे हैं। मैं सदन के समझ एक पत्रक पेश* करना चाहता हूँ कि जिस में मध्य प्रदेश के संबंध में बहुत से आंकड़े दिये गये हैं। वहां पर ओला-बृष्टि और अतिवृष्टि के कारण 60 से 70 प्रतिशत फसल की क्षति हुई है, लेकिन उस की पूर्ति के लिए आज तक कोई प्रावधान नहीं किया गया है। अभी तक उस पर विचार किया जा रहा है। यदि इस सदन में पत्रास, सौ सदस्य खड़े हो जायें और मांग करें कि इस की क्षति-पूर्ति होनी चाहिए, तो दूसरे दिन यहां से धन-राशि चली जाये। अगर सदस्य हल्ला करें तभी क्षति-पूर्ति हो और हल्ला न करने पर क्षति-पूर्ति न हो, यह एक बड़ी दुखद घटना है। प्रजातंत्र के इतिहास में यह एक शर्मनाक घटना मारी जाएगी। यदि मेरी बात में तथ्य है, तो

*The Speaker not having subsequently accorded the necessary permission, the document was not treated as laid on the Table.

[श्री निर्मल चन्द्र जैन]

एप्रोक्लवर मिनिस्टर को उन खुले किसानों को तुरन्त सहायता पढ़ुंचानी चाहिए थी, मौसम के कारण जिन की कफल बर्बाद हो गई है।

SHRI B. P. KADAM (Kanara): This is the Janata way.

SHRI NIRMAL CHANDRA JAIN: That is true. But you also had the same way and you are having the same way probably in the House. The reply is the same from the bureaucracy whether it is in your State or in any other State. Please do not defend it.

SHRI B. P. KADAM: In Karnataka it is different.

श्री निर्मल चन्द्र जैन : जबलपुर के पास एक बरबी बांध बन रहा है। मेरे एक सवाल के जवाब में कहा गया कि नवंदा बाटर डिस्पूट से उम बांध का कोई संबंध नहीं है। वह बांध कई वर्षों से बन रहा है, लेकिन केन्द्र ने उम के लिए एक पैसा भी नहीं दिया है। जब जा कर बात करते हैं तो वह कहते हैं कि मध्य प्रदेश सरकार ने बोला कि नवंदा का बाटर डिस्पूट मुक्तजार उम के बाद हम इस बरबी बांध की स्वीकृति जल्दी देंगे। क्या यह अच्छी स्थिति है? आप सिक्काउ की योजना नहीं लाग रखना चाहते यह बांध बना कर क्यों कि नवंदा का बाटर डिस्पूट पड़ा हुआ है जिस में बरबी बांध का कोई संबंध नहीं है। लेकिन हम मध्य उत्तर गणराज्य में जल जाने हैं, यह भी एक दुखद बात है।

कैमिल मैन्यार और आपनिक मैन्यार के बारे में भी काफी चर्चा इस बजट में हुई है। कैमिल मैन्यार के बाद जमीन की स्थिति खोड़ी राय विगड़ती चली जाती है। कुछ दिनों के बाद आपनिक मैन्यार बहुत ज़रूरी होता है और इस के लिए बहुत बर्द्दी से एक बात उठती चली आ रही है कि गोवंश की रक्षा करनी चाहिए जिस में गोवंश ठीक से मिल सके जो कि बहुत अच्छी आद है। बहुत बार यह प्रश्न

उठाया गया। लिलोबा जी ने इस पर अपना भी किया। कुछ भास्तवासन मिले। अनेक दूटा। लेकिन इस कानून को पास करने के लिए हम ने कोई तत्परता नहीं दिखालायी। मैं धार्मिक बात नहीं कहना चाहता। मैं गाय की तरफ से भी नहीं कह रहा हूँ कि उस की रक्षा करो। मैं तो कहता हूँ कि आप अपनी रक्षा खुद करना चाहते हैं तो आप को गोवंश की रक्षा करनी पड़ेगी। अपनी रक्षा के लिए अपने बच्चों की रक्षा के लिए आप को यह करना पड़ेगा। गाय तो एक निरीह प्राणी है। लेकिन उस की जांरदार बकालत में इसलिए करना चाहता हूँ कि वह आप सब की रक्षक है। आपनिक मैन्यार उससे बहुत अच्छा मिल सकता है और जो आप को स्टाइपेंड देना पड़ता है जैसे कैमिल कॉटिलाइजर को सस्ता करने के लिए स्टाइपेंड देते हैं उस सब की आवश्यकता तब नहीं रहेगी।

टेलीकॉम्प्यूनिकेशन में कुछ बृद्धि हुई है। इस बात को आप जरा गंभीरता से देखें कि यदि मैंने कुछ शादी के काढ़ लाया लिए कि मैं नहीं आ सकता क्योंकि मैं पालियामेंट के सदू में व्यस्त हूँ, इसलिए क्षमा चाहता हूँ और मेरी मंगलकामना है, तां उस पर मुझे 20 पैसे लगेंगे। यदि हम ने नहीं लाया, हाथ में लिख कर दिया तो 15 पैसे लगेंगे। यदि हम ने लाया लिया तो उम पर तो पैसा खर्च किया, उम पर कम लगना चाहिए। कैसे ही जो लिफाका है 25 पैसे का उस में हर दस ग्राम पर बृद्धि होती चली जायेगी। ये जो टैक्स लगाए जाने वाले हैं इन की तरफ भी मैं ध्यान आकर्षित करना चाहता हूँ कि पोस्ट आफिस के टैक्स को हम ज्यादा न बढ़ाएं। जो लिफाके बगेरह मिलते हैं उस में कुछ घाटा तो होता होगा सरकार को लेकिन यह ठीक नहीं है कि आप उन के ऊपर कर बढ़ाते चले जाएं।

बिजली का उत्पादन बढ़ेगा और इसलिए यह तरक दिया गया कि इस पर हम कुछ भार बढ़ा देना चाहते हैं। पैट्रोल की दरों में बृद्धि कर दी गई है। 1050 करोड़ रुपये के घाटे

के बजट में कहीं म कहीं इस प्रकार की चीजें तो ऐडजस्ट हो सकती थी जिस में यह ब्लैकेट राइज करने की आवश्यकता न पड़ती। जो इस प्रकार से ये बड़े बड़ी गई है उसको कम किया जा सकता था। ब्लैकेट राइज किसी भी तात्परत में अच्छी चीज नहीं है।

पैरा 74 में डायरेक्ट टैक्सेज के बारे में कहा गया है। डायरेक्ट टैक्सेज में जितना भी लगाया हुआ है उस में और ज्यादा बृद्धि की जा सकती है। 35 हजार से 70 हजार जो पाते हैं उन के लिए सी डी एस में जमा करने के लिए कुछ रेंगिया या न्यूब बने हुए हैं। मैं कहता हूँ कि 70 हजार रुपया तो देखिए, साल भर में किनना हाना है? जिसका 70 हजार हथाया साल भर में मिनना है उस के ऊपर और ज्यादा टैक्स होना चाहिए। एक और दग वा अनुपात हम ने रखा था। उस एक और दस के अनुपात के लिए जरूरी है ताकि जित की बहुत ज्यादा आमदनी है उस का बाड़ा कम किया जावे आर उस के लिए उन के ऊपर ता टैक्स बढ़ाए लेकिन उस गरीब का तो न भारें। कायले में बृद्धि कर के, बिजली में, बिजली की दरा में बृद्धि वर के गरीब विसान का, गरीब मन्दूर का और गरीब तबके के लागो का हमें नहीं मारना चाहिए।

एक चीज और मै कह दूँ। इसी के बारे में जो 1050 रुपय का बाड़ा है वह किस तरह से ऐडजस्ट हो सकता है, एक चीज की आर मैं सदन वा ध्यन आनंदित करना चाहता हूँ। मैं जब जेल म था, उन दिना मैंने पढ़ा था कि जयवण के खजाने की खदाई हो गई थी। उस के बाद कुछ फाटाज छपी कि खजाना मिला है और वह खजाना यहा दिल्ली चला आया है। उस के बाद वह खजाना कहा गया, वह आज तक पना नहीं है। मरबार का स्पष्ट वरना चाहिये कि वह खजाना वहा था अर्थका नहीं था, यदि था तो कहा जला गया, क्या आप के खजाने में आया या किसी और के खजाने में जला गया? यदि वह खजाना सरकार अधिकृत कर सकती है तो उस में

से 1050 करोड़ का जो बाड़ा है, जो टैक्स की बृद्धि हुई है, उस को ऐडजस्ट कर दीजिये। इस में आप को क्या परेक्सानी है?

कुछ शब्द में आकट्राय के बारे में कहना चाहता हूँ। आकट्राय को हटाने के बारे में कहा गया है—लेकिन सम्य प्रदेश में तो यह पहले ही हटा दिया गया था। सम्य प्रदेश सरकार को उस सम्य की केन्द्र की सरकार ने यह आश्वासन दिया था—लिखित आश्वासन [नहीं था, क्योंकि उस सम्य लिखित आश्वासन नहीं दिये जाते थे—कि आकट्राय हटाने से जो नुकसान होगा, उस की अशपूर्ति हम करेंगे। अब मध्य प्रदेश सरबार बार-बार आवकर रही है—पिछली केन्द्र सरकार के कहने से हम ने आकट्राय का हटा दिया है, अब इस की अशपूर्ति कर दीजिये, लेकिन आज तक उस की अशपूर्ति नहीं की गई है। इस का परिणाम यह हो रहा है कि म्यूनिसिपल कमेटीज आज किसी भी काम को बनने के लिये सक्षम नहीं हैं, क्योंकि आकट्राय उन की आमदनी का मुख्य जरिया था। जब किसी चीज को हटाया जाता है तो उस के लिये स्पष्ट गारन्टी होनी चाहिये कि जितना पैसा म्यूनिसिपल कमेटीज आकट्राय से पाती थी, उतना पैसा हम तुम को देंगे—बिना इस तरह की गारन्टी के उस को नहीं हटाना चाहिये।

उपाध्यक्ष महोवय, ये मेरे कुछ विचार थे, जिन का मैं माननीय वित्त मंत्री जी तब पहुँचाना चाहता था तथा उन से निवेदन करता हूँ कि ये इन पर बम्भीरता से विचार करें। इस बजट में आप ने कुछ मार्गदर्शन तो दिया है, लेकिन आप का पैसा गांवों में, मिचाई में और लक्ष उदासों में ठीक से खर्च हो सके, उद्योग-धर्षे ठीक से चलते रहे, यह जिम्मेदारी भी आप की रहेगी, यह आश्वासन भी आप सदन को दे।

SHERI M. N GOVINDAN NAIR (Trivandrum) Sir, last year, when the Budget was presented, the hon Finance Minister confessed that he had no time to give the Janata touch to the Budget. This year he had full one year. He had occasion to know the plus and minus of the situation. He himself has set up certain objectives before the nation when he spoke about the Sixth Five-year Plan. The objectives were, removal of unemployment and under-employment within a decade, provision for drinking water, primary education, health and welfare measures and also a significant reduction in disparities of income and wealth. These are the objectives put forth by the Finance Minister and we have to look at the Budget from that angle.

It has been already pointed out here that in spite of the tall talk about the rural poor, what is the allocation that they are going to make? Now it is 40.29 per cent. The Prime Minister was worried. Finance Minister was worried. Janata Party was worried although the Home Minister was advocating it. But I ask you, Sir, what was it last year? Last year it was 37.7 per cent. This year it is 40.29 per cent. Sir, is it a significant increase? Will this suffice to meet the needs of the agrarian sector? I do not want to take much of the time in explaining the situation in the rural sector. But, still I have to point out what was the process that was going on in the rural sector. Land concentration in the hands of the top section of the peasantry is growing. Total land below two hectares is held by 70 per cent of the people. Below one hectare of land, it is 50.7 per cent. So, it is 50.7 per cent of them who hold 9 per cent of the land while 15 per cent of the top layers hold 60.6 per cent of the land. And this concentration is mounting and it is evident by the fall in the percentage of the cultivators. They have come down from 50 per cent to 43 per cent. The increase of the landless labour is from 19 per cent to 26

per cent. This demonstrates the process that is taking place in the rural areas.

As I said population is also going up, concentration is also growing. This top 15 per cent of them are the landlords, money-lenders and the whole sale traders all-combined in to one. They are the most dominant sections and now they are taking law into their hands. All that we heard last year we are also hearing now. The atrocities in the villages are perpetrated by them only. We read yesterday or day before yesterday as to what happened in Patna. Shri Jayaprakash Narayanji's life was also in danger. Our Defence Minister who is to defend our country somehow escaped from that. Unless you reverse this process in the rural areas however much you may send is not going to benefit them at all. It is wrong to say that priority was not given to agriculture in the past. Crores and crores of rupees were spent and indirectly for irrigation and electricity much money was spent. But what is the result? Agricultural production had gone up. In 1951 it was 15.8 million tonnes. Today it is 120 million tonnes. This is the position. In regard to cash crops whether it be jute, cotton or oil seeds, even now it is more than 100 per cent as compared to what it was in 1950. Where has the money gone? It has gone into the agricultural sector. But has it created much more production?

In 1951, the per capita income of the rural people was 197.80 paisa. Today it is 198.50 paisa. So, where has the added wealth by the production of toiling people in the countryside gone? Where has all the money that has been invested there gone? It has only gone into the pockets of the big money by the price manipulation. For example what is happening to-day 'n UP the land of Shri Charan Singh the champion of the rural people'. The cane growers producing more sugarcanes could produce only 150 million tonnes or so last year. There was an increase no doubt. But, they slashed

the price and they refused to pay the price. As a result, the sugarcane growers in U.P. are in a most miserable condition today.

So, even if the Government spends a lot of money on agriculture and the agriculturists produce, all that money is drained off. Unless you put a stop to this, howsoever much money you may spend it is not going to benefit these 80 per cent people of our population. Have you understood this problem?

Now, so many hon'ble Members have spoken about electricity. The technical growth of our country has come up to the level whereby we can produce machinery for putting up thermal stations of the capacity of 5,000 m.w. This machinery can be produced by Bharat Heavy Electricals Ltd. Coal is in plenty. How can you improve the condition of the rural poor without electrifying the villages. Do you know what percentage of the villages in our country are electrified at the present moment? If you mean real business then you have to invest money first for the electrification of our villages in the country. What is your approach to achieve it?

Sir, our country has the industrial capacity, the raw materials and the required personnel. We are the third in the world as far as the technical and scientific personnel are concerned. Our country has developed in every branch of industry. I was shocked to learn that the Government is going to import cement. These things we can easily produce here. I will not go in further detail on this aspect.

Now, I will say a few words about 'education'. For the last one year many Members have been shouting here about Hindi. We are not opposed to learning of Hindi but first I would like to point out that only 30 per cent of the students below the age of 15 are in schools whereas 70 per cent are outside. I am prepared to send thousands of graduate and post-graduate

Hindi Teachers to teach your children if you want it. But what is the fate of the country-side? Take health. Medical facilities are only available in 15 per cent villages. Now, the Health Minister is going to send illiterate people to treat the villagers thereby hampering their health. Such foolish things should not be done. Leave them at peace. Somehow they will survive. Do you know how the Indian poor has survived? It is a baffling problem to all medical scientists. The Indian poor has survived without food, without proper accommodation, without sanitation and without medical care. They somehow survived. Do not send your barefoot doctors and finish them. That is my as well as my party's request to the Government.

AN HON. MEMBER: Don't you know that Raj Narain is an incorrigible person?

SHRI M. N GOVINDAN NAIR: He is an interesting person, and I should like to have him occasionally in this House, but do not entrust him with the health of the nation; that is all my point. There is not only no adequate provision to help the rural poor, but you have also done something more through this budget. Look at what you have done. Excise of 5 per cent. Do you know that the purchasing power of the rural people was going down and that is why in the field of textile consumption in the Fifth Plan period it was one year less than what was anticipated. Still you have imposed an excise duty and because of that the cost of everything is going to increase. Without helping them to increase their income, you are imposing indirect taxes. You say tax on petrol will affect only those who have cars. No, even the poorest of the poor want to move about. Charges increase and the increase in the duty on petrol is going to affect all people. More than all that, you have a new duty on electricity. I oppose it. In the first place, the Central Government had no business to do it; they had never done it till now. The state governments were

imposing duty; the agriculturists and the industrialists were complaining to the states that the duty was high and it should be modified. Now comes this duty. Kerala alone will have to pay Rs 8 crores to the Centre. Therefore, it is going to adversely affect the whole of the economy if you persist in having that duty. Then, as I said about the agrarian sector, if things have to be changed, structural change is a must, more so with regard to industrial sector. On the industrial side, the public sector has made a big contribution. I am pointing this out because many times there are direct and indirect hits against the public sector by many members. From the report you will see that their anticipated internal revenue exceeded by 1210 crores, for development their contribution to public exchequer was Rs 9120 crores in the fourth plan period, during the three years of the Fifth Plan it has gone up to Rs 4095 crores an increase of Rs 975 crores. In 1975-76 the employment was 18.5 lakhs, today it is 15.75 lakhs. Apart from salary, capital investment to the benefit to the workers, housing etc had also gone up. What is the picture on the other side? Last year capital investment of the private sector was 1743 crores this year it is 907 crores. Therefore when this is the case, when there is more unemployment in the private sector and when the public sector is growing, there is no escape from the writing on the wall you have to nationalise the private industries. If you want to save the agriculturists in UP, without taking over the sugar mills, you cannot do it. If you want to stop the drain of wealth in whichever sector it is produced by the moneybags, you have to nationalise all the industries controlled by them. I don't want to take more of your time. All the concessions that you have shown to the private sector are unwarranted because it is a plan on their part. In spite of all the appeals the investment has fallen down because they are deliberately doing it to get more and more concessions. To that this Gov-

ernment has surrendered. Therefore, if you really want to make a bold and courageous break with the past, instead of always pointing out "you did it and so we are doing it" stop it, you have to take certain bold decisions and the process by which the people are being impoverished, must be checked.

श्री विजय तिह नाहर : (कलकत्ता उत्तर-पश्चिम) उपाध्यक्ष महोदय, जो बजट आया है उससे हमारा देश भविष्य में क्या रूप लेगा उसका चिन्नाकृत इसमें मिलता है। मैं पहले ही बधाई देता हूँ विल मन्त्री जी का कि उन्होंने बहुत सी ऐसी नई दिशा दिखायी है जिसमें हमारा देश और भी आगे बढ़ेगा। हमारे विरोध पक्ष वाले बहुत सी बातें करते हैं कि यह नहीं हुआ वह नहीं किया। परन्तु मैं पूछता चाहता हूँ कि उनके जमाने में, जब उनका जामन था उन्होंने क्या किया और क्या नहीं किया। एक नारा दिया गया था श्रीमती इन्दिरा गांधी द्वारा गरीबी हटाने का। उम नारे में गरीबी हट गई या गरीब का हटा दिया गया, समझ में नहीं आया। कराडा रुपया उमके लिये खर्च किया, परन्तु वार्ष कुछ नहीं हुआ। गरीब और भी गरीब बनता गया गरीबों का कुछ फायदा नहीं हुआ। हमारे इस बजट में गरीबों के लिये ही नहीं बल्कि गावा में कैसे बाम करेगे इसका भी हमारा दिया हुआ है, और हम उम्मीद करेगे कि हमारी सरकार उम आग ध्यान रखेगी कि जो रुपया खर्च होगा उसका फायदा लागो का अवश्य हो। यह न हो कि रुपया खर्च हो जाये और बाम कुछ न हो। रुपया जा खर्च हो उसमें गलतिया न हो और लागो का उसका फायदा हो। इसका ध्यान सरकार जरूर रखेगी।

बजट में विल मन्त्री जी ने बताया है, उन्होंने कहा है कि

"Block development plans will be a major instrument for achieving full employment in rural areas in a time bound programme"

बहुत सुन्दर बात है। जो देहाती में, छोटे-छोटे गांवों में नवा-नवा उत्पादन होता उसे कोनों को रोजगार मिलता और एक समय के बीच में उनका रोजगार हो जाएगा और हम देरोंजगारी की समस्या भी हल करेंगे। यह बहुत बड़ा कदम हमारे देश में आ रहा है। हम उम्मीद करते हैं कि इसे जरूर कामयाब किया जायेगा। जनता पार्टी बराबर बहती है कि बड़े-बड़े मिलों का जा उत्पादन है उसे बरबाद न करके हमारे देश में जितने सामान की जरूरत होती है रोजगारी के लिये उमे गांवों में बनायेंगे और गांवों से बनी हुई चीजों का व्यवहार करेंगे। गांधी जी ने भी कहा था कि हम स्वयं सम्पूर्ण होगे गांवों में। और उम और हमारा कदम है। मैं यह बताना चाहता हूँ कि यह बहुत बड़ा कदम उठेगा और मैं विश्वास करता हूँ कि जिस और हम जाना चाहते हैं, हमारी सरकार जरूर कुछ न कुछ उम और आगे बढ़ेगी। आज जनता हमारे साथ है, जनता चाहती है काम करना, वह केवल स्वीचेज या वायर नहीं चाहती। वह काम चाहती है और उसे इस तरीके से काम का हम सुझाव दे मिलते हैं, देने के लिए तैयार हैं और हम उम्मीद करेंगे कि जनता इसे प्रहग करेगी और इस स्कीम को पूरा करके दिखायेगी।

15.46 hrs.

[SHRI DHIRENDRANATH BASU in the Chair.]

इस तरीके का काम हमें करना है। जो भी स्कीम बने वह ऐसी होनी चाहिये कि गांव का नौजवान लड़का, जो पढ़ लिख सका है, उसे शहर में नौकरी की खोज में न आना पड़े। वह अपने गांव में ही बैठकर मेहनत करे, परिवहन करे और उत्पादन करे और उसको उसके उत्पादन का फल भी मिले। हमारे एक भाई कह रहे थे कि शहर से सम्पर्क ले जाकर देहात में काम करना पड़ेगा, और उसके लिये आगे-जाने के दास्ते भी

चाहियें। इससे जो काम बढ़ जायेगा, उसका बदोबस्त भी करता चाहिये।

मैं उन्हे याद दिलाना चाहता हूँ कि यह बात सही नहीं है। गांव में ही इतना रामेटीरियल होता है कि हम उसे वहा काम में ले सकते हैं। हमारे परिवहन बगाल और विहार में सन्, जूट काफी पैदा होता है। सारा जूट मिल-मालिक ने जाते हैं और मिल में उससे सामान तैयार करते हैं और मनमाने दाम उसके लिये लेते हैं। गरीब किसान को पूरा दाम नहीं देते हैं। सारे इलाके में यही हा रहा है, जूट का काई भी सामान गांव में नहीं बनता है। क्यों नहीं ऐसा बदोबस्त किया जाये कि जिस तरह से मिल में बनता है, उसी तरह से अम्बर चर्खा बैरीरा लगाकर जूट का सूत गांव में बने और वहा कारखाना लगाकर वही सामान बनाये। कारपेट बन सकते हैं, पद्म और दूसरा सामान जूट से बन सकता है। इस तरह से अगर हम जूट को काम में ला सके तो इस समस्या को काफी हल कर सकेंगे तथा जिस और हम जाना चाहते हैं, जा सकेंगे।

अभी गम्भी की बात हो रही थी। मैं सरकार से यही कहूँगा कि चीनी के दाम बढ़ाने की जरूरत नहीं थी। असल बात तो मह है कि मिल में चीनी क्यों तैयार हो? क्यों न गांव में ही चीनी तैयार हो? हाँ सकता है बोडी पीली चीनी बनेगी, लेकिन उन लोगों को सिखाया जाये कि अच्छी चीनी कैसे बन सकती है और कम दाम में तैयार हो सकती है। हम लोग वडे आदमियों पर, कैपिटलिस्टों पर निर्भर करते हैं, सरकार को इस और ध्यान देना चाहिये। हम कहना चाहते हैं कि जितना रुपया इस काम के लिये वह देना चाहती है, उसमें से ज्यादा से ज्यादा उस और लगाये जिससे गांव स्वयं सम्पूर्णता प्राप्त कर सके।

स्कूलों में बच्चे हाथ का कागज तैयार कर सकते हैं। कोई मुश्किल बात नहीं है। हम लोग जब पढ़ते थे, तो कागज पैसिल अपने

स्कूल में बनाते थे। वह थोड़ा भोटा होता था, बड़िया नहीं होता था परन्तु आज तो बहुत सुन्दर हैंड-मेड पेपर भपने देश में बन रहा है, क्यों न हम उसका प्रचार गाव में करे जिससे वहां यह बनाया जा सके।

और भी कई तरह के राष्ट्रीयिय गाव में होते हैं जिनको कि हम गाव में व्यवहार में नहीं लेते हैं। नेशनल ग्रागर वाहे तो उनका इस्तेमाल वही कर सकते हैं। इसके अलावा और कुछ भी ग्रागर दरकार हो तो वह जाहर से नाया जा सकता है और गाव में ही उत्पादन किया जा सकता है।

आज विद्युत् भी गाव में पहुंच गई है, उसे भी काम में ला सकते हैं। अभी जनता पार्टी की बात कही जा रही थी कि गाव के लोग जूता पहनते हैं परन्तु बाटा का जूता क्यों पहनते हैं। जब कि गाव में जूता बनाया जा सकता है। जो फारेन कर्सन जूता बनायेगा वही गाव में जायेगा तो इससे गाव का पैमा पूजीवादी के पास आयेगा। यह क्यों नहीं होता है कि गाव में चमड़ा आता है तो वही जूता क्यों न बनाया जाये? उसका वही प्रयोग किया जाना चाहिये। हम ग्रागर गाव के बने हुए सामान, हाथ में बने हुए सामान का प्रयोग करें, प्रचार करें तो गाव की व्यवस्था को बदल मिलते हैं। पिछले शामन में हम सरकारी कर्मचारियों पर निर्भर करते थे। हम ऐसी हालत में थे कि मनियों को करीब-करीब कोई अधिकार नहीं था। अगर हम उमी प्रकार सरकारी कर्मचारिया या व्यूरोकेसी पर निर्भर करें, तो जिन अच्छे कामों के लिए वित्त मंत्री ने रुपया रखा है, वे काम यिन्हुंने नहीं होंगे, चोरी और कर्गण होंगा और जिन के लिए सरकार ये काम करना चाहती है, उन्हें कोई लाभ नहीं होगा। इन्हीं ने सरकारी कर्मचारियों को सेवक बनाने के लिए कोई नया गम्भा निकालना होगा।

मुझे याद आता है कि जब मैं बिनिस्टर था, तो एक दफा को-आपरेटिव डिपार्टमेंट के हैंप्सैटर किसी काम में मेरे पास आये।

मैंने उन से कहा कि तुम्हारे इलाके में को-आपरेटिव तरीके से क्यों नहीं बसते हैं; आप एक काम करो कि इस नौकरी से इस्तीफा दे दो, आप को जितनी तन्त्रज्ञान मिलती है, उस का हम बन्दोबस्त कर देंगे; आप जा कर गांवों में गच्छे को-आपरेटिव बनाओ। उन्होंने जवाब दिया कि यह काम तो हम नहीं कर सकते हैं, हम को-आपरेटिव बनाना नहीं जानते, हम तो को-आपरेटिव चलाने वालों को तग करना जानते हैं, अगर कोई कमी हो, तो हम उन के विशद लिख देते हैं।

इस तरीके को बदलना है आर उस के लिए नये कदम उठाना है। लेकिन इस बजट में इस वा कोई इंगित नहीं है कि हम सरकारी तरीके, व्यूरोकेसी के तरीके को कैसे बदलेंगे। अगर हम इस तरफ रुदम नहीं उठायेंगे, तो हमें मफलता नहीं मिलेगी।

जनता पार्टी ने इलैक्शन मैनिफेस्टो में कहा था कि हम सेल्ज टैक्स को हटायेंगे। वित्त मंत्री ने कहा है कि राज्य सरकारों सेल्ज टैक्स को हटाने पर गजी नहीं होनी है। मेरी समझ में नहीं आता कि इस पालिसी को कार्यान्वित क्यों नहीं किया जा रहा है। जल्द रुकर करना चाहिए। पहली बात तो यह है कि मैट्रल सेल्ज टैक्स क्या नहीं हटाया गया है। उसे हटाना चाहिए। अगर केंद्रीय सरकार उसे नहीं हटायेगी तो वह राज्य सरकारों को उसे लिए कैसे कह सकती है? उत्तर भारत ने जिन राज्यों में जनता पार्टी की सरकारे हैं, वित्त मंत्री उन में से दो चार राज्यों में यह एक्सपेरिमेंट करे कि अगर सेल्ज टैक्स को हटा दिया जाये, तो कोई नुकसान नहीं होगा, बल्कि लोगों को फायदा और सुविधा होगी।

सेल्ज टैक्स की व्यवस्था का परिणाम यह है कि छोटे से दुकानदार को भी, जिसे लिखना-पढ़ना नहीं आता है, आता रखना पड़ता है, इस के लिए दूसरे आदमी को

नीकर रखना पड़ता है और जब वह सेल्ज टैक्स का हिसाब दाखिल करने के लिए जाता है, तो बूस दिये बिना उस का काम नहीं होता है। इस से दलालों की भीड़ लगती है और करपान में बढ़ जाती है। इसलिए करपान का खत्म करने के लिए सेल्ज टैक्स को हटाना आवश्यक है। यह कदम उठाने पर ही लोगों को विश्वास होगा कि जनता पार्टी ने जो कुछ कहा था, वह उसे कर रखी है। इम लिए विस भंती पहले सेंट्रल सेल्ज टैक्स का हटायें और फिर राज्य सरकारों से भी ऐसा करने के लिए कहें। अगर सरकार यह कदम उठायेगी, तो उस पूरी आगनाइजेशन का यदद मिलेगा।

जहां तक राज्य सरकारों का सम्बन्ध है, वहूँ तरह की बातें कही जाती हैं। परिचम बंगाल की सरकार कहती है कि हमें और ताकत दी जाये। लगता है कि देश में आपस में एक लड़ाई लग गई है। जो लोग राज्यों के लिए ज्यादा ताकत चाहते हैं, वे उन्हें बनाना चाहता है कि पिछले चन्द बरसों में जो काम हुआ है, अब तक राज्य सरकारों के पास जो ताकत और अधिकार थे, वह उन्हीं के द्वारा पर हुआ है। उन्हीं के द्वारा बहुत कुछ काम हुआ है। एक समय परिचम बंगाल में डा० विधानबन्द राय मध्य भंती थे। उन के समय में राज्य सरकार के पास कांस्टीट्यूशनल और इकानोमिक पार्बंज ज्यादा नहीं थी। लेकिन उन्होंने परिचम बंगाल को एक नया परिचम बंगाल बना दिया, जोकि वह कार्य में विश्वास करते थे। उन्होंने दुर्गपुर और कल्याणी बनाया, कई कल-कारखाने स्थापित किये और परिचम बंगाल की इकानोमी को पूरी तरह बदल दिया।

आज जो राज्य सरकारें हैं, खास तौर से परिचमी बंगाल में जो राज्य सरकार हैं वे काम नहीं करना चाहते हैं, काम नहीं करते हैं और काम न करके आपस में लड़ा देना चाहते हैं। इस तरह वह लोगों का विल-व

दिमाग दूसरी तरफ ले जाना चाहते हैं सेंटर स्टेट रिलेशंस में झगड़ा लगा कर। इस और भी हमें ध्यान देना है कि सेंटर-स्टेट रिलेशंस की बात इस तरह से पदा न की जाये। हां, अगर कुछ काम में अड़चन आए, कोई नया काम वे उठाए हों और उस में अड़चन आए तो जरूर उस पर सोचना चाहिए और उस पर बात करनी चाहिए। लेकिन उन्होंने कोई काम ही नहीं शरू किया और कोई अड़चन नहीं आयी फिर भी इस तरह से वे लड़ाने की कोशिश करते हैं तो इस के ऊपर सरकार को पूरा ध्यान रखना चाहिए।

बैंकों का इंटरेस्ट आप ने कम कर दिया। बहुत अच्छी बात है। परन्तु सरकार ने एक और देखा नहीं कि जो प्राइवेट कम्पनीज हैं लिमिटेड कंसर्न, वे लोग आज विज्ञापन देते हैं कि वहां पर अगर रुपया जमा करोगे तो तुम्हें 12 परसेंट या उस से भी ज्यादा सूद मिलेगा। आप ने बैंक रेट कम कर दिया कि 9 परसेंट देंगे पांच वर्ष में और 6 परसेंट देंगे एक वर्ष में परन्तु प्राइवेट कंसर्न वाले और भी ज्यादा सूद पर रुपया जमा लेते हैं, उस के लिए विज्ञापन भी देते हैं और कोशिश करते हैं। तो आप के पास रुपया नहीं आएगा बैंकों में, उनके पास चला जायेगा। क्यों नहीं उन पर आप यह पाबन्दी लगाते कि बैंक रेट से ज्यादा इंटरेस्ट वे नहीं दे सकेंगे। यह डिस्पेरिटी आप ने क्यों रखी है? इस डिस्पेरिटी को हटाइए और प्राइवेट कंसर्न से कहिए कि बैंक रेट से ज्यादा इंटरेस्ट आप नहीं दे सकते, शेषर होल्डर्स का रुपया इस तरह से खिलवाड़ में नहीं फैक सकते, यह उचित नहीं है। आप को यह करना चाहिए।

इनकम टैक्स के बारे में भी मैं दो शब्द कहना चाहूँगा कि इनकम टैक्स की जिस सरह से कार्यवाही होती है, वह बहुत ही गलत तरीका है। इनकम टैक्स डिपार्टमेंट के लोगों को सरकार ने मिला दिया है कि हिन्दुस्तान के हरएक लोग जो इनकम टैक्स देने वाले हैं वे और हैं, अन्यायी हैं, मिथ्यावादी हैं।

आज जब कोई इनकम टैक्स देने जाता है या उम का बागज जाता है तो उस पर विश्वास नहीं किया जाता है। नीजा यह होता है कि या तो खद उम को तीन चार दका जाना पड़ता है उन के पास और नहीं तो जो चार्ट्स एकार्टेट या इनकमटैक्स लाइसेंस हैं उन से हिमाव कर के बचती बर लेना पड़ता है फिं इनका रुपया हम देंगे तुम हमारा इनका करवा दो। यह नरीका बल रहा है और आज भी चल रहा है। आप का इन तरीके को बदलना है। जो कोई भी उनकम टैक्स के उम का आर विश्वास करें। हमारे देश के लोग मिथ्यावादी नहीं हैं, हमारे देश के लोग चार नहीं हैं। अगर आर वह तरीका रखें तो मब चार बनेंगे और दो नम्बर का रुपया भी उम से बनेगा। मरकार के नरीके से बी नम्बर का रुपया बन जाता है। इन और क्यों नहीं ध्यान दिया जाता? अगर हम यह नरीका बदल दे तो लोगों को दो नम्बर का रुपया रखने की ज़रूरत नहीं है आर उम का सही नरीका है कि इनकम टैक्स में उन का विश्वास किया जाये तो कोई दिक्कत नहीं होगी। उम से आप के दिग्गजेट का बच्चा भी बढ़ेगा। हां, अगर कोई अन्यथा या गलत अमेसेट दे तो उस की जाच होनी चाहिए, और उम को पाच साल की मज़ा होनी चाहिए। केवल काइन करने में नहीं होगा कार्य बड़े लोग काइन का दैमा दे दें। है आर बचे रहने हैं। परन्तु अगर आर अगर देशवासियों पर विश्वास नहीं रखें तो मरकार के ऊपर भी उन का विश्वास नहीं रहेगा। इन और भी मैं आप का ध्यान आर लगित करना। चाहना हूँ।

जो नये टैक्सेज हैं उन के बारे में कहना चाहता हूँ कि लोगों के ऊपर इन का बहुत बुरा असर पड़ रहा है। अमीं अमीं हमारे भाई ने कहा कि पोस्टकार्ड का दाम बढ़ा दिया गया, छपे हुए और हाथ से लिखे हुए कार्ड के दाम से फर्क है। उन हुए पोस्ट कार्ड बहुत चर्चा है, हाएक जीज में चलता

है, जिवेपन में भी चलता है। तो ऐसा आप कर देंगे तो हाथ से लिखने की ज़बह उस की टाइप करा देंगे, आप को पता भी नहीं चलेगा। गहव तरीके की उम से गहवड रहेगी। इमलिं पोस्टकार्ड का दाम नहीं बढ़ाना चाहिए। पोस्टकार्ड के दाम के निए आप को याद होगा कि पुराने जमाने में इमलिं में भी अन्योनित ही गया था कि गांधी पैस से ज्यादा पोस्टेज न बढ़ाया जाये। यहाँ भी उम तरीके में आप करेंगे तो उम का असर जनका पर खारब रहेगा।

16.00 hrs.

जिस तरह मे आप ने इन्डियरक्ट टैक्सेज किया है, इन का जनका पर बहुत खारब असर पड़ा है। आर ने पेट्रोल का दाम बढ़ा दिये। मैं हिताब नगा रहा था बुझ मालम नहीं कहा तक यह ठीक है लेकिन मेरे हिमाव में 11 रुपा प्रति लिटर पेट्रोल का दाम बढ़ाना चाहिये लेकिन नवाम पेट्रोल पम्प 12 रुपा प्रति लिटर के हिमाव में दाम बढ़ा कर ले रहे हैं। पेट्रोल मरकार के कल्पोल में है, जब उम पर 11 रुपा प्रति लिटर का दाम बढ़ा है, तो 12 रुपा के हिमाव में बढ़ो लिया जाना है—जह मरी ममता में नहीं आना है। मैं चाहना हूँ कि आप इन और देखिये कि ऐसा अन्यथा क्या हो रहा है?

आप ने डीजल, केरासिन, कोयला इनीक्सिमिटी—मब का दाम बढ़ा दिया। आप उस चित्र का याद कीजिए—जब घर में मा-बहिन रसोई करने जानी है और देखती है कि कोयले का दाम बढ़ा हुआ है, केरासिन का दाम बढ़ा हुआ है, जिजी का दाम बढ़ा हुआ है—उन के खर्च के रुपेट पर जब उम का प्रमाण पड़ता है तो इस से आप को आतोर्धि नहीं बिलेगा। इसलिये मैं आप से निवेदन करना चाहता हूँ कि आप ने जो यह इन्डियरेक्ट हैमेज किया है, इस को छोड़ दें और इस से जो तुकसान आर को होगा, उस को जीजने जर्बी की कम कर के पूरा करें।

बी शीतल शेष (बैरकपूर) इब के लिये मिनिस्टरों को बगला छोड़ा करता पहुँचा ।

श्री लिलव लिलव लिलव का बगला छोटा और पड़ा करने से खर्च कम नहीं होता है, वह तो शा होता है हम कठा कपड़ा पहन कर दिलाना चाहते हैं कि हम गरीब हैं । इपरिये जहा नहीं खर्च नहीं होता है उम को बन्द करता चाहिये ।

मैं खबर के बारे में एक छोटा भा दृश्यान्त देना चाहता हूँ—आप के यहा बहन से कमीशन बैंडे हुए हैं—जैसे हृणा-गावावरी रीवर के बार में बहुत मालों से एक कमीशन बैंडा हुआ है लेकिन उम की रिपोर्ट नहीं आती है ननखालहे उन को बगावर मिलती जाती है । आप हम चीज़ को देखिये कि दिनन माला से यह कमीशन बैंडा हुआ है और क्या उम की रिपोर्ट नहीं आती है । लाखा नाया हर माल इस पर खर्च हो रहा है—हम तरह का जो अन्याय वा खर्च है जिस की बहुतर नहीं है, उम को आप कम कर सकते हैं ।

मैं तो अनन्ती मरकार से यह कहता चाहता हूँ कि उम का माहसे बनना चाहिये उम को यह बहना चाहिये कि हम टैक्सेज नहीं बढ़ायें चाहे हम को दो-चार काम बन्द भी करता पड़े । जब तक इस तरह का साहसी बजट नहीं आवेगा, जनता को मन्त्रालय नहीं होगा । यह बजट सो स्टीरिओो-टाइप बजट है जैसा कांग्रेस मरकार के समय में आता था वैसा ही इस समय आया है । किसी चीज़ में पाच रुपया बढ़ाने और किसी में पाच रुपया बढ़ाने से काम नहीं चलेगा । इस मामले में आप बोडा साहसी बनें, कीन क्या बहता है, इस पर नहीं जाना चाहिये । जनता को किस तरह से जाम होता, हमारे देश की अवस्था कैसे बदलेगी—इस दृष्टिकोण को सामने रख कर आप अपने दफ्तर को सही कीजिये । जहां पर अन्यायी खर्च हो रहा है, उपाय खर्च ही खा है, उस को बन्द कीजिये और कोई भी

ऐसा टैक्सेशन मत लाइये जिस का प्रभाव बरीबा पर बढ़ा हो ।

मेरा आप को एक बात की याद दिलाता चाहता हूँ—गांधी जी बगवर कहा करने ये—जब कार्द मरान आप के सामने आ तो आप अरने मन म मोबैंग रि जो गरीब म गरीब है उम का क्या होता है अप तो जाम आप तो एकगन उम गरव का इरीट म रख कर होगा चाहिये कि उप पर उम का क्या अपर होगा । यह ठार है कि इन तरह के टैक्सेशन म आप का कुछ देंगा मिन जैवो लेकिन देश की हालत उम से नहीं बदल सकती है, इस आप आप को धून देना चाहिये । इन अब्दों के साथ मैं इस बजट का जिस में कुछ अच्छा जाम आप न दिया है, समर्थन करता हूँ ।

SHRI VASANT SATHE (Akola)
Mr Chairman, Sir, while speaking on the General Budget, at the outset, I would like to submit that we were having great hopes after the last year's Budget when the Finance Minister began with a bang telling us that in keeping with the Janata Party's manifesto and declared policy they will do away with deficit financing. He said that even with the bad legacy that they had inherited from the Congress, he was keeping the deficit as low as Rs 84 crores in the hope that in this year, by the dynamic economic policies which he was going to pursue, he would do away with deficit financing altogether.

I was also sincerely hoping, having read the books written by Chaudhuri Charan Singh about rural economy, having read the statements made by the Gandhian philosopher and economist, our Prime Minister, and our dynamic socialist friends in the Janata Party, that now we will see some dynamic change. What do we find? The Finance Minister comes and tells us most nonchalantly that he made a wrong calculation, that his ideas about the borrowings, etc. did not

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work The deficit of Rs 84 crores became Rs 975 crores only—only ten times, more not much. My first fear is, if Rs 84 crores become Rs 975 crores what will happen when the uncovered deficit of Rs 1050 crores gets multiplied by ten? Where will he be when the new dynamic era starts from this Budget?

Another fear which I have is this. Out of a total outlay of Rs 11,649 crores Rs 10,465 crores will be spent on continuing schemes Rs 150 crores for new power projects and Rs 1,034 crores for schemes under other sectors of which 80 per cent that is Rs 828 crores will be for schemes in rural areas. Now the other important factor that is to be noted is that they have left a gap as stated by the Finance Minister on p 30 para 108 of Part B of his Speech. He says

"To sum up my efforts at mobilisation of additional resources will yield in 1978-79 Rs 549.5 crores of which Rs 499 crores will be from Union excise and customs duties Rs 25.5 crores from direct taxes and Rs 25 crores as compulsory deposits."

What does it mean? It clearly shows leaving aside the uncovered gap even Rs 500 and odd crores that you want to get you are not going to get from the rich. About all these proclamations of reducing the gap between the rich and the poor where do you find it in this Budget? There is not even an attempt to touch the rich. Rs 25 crores only you are going to get from direct taxes and Rs 499 crores from excise and customs. This levy which you have increased from 2 per cent to 5 per cent *ad valorem* on all commodities you say where will it be passed on? Your hope that the industrialists would absorb it in their own cost and will not pass it on has it come true? Even today already prices all along on all consumer items in the country have shot up because of this levy. Another levy was 1/20th

per cent, special levy. Third is your increase in electricity caused by the duty. Then there is your special levy on coal. I would like to know from you whom are you going to hurt? I think this budget is suicidal for Janata Party. Janata Party's bull-work main support has been from urban areas—these middle class men government servants. (Interruptions) I am not here talking in partisan lines. I want to bring to your notice that you have already annihilated the middle class. You are going to hurt them most.

You see what has happened in Delhi to gas cooking? Even water rates in Delhi have increased from 19 paise to 75 paise. What do you want from the people? What hurts them most is this indirect tax which has increased the prices of all their commodities. Let me quote the Finance Minister himself to say that this deficit financing and these things excise duty etc is not going to be inflationary. But what was his thinking when he was speaking on the budget? It would be interesting to know. This is what he had to say. This is when he was sitting here on this side I quote from 1972 Lok Sabha Debates from page 182—discussion on general budget. He said

"The budget is blatantly cynical. It says one thing and means another well knowing that no one can possibly believe all that it says. The budget is demonstrably superficial. It alludes to many things important without the slightest indication of how it is going to achieve them."

The cynicism of the budget can be seen in its treatment of price and cost of living and its superficiality can be seen in its almost casual disposal of the whole question of its programmes of social justice.

The uncovered deficit is as large as Rs 242 crores. They have now increased the taxes on kerosene and steel what is to say on the lighting, cooking and housing of the weaker sections in the countryside and the

lower and middle classes in towns and cities."

This applies to him today so fully that is why I would like to read it out to the House. On page 13 he continues and says as follows:

"We know, and indeed should have learnt from experience, that except in very rare circumstances lumpsum provisions are a sign of laziness, superficiality, lack of thinking and planning. Yet, the whole range of rural programmes such as housing and water supply are brought under the undifferentiated umbrella of Rs 125 crores without detailed description of its own, and the Finance Minister has the audacity to call this an innovation. This socalled innovation is an age-old device for covering up one's failure to do one's homework."

And what has he done now? For this new bold innovation—Block Development—he says that no details are ready yet and that he is going to work them out later on; he says that, hereafter, he is going to provide a new dynamic planning. Therefore, I was surprised when the learned Finance Minister gave doles of nearly Rs. 828 crores. In para 43 of the Budget speech, he has said:

"In the new planning strategy .." The same words—"new innovation".

"In the new planning strategy, block development plans will be a major instrument for achieving full employment in rural areas in a time-bound programme. The details of this programme are being worked out. In the meanwhile, I have made a token provision of Rs 20 crores for this programme."

Now, if such ideas come from the Finance Minister, then his criticism that this way of doing is 'laziness', 'not doing home-work', and so on holds good, and applies to him as well because he has not spelt out any programme. I would like to know from

the Finance Minister how he proposes to mop up Rs. 828 crores that will go into the rural areas. We know that, when any money is spent in rural areas, it is the rich, the big landlords and money-lenders—they themselves are sometimes the money-lenders as well as the wholesale traders—who get all the money; sometimes the bureaucrats also may get; and sometimes maybe, the politicians also. But the fact remains that the overwhelming poor of the rural areas have never benefitted from what we have spent. Why? The lacuna is in the system. Budget after budget, you may go on making, but as long as you have a capitalist system, your budgeting will be only a *baniya* exercise. Whether you should do by printing notes, whether you should do borrowing from bankers, whether you should spend more out of pocket—all these will be a capitalist exercise. What happens in a capitalist system? This is what has to be understood. Let us all apply our mind to this. In a capitalist system, capital formation takes place in the hands of those who command capital, who are the masters of capital; the rich grow richer. It is inherent in that system. The poor will always be exploited because they have no control over the capital; they are not the masters—neither the Government nor the people nor the working class. Unless you bring about, as my friend was saying, a structural change in the system, nothing will happen. This was what I expected from the Janata Government. Let us at least start somewhere. If you do not do it, then do not complain later on... .

MR. CHAIRMAN: Please address the Chair.

SHRI VASANT SATHE: I am addressing them through you, Sir.

I would beg of you to consider this. If in this country we continue this system, then you may make any investment in the rural areas or anywhere, it will not benefit the poor. We will only ask the question which

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was asked of even Pandit Jawaharlal Nehru. 'After all these Plans, where has the money gone?' And then the Mahalanobis Commission was appointed to know about the black-money and it came out with a Report and later on the Wanchoo Committee was appointed and it came out with a Report that all this money that we have spent and all the results and the wealth created in the form of capital formation has gone into the hands of the few in the form of black wealth. And do you know the magnitude? Mr. H. M. Patel (the Hon. Finance Minister) and myself were Members of the Taxation Laws Select Committee and one of the terms of reference was to unearth black money and devise or suggest ways and means. We found that the extent of black money, on the mere projections made by the Wanchoo Committee, was—two years ago or three years ago—somewhere near Rs 20,000 crores. Mind you, Rs. 20,000 crores not in the form of cash but in the form of bullion, i.e. the form of stocks, in the form of gold, jewellery and other items of property. This is a parallel economy. Where are you? In which world are you living? Do you know that, interestingly, in this entire Budget no mention has been made about restructuring or streamlining the taxation system or the tax machinery? You take any Report about our taxation and you will find that those who pay 80 per cent income-tax. (Interruptions)

I know. I can suggest it to you and you can do it if you like. I had suggested it to my Government and they succeeded to some extent

Now Sir, those whose income is above Rs 1 lakh are 2700 corporate bodies and individuals and they pay 80 per cent of the income-tax. Those whose income is below Rs. 1 lakh pay hardly 20 per cent or 19 per cent and among them, also, there is a break-up of Rs. 50,000 and above. But what do 3000 officers in the income-tax Department do? A major part of their time is spent in trying to tackle the small

tax-payer below Rs. 25,000 (Interruptions).

Now it has been introduced but even then, because the real money is likely to be coming from there, why don't they have some system?

Just now my friend was giving figures—Mr. Jain or someone—that there are hardly 300 assesses who have Rs. 400 crores of arrears. Cannot you tackle 300 assesses—employ all your staff only for them and at least try to unearth those arrears (leave alone black money) from them? Rather than hitting at these people, in this Budget concession, are given. In any deficit financing, what is the elementary economics? You must simultaneously encourage investment because deficit financing, in real terms, means putting more money and not having goods simultaneously. That is why it becomes inflationary: it is inherent. If you want, I can quote Mr. H. M. Patel himself—as to what is inflation according to him (Interruptions). At least, I want him to follow his own theory. This is a Report of March 19, 1974—Lok Sabha's Volume of 1974, 5th March to 19th March.

On page 218, he says:

"Then I come to the anti-inflationary aspect of the budget. What can be the result of the numerous excise duties that have been imposed under the Finance Bill? Excise duties on those items which directly affect the ordinary man can only have an inflationary effect. Why is it necessary to impose these duties in this particular year when it is most important that every possible step should be taken to contain inflation and not do anything that may increase the growth of inflation?"

Thus, his criticism was that imposition of excise duty is inflationary. Is the imposition and increase of excise duty from two to five percent on all items going to be deflationary; is it going to reduce inflation? It is an elementary

principle of economics that if money is spent, and simultaneously consumer goods are not produced, there will be more demand and no goods, hence the prices will go up. They wax eloquent for encouraging small scale and cottage industries for the rural areas. Only the other day, in Karnal the State Government there has imposed a sales-tax on Khadi. What will happen to the Khadi industry?

The basic thing, if you want any goods to be produced in the rural areas by the poor, is that you must ensure marketing. Has anything been said about what is the mechanism? How will they market their produce? How will they sell their produce in competition with the goods produced in the urban areas? How will a young man producing soap and not having the advantage of advertisement like Lever Brothers, Tatas or others, sell his products? These big manufacturers day in and day out put their advertisements on radio and television saying that such an unusual soap like Lux, Hamam or anything else is used by Hema Malini or some other fair actress—I do not know, who is the most popular these days. How will that young man sell his soap in competition to these companies? Have you got any scheme for him?

In this budget, the tendency is to increase the burden on the poor; particularly when you talk of the struggle in the rural areas, it is not only the caste struggle, although that colour is given. There is no mention of the land reforms in this entire budget. Take Bihar, UP and the entire northern belt, the landlords today belong to particular upper classes and castes; it is they who dominate even today socially, politically and economically. Therefore, all these atrocities on the weaker sections are atrocities on the economically weaker sections. What are you going to do to implement land reforms? Are you keen about it? Have you spelt out anywhere in this budget any provision for it to help the poor? I would say that this budget is a totally reactionary budget.

Apart from this huge deficit gap, this Government is going on a spending spree. Every housewife will say that for your bad days you can only rely on your gold. I do not know of any country, particularly, a developing country or a poor country which decides in such a crisis of a huge deficit to sell its gold—Rs. 500 crores of government gold which we got in bad days from the common people in 1962 and 1965 during those wars. You are going to sell it now. Sell it to whom? Sell it abroad in the form of jewellery. The other day when I raised the matter of sale of Nizam's jewellery, probably that was the hint taken by the Nizam's Trust by your budget proposals. Now you went gold jewellery which is very popular outside. Sir, this is the most bankrupt thinking. Once your gold goes what are you going to fall back upon in bad days? What are the resources that you have which are valid anywhere in the world? The paper foreign currency is also not valid because it could go down in its value. The only thing that is of some value is gold and you want to sell it? What has happened to this government? Why do you need to do this? I would like to know. When you are talking of all the bad legacy, you have got Rs. 4000 crores of foreign exchange with which you can buy anything you want to buy in the world. Then why do you want to sell the gold? The Finance Minister, when I asked him a pointed question, 'Don't allow this jewellery to go out. It is a national treasure whether it belongs to the Nizam or any other family. Do not allow it to go outside the country', did not even have the courtesy to reply, leave alone stopping it. The Government should come forward to say, 'We shall not allow this to happen.' I will request my friends of the Janata Party to rise above party considerations. This is a national asset. Let us think of this as a national asset and impress upon the government—I hope even the hon. State Minister for Finance will agree—that this treasure once gone, we will never be able to get it back. Multi-millionaires from-

America are ever willing to come and buy your towns and cities and even you. What do you want to do now? That is why I think this is a bankrupt budget where the Charuvakian philosophy reigns supreme

यावज्जीवेर् मुख जवेर् कृष्ण कृत्या
कृत पिवेत् ।

अस्माभूतस्य दहस्य पुनरागमन कृत ।

Are you really afraid—sometimes I get that suspicion—that your government may not last even the year? Otherwise why are you squandering away the wealth of the country? Tell me what is your answer? Could my government have a one thousand crores of uncovered deficit if it was sure that it is going to last the whole term of remaining four years? How are you going to make it up? You are not going to have goods produced immediately. They talk. We have produced more food. God gave them that. But they want to take the credit. It does not matter. Have it. But have you produced more? The moment agriculturist produces more you give him a slap in his face. Do you produce more wheat? Then less price. Do you produce more cotton? Then less price. Do you produce more sugar cane? Then not even Rs 6 (Interruptions) Yes, no price. What are you going to do? As I told you the other day there is a slogan current now-a-days in UP which is Choudhary Charan Singh's area

नी रपये गोला और गत्ता राय छ
और बोलोगे चरणसिंह की जय ?

विधि, ध्याय और कामनी कार्य मन्त्रालय
में राज्य मंत्री (भी नरसिंह यादव) •
अच्छा निकाला है। यह आपके दिमाग की
उपज है।

SHRI VASANT SATHE मैंने नहीं
निकाला है।

I want Choudhary Charan Singh should succeed but you must ensure that the poor sugar-cane growers

should at least get a reasonable price. What are you doing? You have no guts to take over the sugar mills. (Interruptions)

I had said it once, whatever we lacked because of that we are here. If you repeat the same the time will be that you come here earlier

This is what the Budget speaks. From this Budget forget dynamism, forget investment. To industries—good God, out of the remaining 1030 crores 80 per cent is being spent on the rural areas remaining 20 per cent will be for the industries and you are going to encourage the industrial growth! Already the industrial growth you had admitted had fallen. To us fiscal policy and credit policy are of no help. Then how will the industries grow? Will you kindly tell me? Strikes are galore, price rise is there, employees are going to demand more. Dearness Allowance, more wages, more bonus. How will you meet it?

You have sown these seeds—the seed of discontentment by telling the employees telling the students telling the youngmen go and burn the buses, do gheraos, burn the Railways, blow them up. You taught them that. Now face the whirlwind. This is what is happening in Patna. You tried to blame us. But you knew it well that that was an internal quarrel between two groups—Karpouri Thakur Group and Jaya Prakash Narayan and some other forward bloc league also. Remember this is not going to pay us. I said it last time I say it to-day—this is not going to pay us. Therefore in your entire Budget I hope that there will be some direction—direction, growth oriented, investment oriented. It is discouraging investment because interest rate has been reduced. It is not going to have investment because there is no provision for it. In short this Budget will lead the country towards bankruptcy and chaos. I hope it does not go towards anarchy.

With this I conclude my speech.

श्री श्रीम प्रकाश स्यामी (बहुराहन) : उपराष्यक भहूं दय, अपी साठे जी की स्पीच में सुन रहा था। वही अच्छी बकालत कर रहे थे और आज मुझे खुशी है इस बात की कि श्री साठे की आवाज जो एक माल पूर्व उनकी अपनी हीं गवर्नेंट थी इदिग गांधी की तो बद्द थी, आज मुझ गई है।

श्री बसंत साठे आप मेरी बजट स्पीच पिछले माल की ओर दो तीन मालों की पढ़ रहीं यही आवाज उस समय भी दिखेगी।

श्री श्रीम प्रकाश स्यामी उस समय मैंने आग बांधू-य देखा था। जैस कौरबो की मध्या म दुयोग्यन पाप पर पाप बरना चला जा रहा था और भीष्म निमामह, द्रोग-नार्य आदि सब नुँ। बैठे थे, बैम ही आ। सब महांथी उन समय चूप बैठे थे। आज सब को आगाज खुल गई है, उस न निए उनको जनता गवर्नेंट को धन्यवाद देना चाहिए और इस बात के निए भी गवर्नेंट को धन्यवाद देना चाहिए कि तीस माल के पश्चात् आज आधिकार क्षत्र म जनता गवर्नेंट न देश को सही दिशा दी है।

मैं इस बजट का सब से बड़ा समर्थन इसलिए हूँ कि इन ने सही दिशा में देश का कदम बढ़ाया है। जब सही दिशा में कदम बढ़ता है, या यहीं भी भवन की नीव अच्छी पड़ती है, भवन अच्छा बनेगा और हम अपने नाय पर जहर पूँछेंगे— यह मैं साठे जी को बताना चाहता हूँ। तीस साल तक हम गलत दिशा में चलने रहे। जिनके हाथों में तीस माल तक देश का शासन रहा, उन के दिमाग में बुरोप और असरोंका क नवणे थे। उन्होंने अपने दिमाग का इन्हेमालन करके, परिवर्ती देशों की आर्थिक-पालिसी को उधार लिया, केवल उस की नकल की ओर कुछ नहीं किया।

वहाँ के देशों और हमारे देश की आर्थिक स्थिति में जमीन और आखमाल का अन्तर है। वहा काम ज्यादा था, लेकिन नेवर कम थी, बड़ी मशीनों का उन्होंन सहारा लिया, उन के यहा खेती नहीं थी। लेकिन भारतवर्ष मे तो स्थिति बिलकुल उलट थी, ७५ फीसदी भारतवर्ष गांवों मे रहता है, यहा की जन-ममदा बहुत विशाल है, यहा आदमी के हाथ ज्यादा थ, काम कम था। हमारे यहा जा योजना बनी, उस से केवल शहरों का उत्थान हुआ, २०-२२ चरनों का वल्याण हुआ। म यह बात अपने शहरों मे नहीं रहता जाहना—स्वर्णीय प० जवाहरलाल नेहरू ने भुवनेश्वर काश्मीर के समय इस बात को माना था कि हमारी आर्थिक योजना गलन रहीं, उस आर्थिक योजना से गरीब गरीब बनते रहे गय और आर्थिक अवैध बनता चला गया। लेकिन आज जनता पार्टी की यह सब मे बड़ी देन है कि उस न देग का मर्ही दिशा मे लगाया है।

1947 म आजादी मिलन के बाद हमारे देश म ३५ प्रतिशत लोग गरीबी की रखा के नीचे थे, लेकिन आज 1977 के बाद ६० स ६५ प्रतिशत लोग गरीबी की रेखा के नीचे रह रहे हैं। यह हमार उस पुराने आर्थिक ढांचे की दर है। मन १९४८ मे ४, ८०, ९०४ आदमी बेरार थे—ये आरडे एम्पायरमण्ड ग्रैन्चेज के आकड़ो पर आधारित है, लेकिन आज लगभग ४ करोड़ आदमी—पाँच और अपठिन—बेकार हैं।

श्री कवचकलाल हेमराज जैन (वालाघाट) 1948 म देश की आजादी कितनी थी?

श्री श्रीम प्रकाश स्यामी : आजादी की बात इस बक्त छोड़ दीजिए, कृपा कर मुझे बीच मे मत टोकिये।

मैं आप को बड़े बरानों के आंकड़े देता हूँ—उस समय कुल 20 बड़े बरानों की कुल सम्पत्ति 648 करोड़ रुपये थीं, लेकिन आज उन बरानों की सम्पत्ति 6 हजार करोड़ रुपये है, इन के मुकाबले गरीब आदमी की क्या स्थिति है—वह ज्यादा गरीब होता जला गया है। साठे जी, यहा बेकारी बड़ी है, गरीबी बड़ी है। इस लिए हमारी जनता सरकार ने उस पालिसी को बदला है और अपना ध्यान पहली बार ग्रामीण क्षेत्रों और बेकारों की ओर केन्द्रित किया है। अभी तक कुल बजट का 20 या 22 प्रतिशत अब ग्रामीण क्षेत्रों पर खर्च होता था, बाकी का भीमान पैसा बड़ी-बड़ी इण्डस्ट्रीज और जहरों के उत्पादन पर खर्च होता था। जनता पार्टी ने अपने बजट का 40 2 प्रतिशत खर्च का प्रावधान ग्रामीण क्षेत्र के लिए किया है, जिस के अनुसार कुल बजट में म 1754 24 करोड़ रुपया अब ग्रामीण क्षेत्र के लिए खर्च होगा। मैं समझता हूँ कि जनता सरकार इस के लिए धन्यवाद की पाव है, जिस ने पहली बार ग्रामीण क्षेत्र के उदार का काम शुरू किया है।

सिचाई को लीजिए—सिचाई कुछ उत्पादन के लिए बहुत जरूरी है, इस के लिए पावर ग्राम्यरूप है, खाद ग्राम्यक है। इन की ओर हमारी गवर्नेंट ने ध्यान दिया है।

सिचाई के बारे में यह है कि अभी तक 2.3 मिलियन हैक्टेयर भूमि पर सिचाई का लक्ष्य पिछले वर्ष था और इस वर्ष 3 मिलियन हैक्टेयर अधिक भूमि पर सिचाई होगी। इस्ट कार्मिग पर खास तौर से ध्यान दिया गया है आग मव में बड़ी बात यह है कि ग्रामीण क्षेत्र में जा पैदावार हानी थी, उम पैदावार का मटियों तक न जाने के लिए गावा में सूक्ष्म नदी थी। इस लिए उस को वे मटियों में नहीं था पाते थे और इस कारण पांच का जीवन जानबर

के जीवन से भी बदतर था। इसलिए पहली बार जनता गवर्नेंट ने यह निश्चय किया है कि हम भारत के हर गांव को मुख्य सड़कों के साथ जोड़ेंगे और उसके लिए इस बजट में 115 करोड़ रुपये की राशि सरकार ने रखी है। इस तरह के अनाज का जो भाड़ा है, उस को गावों से लाने के लिए नड़के बनाने का कार्यक्रम हमारे देश में शुरू हुआ है।

मैं एक चीज़ यह भी कहना चाहता हूँ कि साठे जी की जब सरकार थी, तो उस बक्त दो लाख गावों में पीने का पानी नहीं मिलता था और लोग तालाबों का मड़ा हुआ गन्दा पानी पीते थे, नदियों से दूर दूर से ऊटों पर चढ़ कर वे पानी लाते थे और भीलों उन का चलना पड़ता था। अब जनता गवर्नेंट ने यह निश्चय कर लिया है कि हम भारत के हर गाव में पीने के पानी की व्यवस्था करेंगे और इस बजट के द्वारा उस ने लोगों के पीने के पानी की व्यवस्था की है।

सब में बड़ी जो चीज़ है वह पावर की है, बिजली की है। बिजली की इस बजत सब में बड़ी आवश्यकता है और उसांगे के लिए भी बिजली चाहिए।

भी बतंत साठे आप ने जो अभी यह कहा है कि हिन्दुस्तान के 5 लाख गावों में पीने का पानी नहीं है, तो क्या एक भी गाव में पीने का पानी नहीं है क्योंकि हिन्दुस्तान में कुल 5 लाख गाव ह?

भी ओम प्रकाश त्यागी 2 लाख ऐसे गाव हैं। मैं अपनी बात को ठीक करता हूँ, आई करेक्ट माइसेल्क।

बिजली के बारे में हमारा इस बार लक्ष्य यह है कि 3500 मैगावाट बिजली और पैदा की जाएगी और पहले जैसा सकेत किया गया था कि 2,000 मैगावाट बिजली की व्यवस्था होगी, उस प्रकार की बात नहीं

हुई लेकिन मैं अपनी गवर्नरेंट से एक प्रार्थना करन्हांग कि विजयी पर जो आप ने 2 परसेण्ट और कोलले पर 5 परसेण्ट कर बढ़ाने की बात की है, उस से कीमतें बढ़ेंगी, और किसानों की पैदावार पर भी इस का असर पड़ेगा। इसलिए मैं प्रार्थना करन्हांग कि इस पर आप छूट दें.... ताकि कीमतें न बढ़ें और इन्सेशन की बात न हो।

एक और बात यह कहना चाहता हूं कि साठे साहब ने एक बहुत महत्वपूर्ण प्रश्न उठाया था कि तमाम पैसा अगर प्रार्थना कीमतों पर बच्च होगा तो कारबानों का क्या बनेगा। मैं उन को बता देना चाहता हूं कि सब से बड़ी समस्या जो आज कारबानों के सामने है वह यह है कि उन का जो माल बन रहा है, उस को बढ़ावने के लिए लोगों की जेबों में पैसा नहीं है। गांवों में 75 प्रतिशत लोग रहते हैं और उन की परवेजिंग पावर बहुत कम है। अगर उन की परवेजिंग पावर नहीं बढ़ेगी, तो यह आप का माल रखा रह जाएगा और बाजार सूने शमशान भूमि बन जायेंगे। इसलिए मेरा कहना यह है कि आमीन कीदों का उत्थान करने से कारबानों का भी उत्थान होगा, उनके माल की बांग ज्वादा होगी और गांवों के लोगों की परवेजिंग पावर ज्यादा बढ़ जाएगी।

अनली बात मैं यह कहना चाहता हूं कि साठे जी ने यह कहा है कि देश की जनसंख्या बढ़ रही है। मैं इस बात को मानता हूं कि जेती की उपज आज भी बर्बाद पर निर्भर कर रही है। सिचाई जितनी भी की जाए, उस से बात बनती नहीं है लेकिन इस बजट के द्वारा उस का सबस्टीट्यूट होना चाहा गया है। अनाज का सबस्टीट्यूट अगर कोई हो सकता है, अब की खपत अगर कम करनी है, तो वह दूध से हो सकती है। हमारे यहां हरित कान्ति हुई है लेकिन अगर वर्षा न हो और पैदावार कम हो, तो ऐसी स्थिति से निपटने के लिए सफेद कान्ति सामने का नारा लगाया गया है और इनका

इस बजट के द्वारा जो उद्दीपी काम है, जो दूर्बलासाधार्द हम बनाने जा रहे हैं उन पर 500 करोड़ रुपया खर्च किया जाएगा और उससे 40 लाख लोगों को रोजगार बिलेगा। इस प्रकार से इस देश में सफेद कान्ति की ओर पग बढ़ाया जा रहा है जिससे इस देश में अब का एक विकल्प तैयार होगा और इस प्रकार से अब की कम खपत होगी। जब अब की खपत कम होगी तो हम अपने सरपलस प्रभ का एक्सपोर्ट कर सकेंगे:

जी बसंत साठे: दूध का एक्सपोर्ट भी पाउडर के रूप में करेंगे या नहीं?

जी ओम प्रकाश त्याली: अन्यक महोदय, मैं प्रार्थना करूंगा कि कास्तकारों को उनकी पैदावार का सही दाम नहीं मिल रहा है। मैं साठे जी की इस बात से सहमत हूं कि यदि कास्तकार ने उपज बढ़ावी और उसकी उपज के दाम निरंतर गये तो उस कान्ति का कोई लाभ नहीं होगा। मैं चाहता हूं कि गवर्नरेंट कास्तकार के खेत में पैदा हुई बस्तु और फैक्ट्री में पैदा हुई बस्तु के मूल्य में तालमेल लाए। यह नहीं हो कि जहा 6 दूपों किलोटल हो जाए और जीनी 3 सौ दूपों किलोटल हो। कास्तकार का कपास सस्ता हो और कपड़ा महंगा हो। सरकार को इन दोनों में तालमेल साना चाहिए।

सरकार ने बेकारी को दूर करने के लिए कुटीर उद्योगों की योजना बनाई है। इसके लिए मैं सरकार को धन्यवाद देना चाहता हूं। मैं एक बात सुझाव के रूप में कहना चाहता हूं। जब आप स्माल स्केल इण्डस्ट्रीज का जाल बिछाने जा रहे हैं तो आपको इस के लिए ट्रेनिंग की व्यवस्था भी करनी होगी। उनको कच्चा माल कौन देगा, उनका माल कौन खरीदेगा? इसके लिए आपको ब्लाक लेवल पर सेण्टर्स बनाने होंगे जो कि उनको माल सप्लाई करें और उनका माल बाजार में पहुंचायें।

[श्री श्रीमत्काशत्याग,]

मान्यवर, साठे जी ने हमारा किया था कि सोना यहां से जा रहा है। सोना यहां से जेवर बन कर जा रहा है। जेवरो का एक्सपोर्ट हो रहा है। हम सस्ता सोना इम्पोर्ट करें और उससे जेवर बना कर बाहर भरें। इस से हमारे सोने के स्टाक में कोई फँक नहीं पड़ेगा।

सभापति महोदय में एक बात परिवार नियोजन के बारे में कहना चाहूँगा। सरकार 248 करोड़ रुपये की जगह 393 कराड रुपये इस पर बचं करने जा रहे हैं। यह राशि बहुत कम है। अगर जनसंख्या पर आपका नियन्त्रण नहीं हुआ तो कितनी ही प्रगति आप देश में कीजिए, लेकिन देश से बैकारी दूर नहीं होगी। इसके बिना देश की गरीबी दूर नहीं होगी। यह ठीक है कि पिछली सरकार ने जबर्दस्ती नसबन्दी की जिसे आपन रोका। जबर्दस्ती नसबन्दी किसी की नहीं होनी चाहिए लेकिन परिवार नियोजन का कार्य बराबर होते रहना चाहिए। यह काम ज्ञानवर्ष के करने में ही पुरा नहीं होगा। इसको टेक्नीकल रूप में आपको करना होगा। इस काम के लिए लोगों को शिकित कीजिए। उन्हें टेलीविजन के द्वारा शिकित कीजिए और दूसरे प्रचार माध्यमों के द्वारा शिकित कीजिए और लोगों का नमज़ाइय कि यह आप के भीर आपके परिवार के हित में है। जनता इस बात का स्वागत करेगी। जनता परिवार नियोजन का विरोध नहीं करती है। वह जबर्दस्ती नसबन्दी का विरोध करती है। आज हर आदमी चाहता है कि वह सुखी हो, उसका परिवार सुखी हो। इसलिए इस और सरकार को विशेष ध्यान देना है।

एक बात में मल्टी नेशनल कम्पनियों के बारे में कहना चाहता हूँ। मैं अनुच्छ करता हूँ कि मल्टी नेशनल कम्पनियों का

देश में आना चाहता है। वे दूष पेट्ट से लेकर जीवन की हर पत्तु के उत्पादन से अपना ऐसा नाम कर दें हमारे देश के उत्तोरों को भार रहे हैं। जब वे हर जीवों को बनाने लगें तो हमारे उद्योग क्या होंगे? इस तरह वे हमारा धन भी बाहर जा रहा है। मैं आपसे प्रार्थना करूँगा कि वा तो आप मल्टीनेशनल कम्पनियों को बुलाइये ही नहीं और यदि बुलाना भी हो तो अपनी भारतीय लगा कर बुलाइये। आप उन पर यह शर्त लगा दीजिए कि वे इस देश में कम्बूमर गुड्स नहीं बना सकेंगी। वह उन पर प्रतिबन्ध लगा दीजिए। साथ ही साथ उनका भारतीयकरण भी होना चाहिए।

मैं उदाहरण देता हूँ। एक इंडियन टोबका कम्पनी है जो भारतवर्ष में जितनी सिंड्रेटें बनती हैं उसका 75 परसेंट बना रही है। अब वह बीड़ी के उद्योग में भी आ रही है। इससे हमारा लचू उद्योग ठप्प हो जाएगा। लचू उद्योग का बचाने के लिए, भारतीय उद्योगों को बचाने के लिए उनकी मिल्टीनेशनल कम्पनीज से रक्खा करना परमावश्यक है। मैं आपका एक सुलाव इस सम्बन्ध में देना चाहता हूँ। लचू उद्योग और बड़े उद्योग दाना साथ साथ चल सके—इसके लिए यह जरूरी है कि दोनों की सीमा निर्धारित कर दी जाए, दोनों के बीच निर्धारित कर दिए जाए। अबर कोई सीमा आर नहीं बनाएंगे तो लचू उद्योग मर जाएंगे बड़े उद्योगों के सामने। इनका क्या बनेगा, क्या नहीं बनेगा, कुछ कहा नहीं जा सकेगा। इस बास्ते रेखा आपका खीच देनी चाहिए।

आपने कहा है कि एडविटिजमेट्स जो 25000 रुपये से अधिक की होगी उनको कर से मुक्त नहीं भिलेगी। इससे मल्टी-नेशनल कम्पनियों ही लाभ उठायेंगी। बाकी के भारतीयों ने इसका कारण यह है कि इनके बाद नेम चलते हैं। वे बहुत

पहले से बते था रहे हैं। विदेशी कल्याणिकों के बांड नेत बाजार में बसते रहे थे। जो नह उद्योग स्थापित होये उनके माल की किसी को जानकारी नहीं हो सकेगी। बडे उद्योग विज्ञापन देंगे और वे भी बडे बडे और बास बास ब्रावारो में। मध्यम दर्जे के भी समाचारपत्र हैं उनको ये नहीं मिल सकेंगे और वे सब मारे जाएंगे। उनको कोई विज्ञापन नहीं देगा। इससे जो उपभोक्ता है बाजार में उसके सामने कोई जायस नहीं रह जाएगा और उसको नए उत्पादनों के बारे में जानकारी नहीं मिल सकेगी।

अनुसूचित जातियों, आदिम जातियों, पिछडे वर्गों के लिए आपने बोधना की है महायता देने की। ऐसा करके आपने बहुत अच्छा काम किया है। जो सहायता आपने देने की बात कही है और जिस के लिए आपने 96 करोड़ रुपया रखा है ऐसी दृष्टि में यह बहुत ही कम है। अनुसूचित जातियों, बनवासी जातियों आज भारत की मब से बड़ी समस्या है। गवर्नमेंट इन दोनों की समस्याओं का अगर समाजान नहीं कर सकती तो इस देश से लूप्राकृत समाज नहीं हा सकेगी, उनका अगर अधिक उत्थान मरकार नहीं कर सकी और उहे समाज का सम्मानित प्रग नहीं बना सकी तो वह गवर्नमेंट गवर्नमेंट कहलाने लायक नहीं है और गवर्नमेंट बन कर वह नहीं रह सकती है। इसलिए यह बहुत जल्दी ही कि यह रुपया बढ़ाया जाए।

इस में कुछ शक नहीं है कि पिछडे वर्ग का उत्थान होना चाहिए। लेकिन मैं एक बतारा देख रहा हूँ। पिछडा वर्ग कौन इसका एक मापदण्ड आपको बना लेना चाहिए। जो अधिक दृष्टि से पिछड़ा हुआ है वही पिछड़ा हुआ माना जाना चाहिए न कि उसको माना जाए जो जन्म से, धर्म से पिछड़ा माना जा रहा है। इससे देश में खून खराबा हो जाएगा,

तिविल बार हो जाएगी, जातीय संघर्ष हो जाएगा। इसी विहार में जो हम बल रही है वह समुद्रे देश में लैज बाजारी। मैं बेतावती देखा चाहता हूँ कि पिछड़े वर्ग के कल्याण की जब बात हो तो इस चीज़ को भी आप भूल न जाए।

शिक्षक की पहले से ही उपेक्षा होती आई है। पिछली बार 1977-78 में 86 करोड़ इस काम के लिए रखा गया था और रिवाइज़न में 82 करोड़ कर दिया गया है। हमें आदमी को सही अधियों में विशिष्ट करना होगा। स्कूल में भी शिक्षा की उपेक्षा नहीं होनी चाहिए। बूँक शिक्षा के लेज में हमने उपेक्षा बूति का परिचय दिया है आज तक इस बास्ते हमारा राष्ट्रीय करेक्टर गिर गया है। हमारा राष्ट्रीय चरित्र नहीं होगा तो आप कितनी ही योजनाएं बना लें, कितने ही बजट बना लें, छठी योजना बनालें, कुछ लाभ नहीं होगा और अधिकारी रुपया ब्लैकमार्किट में चला जाएगा, काला धन बन कर सामने आ जाएगा और उसका कोई उपयोग नहीं होगा। इस बास्ते आप शिक्षा की चिन्ता करे, उसके लिए अधिक धन की व्यवस्था करे। कल्याण सुन्दरम जी ने उद्योगों के राष्ट्रीयकरण की बात कही है। मैं उन से कहना चाहता हूँ कि उद्योग के क्षेत्र में राष्ट्रीयकरण की नीति उसी देश में कामयाब हो सकती है जहा कम्प्युनिट गवर्नमेंट है या डिक्टेटरशिप है। जहा डडा चलता है या तानाशाही है। प्रजातंत्र में राष्ट्रीयकरण की सफल नहीं होता, और होगा भी नहीं। यहा समाजीकरण चल सकता है। जो भी फँकिट्रिया है, वहा जो भजदूर काम करता है उसको हिस्सेदार बनाइए, लाभ और हानि को वह अपना समझे। इस प्रकार से अगर समाजीकरण कर दिया तभाय फैक्ट्रीज़ का, इस देश के अधिक ढांचे का, तो स्ट्राइक इस देश से गायब हो जायेगा। और अगर आपने राष्ट्रीयकरण किया तो समन्वय की भावना, अपनेपन की भावना

[बी बोम प्रकाश तांडी]

उत्तरे नहीं होती, [कल्पनीलक नहीं होता, और उससे इस देश में बोनोपती जा जायेगी और राष्ट्रीयकरण असफल हो जायेगा। इसलिए इससे तो प्राइवेट सेक्टर जायादा बहुतर है।

इन शब्दों के साथ मैं इस बजट का समर्थन करता हूँ।

17.00 hrs.

बी बल्लीलक प्रसाद बालूर (सीकर). सभापति जी, यह वर्ष सरकार के लिये चुनीती का वर्ष है। सरकार के लिये भी और जनता चार्टी के लिये भी यह वर्ष चुनीती का है। जिस प्रकार से भी साठे ने कल्पना की है कि एक साल के अन्दर ही बहुत बड़ा परिवर्तन हो जाने वाला है, मैं यह तो नहीं जानता और न वह इस प्रकार की उम्मीद करते कि साल भर के अन्दर ही वह इधर या जायेंगे। लेकिन इस बजट के द्वारा जनता जहर वह अपेक्षा करती है कि आप काम करके विकास, अध्ययन आज जिस सरकार की हवा देश में वह रही है, एक साल हो जाया जनता पार्टी को जासन में जाये, और देश के अन्दर विभिन्न स्थानों पर 18 मार्च जनाने के लिये तैयारियां भी हो रही हैं कि साल भर में हमने क्या किया, जनता हमारा साल भर का लेखा-जोड़ा लेने वाली है। कल जानलीय बट्टाचार्य ने कहा था कि जनता चार्टी की एक बात का समर्थन करता हूँ कि देश में राजनीतिक आजादी की स्वाप्नाएँ हैं। वह बात सही है कि देश में जिस प्रकार के बुलाई के बिन्हे वे उन सब को हमने समर्पण कर दिया। वह काम तो पूरा हो चुका है। अब जनता इस बात की बहुत अपेक्षा नहीं करती, हमने भवावारों को आजादी दे दी, अदालतों को आजादी दे दी, अब इस देश में कोई बिना मुकदमे गिरफ्तार नहीं होगा, अब इस बात की बर्चा जनता नहीं करता चाहती। अब तो जनता वह चाहती है कि जो कुछ भी पिछले सालों में नहीं हुआ उन कामों को सरकार पूरा करती है कि नहीं। और यह बजट इस कठोरी पर

पूरा होतेगा है कि नहीं यही हमारा दैस है। जो जनता भी बदेशार्थी और आकोशीर्थी है, जनता हमसे ब्रह्म करेगी कि हमने उनकी पूरा किया कि नहीं।

17.08 hrs.

[Smt M. SATTYARAYAN RAO in the Chair.]

आज सारे देश के अन्दर इस प्रकार की हवा है। भारतीयों से हम अब यह कहें कि इतना बैसलीग हो गया ऐप्यूकेटर अनाएम्पलायट बोर्डों का उससे जनता अनुष्टुप्त नहीं होगी। यह बजट कितना रोजगार दे सकेगा इससे जनता हमारे काम को जारीनी। पहला साल नई सरकार का था और इसलिये सायद कुल बातें जो पूरी करना चाहते थे वह पूरी नहीं कर सके। 1977-78 के जो बजट के प्रारंभ हैं उनकी ओर मैं बिल मंत्री जी का व्यापार आकृष्टि करना चाहता हूँ, जिसेव तीर से जो प्लानिंग पर 230 करोड़ रुपये अय्य नहीं हो सका। लेकिन उसके साथ मे नान-प्लान बजट में बच्ची बढ़ गया। प्लान में तो बच्ची नहीं हुआ और नान-प्लान में 118 करोड़ ६० का बच्ची बढ़ जाना यह चिन्ता की बात होनी चाहिये। और चिलेव तीर से चिन्ता इसलिये होती है कि पिछली बार 190 करोड़ ६० का हमारी सरकार दे उर्वरक आयात किया, और अपने देश में फटिलाइजर के ऊपर, पैट्रोल के ऊपर, इस्पात के ऊपर और कम्प्युनिकेशन के ऊपर जो प्राप्तिकान किया था पूरे बजट के अन्दर वह रुपया बर्च नहीं हो सका, तो यह हमारी सरकार के लिये और बिल मंत्री के लिये चिन्ता का विषय होना चाहिये। बिल मंत्री इसमें कितना कर सकते हैं तिवाय विभिन्न विभागों को इस बात के लिये आगाह करें जो कि उन्होंने स्वयं चिन्ता प्रकट की है अपने बजट लेण में। जो प्लान्ड बजट में बच्ची कम हुआ है, नान-प्लान्ड बजट में ज्यादा हो गया, खास कर जिन प्राइवेट्स को बाहर में भगाना पड़ना है, क्योंकि हम अपने देश में उनका उत्पादन नहीं कर सके, तो यह चिन्ता

की बात है। उसे यह दाहर ने कहा कि यह सुपरप्लूम बजट है, ये बात बाहर है कि सुरप्लूम नहीं, यह सुपर बजट है। वह इसलिये कि जहां आप महं कहते हैं कि 1 बजार करोड़ का बाटा बहुत बड़ा बाटा है, तो टैक्स भी 550 करोड़ के हुए हैं। टैक्स बहुत ज्यादा है, लेकिन जो प्रावधान किया गया है विशेष रूप से बांदी के मामले में, बांदी बोर्डों में दोजार की व्यवस्था करने के लिये, वह बहुत बड़ा है। पिछली सरकार के बजट के मुकाबले में जो इस बार बजट जाया है, उसमें विशेष प्रकार बांदीबान किया गया है, ऐसा कभी नहीं हुआ। इसलिये इस बजट की सुपरप्लूम न कहकर सुपर बजट कहा जाये तो ज्यादा अच्छा होगा। बजट के माध्यम से किस प्रकार लोगों को रोजगार मिलेगा, बजट के साथिर में इसका प्रावधान किया गया है। विरोधी दल के लोग जो पहले सरकार में थे, वह भी जानते हैं कि एक प्रक्रिया होती है। जो कुछ भी प्रावधान यहां पर होता है, जब वह नीचे जायेगा, विशेष रूप से बांदी बोर्डों के लिये जो प्रावधान किया गया है, वह पैसा जब गांव में जायेगा तो वहां के लोगों को उसका लाभ मिलेगा। इस बजट में सिचाई के लिये प्रावधान किया गया है। 1754 करोड़ का प्रावधान पीने के पानी और विभिन्न प्रकार की मदों के लिये किया गया है। जब इन सारी मदों पर पैसा खर्च होगा तो निश्चित रूप से गांव में वह एम्प्लायमेंट पैदा करेगा। इसलिये इसे एम्प्लायमेंट पैदा करने वाला बजट कहना चाहिये।

इस बजट की जो सबसे बड़ी आलोचना हुई है, वह इसलिये हुई है कि इसमें कर लगाये गये हैं। विज्ञली के कर के बारे में भी चर्चा हुई है। मैं विरोधी दल के माननीय सदस्य से पूछना चाहता हूं कि जब उनकी सरकार थी, तो उन्होंने कोयले का राष्ट्रीयकरण किया, आज वह कोयल इंडिया बाटे में क्यों चल रही है? या तो वह राष्ट्रीयकरण नहीं करते, भगवर राष्ट्रीयकरण कर दिया तो कम से कम उसके लिये पूरी व्यवस्था करते जिससे वह ठीक

प्रकार से चले, बाटे में न चले। यह जरूरीमात्र सरकार की भी विरोधार्दी है। लेकिन जो कुछ भी पिछली सरकार से विरोधार्दी विरोध है उसे इस सरकार की विरोधा है। कोई इंडिया बाटे भी बाटे में चल रहा है, प्राह्लेष सैक्टर वाले पूरा नहीं करते हैं। उसे बहारे बजट के माध्यम से पूरा करना पड़ता है। हमें बजट में इसके लिये प्रावधान करना पड़ता है। या तो कोयले की कीमत बढ़ावद्य और उससे बाटे की पूर्ति कीजिये या सरकार करे और यहांकि वह नहीं कर सकते। बजट में इसके लिये प्रावधान करके बाटे की पूर्ति करने का प्रयत्न किया गया है। लेकिन मैं समझता हूं कि भगवर इस प्रकार का प्रयत्न इस साल किया तो कोल इंडिया के सामने वह उदाहरण रखेगा कि इस साल सरकार ने बजट में इतना रुपया टैक्स लगाकर हमारी सहायता की है तो भगवले साल भी काम ठीक कर पायेंगे या नहीं? इसलिये मैं वित मंवी से कहूंचा कि वह कम-से-कम इस बात की व्यवस्था करें कि जो इस प्रकार के पब्लिक एंटरप्राइजेज हैं, वह बाटे में न रहें। पिछले बजट में 84 करोड़ की राशि भी जो कि भव बढ़कर 113 करोड़ है जिसकी व्यवस्था पब्लिक एंटरप्राइजेज के लिये की गई है। यह पिछली सरकार के कारनामे हैं जो कि कई कारबाने बन्द पड़े हैं और बाटे में चल रहे हैं। ये पब्लिक सैक्टर में सकेंद हाथी की तरह हैं। बजट का बहुत बड़ा पैसा इसमें खर्च हो जाता है।

श्री बसन्त साठे : आप इसकी व्यवस्था ठीक कर दो या खत्म कर दो।

श्री जगदीश प्रसाद भाष्यर : हम उसकी व्यवस्था ठीक करने के लिए ही आए हैं।

श्री बसन्त साठे : जो फायदे में थे, वह भी बाटे में चल रहे हैं।

श्री जगदीश प्रसाद भाष्यर : यह जो बाटा बहा है, इसका मूल कारण क्या है? इस प्रकार के जो संस्थान सरकारी बलबूते पर चलते हैं,

[वी अपवीक्षण प्रस्ताव भाष्य]

जो सबसे आपनी व्यवस्था ठीक नहीं कर पा रहे हैं, उनकी व्यवस्था ठीक करने के लिये अगर बजट में प्रावधान किया जाता है तो आपकिर बजट पर तो भार बढ़ेगा ही जैसे कि पिछले साल में 113 करोड़ का प्रावधान करना पड़ा, तो आपकिर बजट पर भार बढ़ गया।

विजली की भी यही स्थिति है। आज सब स्टेट इलैक्ट्रिसिटी बोर्ड बाटे में चल रहे हैं। उन पर जिनता व्यय होता है, उन्हा पैसा उन्हें नहीं पिलता है। या तो स्टेट इलैक्ट्रिसिटी बोर्ड अपने चार्जिंग बदले, या कोई दूसरी व्यवस्था हो, या उन्हें बाटे में चलने दिया जाये और स्टेट एक्सेक्यूटर अधिकार बजट द्वारा उन के घाटे की पूर्ति की जाये। लेकिन ऐसी स्थिति हमें नहीं रहनी चाहिए। अभी श्री पाई ने कहा कि य० पी० स्टेट इलैक्ट्रिसिटी बोर्ड का बी० एच० ई० एल० पर 90 करोड़ रुपये बकाया है और वह अपना रुपया मांगता है। बी० एच० ई० एल० सेटल गवर्नमेंट का एक सत्यान है। कुछ समय पहले श्री पाई ही बी० एच० ई० एल० उन के अधीन था। अगर य० पी० स्टेट इलैक्ट्रिसिटी बोर्ड रुपया मांगता था, तो उन्हें वह रुपया दिलाना चाहिए था। उन्होंने ऐसा नहीं किया, और आज वह इस बात की चर्चा करते हैं। वास्तव में यह बात कह कर उन्होंने अपनी कमज़ारी को स्वीकार किया है।

अगर इलैक्ट्रिसिटी बोर्डज़ का बाटा होता है, तो उसे दूर करने के दो साधन हैं एक तो उन की व्यवस्था को ठीक किया जाये और दूसरे, उन में होने वाली बोर्डी की रोक-चाम की जाये। उन में द्रासमिशन की बोर्डी बहुत होती है। मैं जिस इलाके से आता हूँ, वहाँ लोग बहुत बड़ी मात्रा में बोर्डी करते हैं। उन्होंने विजली की चारी के नयेनये तरीके इजावा किये हैं। इसलिए सेटल गवर्नमेंट की ओर से यह डायरेक्शन दी जानी चाहिए कि विजली की बोर्डी को रोका जाये और बोर्ड

की व्यवस्था में सुधार किया जाये, ताकि उन के घाटे का भार सेटल एक्सेक्यूटर पर न पड़े।

यह बुखारी की बात है कि विजली पर कर बढ़ाया गया है, लेकिन बोर्डी के बहुत बड़े सेटल को इससे युक्त रखा गया है और उस पर कर की बढ़ोतारी का भार नहीं पड़ेगा। बजट में यह प्रावधान करने के लिए मैं मत्ती महोदय को धन्यवाद देना चाहता हूँ। उन्होंने पब्लिक सेक्टर के उद्योगों की दशा को सुधारने के लिए ट्रैक्स लगाया है, लेकिन यह आगे के लिए उदाहरण नहीं बनाना चाहिए। इस बात की व्यवस्था करनी चाहिए कि हमारे पब्लिक एन्टरप्राइजिज बाटे में न चलें, ताकि जनता पर नये कर लगा कर उनके बाटे की पूर्ति न करनी पड़े। मत्ती महोदय ऐसी व्यवस्था करे कि ये उद्योग बाटा उठाने के बजाये मुनाफा देने की स्थिति में हो।

वित्त मंत्री ने स्माल स्केल सेक्टर में यह छूट दी है कि जिनका टर्न आउट 15 लाख रुपये तक का होगा, उन को पहले पाच लाख रुपये तक के माल पर छूट होगी। इन उद्योगों में जो लोग लगे हुए हैं, वे सब ईमानदार हैं, ऐसी बात नहीं है। वे वाइफ वॉशन वर्क या पाच-पाच लाख दिला कर इस छूट से फायदा उठाना शुरू कर देंगे। इसलिए या तो इस द्रुपद्योग को रोकने की व्यवस्था की जाये, या पूरे 15 लाख रुपये पर छूट दे दी जाये, ताकि किसी प्रकार की चोरी करने की सभावना न हो।

माननीय मदस्य, श्री त्यागी, ने कहा है कि विजापनों के खंडों पर कर नहीं लगाना चाहिए। उन्होंने यह बात अखबारों की दृष्टि में कही होगी। लेकिन मैं समझता हूँ कि अपेक्षी क अखबारों में बाटा आदि बड़े-बड़े मल्टी-नेशनल्ज एक-एक पेज ने जो एडवरटाइज-मेंट आते हैं, वह केवल बेस्टेज है। पिछली सरकार तो इस प्रकार एडवरटाइजमेंट प्राप्त करने में एकमपट थी। यह बाल्लीय

नहीं है कि भ्रष्टाकार के बाल एडवर्टाइजमेंट्स के बाल पर चर्चा है। इसके लालाका छोटे भ्रष्टाकारों की एडवर्टाइजमेंट्स नहीं मिलते हैं। सरकार को यह व्यवस्था करनी चाहिए कि विला स्तर और तहसील स्तर के भ्रष्टाकारों को भी एडवर्टाइजमेंट्स दिये जायें। हिन्दुस्तान टाइम्स और टाइम्स ऑफ इंडिया जैसे बड़े-बड़े प्रमोशनी के प्रबङ्गार गांव लालों के पास नहीं पहुंचते हैं—वे तो उन के नाम से भी परिचित नहीं होते हैं। इसलिए वे लोग बड़ी कम्पनियों और भल्टी-नेशनल्स द्वारा इन भ्रष्टाकारों में विज्ञापित चीजों को नहीं खरीदते, वल्कि विला स्तर और तहसील स्तर के भ्रष्टाकारों में जो विज्ञापन दिये जाने हैं, उन से प्रभावित होते हैं। इसलिए यह जो टैक्स आप ने लगाया है वह तो ठीक ही है लेकिन उसके अलावा इन बड़े-बड़े भ्रष्टाकारों में एडवर्टाइजमेंट देने पर रोक लगा कर छोटे-छोटे भ्रष्टाकारों को ये एडवर्टाइजमेंट दें तो ज्यादा अच्छा होगा।

इसलिए मैं यह कहूँगा कि जो कुछ भी आपने इस बजट के द्वारा प्राप्तवान किया है, जो कुछ आप ने क्षुट दी है, जो कुछ आप ने धनी का निवेश किया है विशेष तौर से ग्रामीण लोगों के अंदर उसके द्वारा निश्चित रूप से देश के अन्दर रोजगार के साधन बढ़ाये और लोगों के अंदर उत्साह भाएगा। लेकिन किस प्रकार से उम्मको कार्यान्वयित किया जाता है यह देखना पड़ेगा। विशेष रूप से पिछले साल का उदाहरण देख लीजिए जिस में लाल बजट के अंदर खर्च नहीं कर सके और नान-लाल में खर्च ज्यादा हो गया। तो इस तरह की चीजों पर आप ने विशेष रूप से ध्यान दिया तो निश्चित रूप से हमारा बजट सफल होगा।

धनी सोने के बारे में चर्चा की गई। पिछली सरकार ने सोने के बारे में जो कुछ भी नियंत्रण किया था उससे उस समय लालों स्वर्णकार प्रभावित हुए थे और उस समय की

सरकार ने उसके लिए उम्मको तात्कालिक ज्ञान कुछ दिया था। अब वह साथ ज्ञान का लगाता उन की जाकी दूसरी आवश्यकताओं में समाप्त हो गया और किसी भी प्रकार से धनीयिक वृद्धि से वे अपना काम नहीं कर सके। फलत्वरूप लालों स्वर्णकारों के परिवार आज भी सरकारी ज्ञान से दबे पड़े हैं। तो उस ज्ञान की क्या व्यवस्था की जाये, उम्मको राइट आफ किया जाये या किस रूप में उस की बदूली की जाये, यह भी एक सौचार्य की बात है। मैं समझता हूँ कि तोने के संबंध में एक नीति की आपने बोलणा की है तो उन लालों स्वर्णकारों के परिवारों की दशा पर भी आप का ध्यान जाता चाहिए जो उस समय की सरकार की नीति के कारण उस से प्रभावित हुए थे। मैं समझता हूँ उन की ओर भी आप ध्यान देंगे। इतना ही मेरा निवेदन है।

DR. V. A. SEYID MUHAMMAD (Calicut): Sir, several competent and experienced people have spoken on the various aspects of the budget. Particularly, I may be excused for referring to Shri Subramaniam, Shri Pai and several others from both sides. Being a non-expert, I shall confine myself to certain remarks which are only indicative of the salient features of the budget.

When I refer to the budget, I would like to deal also with certain features of the *Economic Survey*, because they must go together. The *Economic Survey* has been criticised or characterised as representing a wasted year. Similarly, one of the leading papers in the editorial has said "it represents a dismal year". Regarding the budget, there is a spectrum of opinion, some of which I may read. "The budget is a handicap race." Patriot has mentioned it as a "fraud on the people". Somebody else has mentioned it as "a passive budget" and in a very humorous vein it is mentioned that the budget has missed the bus; not only that, the vehicle did not turn up at all. In

[Dr. V. A. Seyid Muhammad]

short, to use a very mild expression, I would say that it is the most disappointing budget. I heard somebody remarking that it is a hated budget. My dear friend, Shri Sathe, said that he was very much disappointed with the budget. I do not know why a person like him is disappointed, because he knows the exact characteristic and nature of the Janata Party and its philosophy. So, why should anybody be disappointed? A jarring mosaic of conflicting elements, a temporary and flimsy patch-work of political ideologies, an intractable Chinese puzzle of abysmal confusion—that is what the Janata Party is. If anybody expected a much better Budget and consequently it did not come and he was disappointed, we have to find fault only with the person who is disappointed.

Actually with a little exaggeration for which I may be excused, after hearing the Budget speech I went home and knelt and said to God in anguish: "Thanks" I am glad it was not worse". That is the real situation. Many of the speakers have mentioned how contradictory their profession and practice is. There was a definite unequivocal and clear statement as a part of the economic philosophy from the Finance Minister—Mr. Sathe read out the previous speeches made by the Finance Minister—that 'we will never have deficit financing'. In two speeches before this hon. House, Mr. Patel has elaborately discussed all the drawbacks, demerits and evils of deficit financing. But now you got what? 84 crores was expected deficit. Now, Mr. Sathe said that it had gone to ten times more than that. It has now come to 975 and this year it is 1060. In the history of India, such an incredible figure of deficit we have never seen. And from whom? From people who have made it a political and economic philosophy that they will never indulge in deficit Budget. So also about sales tax. So also about anything else. There is a wide gap between the profession and the practice. They are crying from the housetops and

shedding tears for the small scale industries, but what is happening? I am giving certain illustrations though the list is not exhaustive and it will take lot of time. The shoe industry is practically ruined. The mini-steel industry is almost ruined. The foundry industry is in doldrums. The leather export is going down. This is what is happening in spite of the profession and concern for the small scale industry. Within the short time, this is the damage that is being done, I need not cite further examples. One can understand the pulls and pressures in the opposite direction because of the inherent contradiction which I have already described. But you start hearing astounding amazing theories these days. One of the Ministers—I do not wish to mention his name—had a press interview in Calcutta. He was asked: "Why has smuggling come down these days?" First of all, I do not know whether it has come down but assuming that it has come down, the answer was a profound theory 'we have relaxed import restrictions'. The press representative asked: "Is it your suggestion that if you remove all import restrictions and introduce free trade, there will be no smuggling?" He was in difficulty. If that suggestion is accepted, it is almost like saying that in order to cure your headache cut off your head. That is the sort of economic theory we are getting.

Now coming to another astounding proposition, it was said and they asserted from everywhere: "We would not touch the smuggled goods and make any penny. It is dirty money; it is immoral money; we do not touch it" Now that position is given up. One can understand compulsion of economic pressure and practical necessity.

Recently, an extremely astounding theory has been suggested. I will not mention the name. This is what one of the Ministers said:

"A doctor agreeing to work in the rural sector might be given a pair of shirts, a pair of pant pieces,

two sarees for his wife and, possibly, a watch by way of an incentive."

What an incentive! In order that a doctor may go and work in the rural areas, these are the items to be given as an incentive. From where are they to come? Smuggled goods. It is an astounding theory. We have a parable in Kerala: In order to catch a crane, you go and put a little butter on its head; it will melt and the crane will be dazzled and then catch it. This is the same sort of situation. You give a pair of shirts, pant pieces, a pair of sarees for his wife and a watch, the doctor will be dazzled and, even if he does not want to go to the rural area, these incentives will immediately drive him away to the rural area. This is the stage we have reached. We are far away from the economic theories and philosophies. We are far away from the political theories and philosophies. We have entered into the realm of Gilbert and Sullivan opera. This is where the Janata philosophy and the Janata Party has brought us. I do not want to dilate further on this aspect because a few examples, I think, will have demonstrated the whole ridiculous situation. But for the poignancy the great harm which is threatening this country, one would have laughed at this comic opera situation.

Last year, the Economic Survey revealed certain salient features which will show how bankrupt, how fruitless and dangerous and how damaging was last year's Budget, the entire economic policy and programmes of the Government. The industrial production, as all of us know, fell from 10.4 per cent to 5.2 per cent in the last six months. Point to point, there was some price stability. The average level of prices during the first three months was three times the increase in the corresponding period of the previous year. The Economic Survey and the various other authorities have pointed out certain broad lines on which the foreign exchange

reserves should be utilised. One of them was to utilise them to help the productive capacity and the industrial development in the country.

What really happened was that there was 38 per cent fall in the imported capital goods and 26 per cent fall in the imported consumer goods. There was some import in the field of essential commodities. But the snag is that they were not used to build up buffer stocks. They should have been used to build up buffer stocks also. The Government claimed credit for the fall in the money supply. That claim is absolutely without any foundation or any justification because the foreign exchange assets of the banks and the bank credit to the Government would have completely off-set whatever slight improvement was there. That is more than off-set by these two factors.

They have claimed 5 per cent increase in the growth rate. Now, admittedly it has been commented on by all the papers, all the authorities, experts and the speakers who spoke before me that it is not because of the Government's particular policy or the programmes which they have implemented; it is simply because there was a good rain fall and on that rain fall they have estimated 121 million tonnes of foodgrains. It is on these indices that they have based their figure. These figures which I have mentioned will show how basically and fundamentally wrong is the policy of the Government and implementation of their policies and programmes.

The accumulated foreign exchange and the stock of 117 million tonnes of foodgrains are the achievements of the past Government and we had handed over these assets to them, to this Government. Instead of really utilising them and building up and progressing forward, Government is simply embarrassed; they do not know what to do. I am reminded of a story.

MR CHAIRMAN: Please try to conclude

DR V A SEYID MUHAMMAD A sogenial idiot suddenly got a lottery of Rs 10 lakhs. He was simply stunned and ran in the streets abusing all and sundry. Of course, the Finance Minister has not abused all and sundry, he abused the former Government who had made this tremendous accumulation both in foreign exchange and foodgrains. Various measures have been suggested. The Government should come out with a blueprint how they are going to utilise this foreign exchange accumulation, they should give their plans or suggestions saying that they will be utilised for building up the industrial infrastructure. About capital goods and certain necessary things which will help our exports, they have not mentioned anything, nothing of that sort. They are stunned by the foreign exchange accumulation and these assets. In short, without going into details, I can mention only this that there is no provision for the increase of production.

MR CHAIRMAN Please try to conclude,

जी एस० एस० पटेलरी (मगलदाह) इसके बारे में आपका क्या सुलाह है ?

सलाहति ज्ञानोदय : देखिय, यह बहुत समय हो गया है। यहाँ आप इनका सलाह पूछेंगे तो भीर बहुत समय लग जाएगा।

DR V A SEYID MUHAMMAD About excise duty much has been said and I need not go into detail. About inflation how it is going to increase further the prices and about continued inflation that has been talked out and I need not go into detail regarding that. Particularly our excise structure is *ad valorem* and not specific; and elementary economics will suggest that increase

in *ad valorem* duty itself will lead to inflation. There was today in the papers something regarding increase in the excise duty. Due to that alone, there would be an increase in prices of the general industrial goods 6 to 8 per cent and particularly of engineering goods 10 per cent. Already agitations have started and grievances have been expressed and statements have been made that if this state of affairs continues, if this excise duty continues the engineering industry is going to be completely ruined. We have placed Rs 750 or Rs 730 crores as the export target. One cannot be sure with this excise duty whether we will reach anywhere near that figure.

Since the Chair has given me a warning to conclude I will not take much time except one more minute. Many Members including Mr Vasant Sathe, have said and shown how this budget is a real burden on the poor and the lower middle-class. I will not give the details which the others have given. Today in the papers a protest has come from the small advertising agencies and advertising concerns. They rightly say that it is going to ruin the small agencies. The bigger agencies like the Tatas and others can really take on the burden of the tax but the small agencies cannot. Government has been given a warning that within a short time there is going to be unemployment of 10,000 persons who are now employed in these small advertising agencies.

I will not repeat what has already been said. Definitely it is a budget which is crushing to the poor and the lower middle-class and which will help the rich to amass more and more wealth. We have seen the figures of last year how much the monopoly houses have added to their wealth—with the help of and collaboration with, the multinationals. These are things which we have to discuss in detail, but there is no time, so, I am not going into the details.

As I see, these are the indications in the budget as it stands. I cannot see great modifications; there may be some touches here and there— inflation, recession, and failure of growth. And if the Rain God does not help and bless us, God alone knows what will happen to this country. One can only pray, for the country's sake, to the Rain God to bless us.

***SHRI SKARIAH THOMAS** (Kottayam): Mr. Chairman, Sir, the Finance Minister has commenced his speech by pointing out difficulties created by the inflationary pressures resulting from the withdrawal of the Compulsory Deposit Scheme and also by raising of the minimum bonus to 8.33 per cent. But as he says if the financial position at the time of the take over by the Janata Government was so bad the economic stability he claimed to have achieved during the last year would not have been possible. Sir, in the history of independent India deficit budgets are not a rare phenomenon. Even then such a budget with a huge deficit was never presented by any Finance Minister. The Hon. Finance Minister has created history in that regard. If the deficit was anticipated to be less than one hundred crores last year and the actual deficit towards the close of the year was ten times of the anticipated deficit. At this rate the anticipated deficit of Rs. 1052 crores may go up to ten times towards the end of the present financial year if we compare it with last year's experience. As far as the common people are concerned this budget not only gives no benefits but also overburdens them with the load of heavy taxation, although the Janata party claims that the common man is the back bone of the country. We can understand that fact if we look at those who have welcomed this Budget. This budget has been welcomed by the big film industrialists and gold merchants of Bombay. There is no gainsaying the fact that

as far as the common man is concerned almost the price of every article of common consumption will go up as a result of the increase in excise duty. Similarly, the common man is not concerned with the reduction in the excise duty of mini refrigerator. The common man will be certainly hit by the hike in the excise duty on petrol, kerosene, and electricity.

When we talk about electricity I have to mention one thing that the people of Kerala who want to march towards prosperity, even though they are not getting sufficient coal and steel, are terribly disappointed by the increase in the excise duty on electricity. Kerala State alone will have to pay about Rs. 8 crores to the Central Government as a result of the increase in the excise duty on electricity. As a result of the Cancellation of sales tax by the Central government on some of the exportable goods another amount of Rs. 28 crores will have to be suffered by the State Government. This situation can be improved if only Centre-State relations are changed. As far as the State Government is concerned, they are directly responsible to the people. But the Central Government and its Ministers have no such direct responsibility to the people, on the contrary all the powers are at present vested with Central Government.

Kerala is a State producing the maximum amount of cash crops which earn huge amount of foreign exchange. But its share from the Plan allotment by the Centre is very small. The common people expected from this Government that they would make some reduction in the price of petrol. But by raising the price of petrol they have disappointed all these who thought that there would be some relief in the petrol as a result of availability of petrol pro-

*The Original speech was delivered in Malayalam.

[Shri Skariah Thomas]

duced from Bombay High As a result of hike in petrol price who is going to be affected? The common man has ultimately to bear the brunt of it As far as the big industrialists are concerned they increase the price of their products and that burden will be transferred to the common man If the peasants and the common people in the villages have to hire a taxi for any urgent purpose, they will have to pay higher fares from their pockets

When the Janata Government came to power, they had declared that they would find a solution to the problem of unemployment within ten years But actually the number of educated unemployed has since gone up by fifty lakhs This budget does not contain a constructive proposal for the solution of unemployment Similarly a sufficient amount has not been set apart for education and family planning The Kerala State to which I also belong is a State which has the highest percentage of literacy in the country But employment opportunities have been denied to them Although the Central Government has allotted funds for public sector industries it is yet to be seen how much of that will be beneficial to States like Kerala The Central Government should start more industries in the public sector in Kerala That is the only way to find a solution for the acute unemployment in the State Sir I don't want to take more time of the House I want to say one thing more about the budget If this Government which claims to stand for the common people continues in power ignoring the interest of the people, then the government will have to quit In order to meet the deficit in the budget they are now thinking of selling the gold in Government stocks As this rate after all the gold has been sold out what will they sell for filling the budgetary gap If they go on like this, ultimately they will have to sell out portion of the territory of the country to carry on the adminis-

tration This is a very dangerous trend. When I listen to the speeches of the members of the Janata Party and the Government I feel that they are speaking as members of the opposition They do not appear to belong to the ruling party This is very unfortunate They should not try to run away from the responsibility If they do not rise to the expectations of the people, who have voted them to power, in discharging their responsibilities they will not be able to carry on even for 30 months Where the Congress government continued for 30 years

श्री स्वाम सुन्दर शास्त्र (सीतामढी) - सभापति महोदय, जनता सरकार का यह पहला बजट है और इसका स्वागत करता हूँ। पहला बजट मैंने इत्तिलिये वहा कि पिछले साल का जो बजट था, उसका समूचा केम कर्क पूर्ववर्ती सरकार के द्वारा बना लिया गया था और राज्य सरकारों के लिये भी पहले से ही राशि नय हो चुकी थी। इन सीमाओं के अन्तर्गत पिछला बजट बना था जिस को मधुलिमये जी ने कहा था कि कांग्रेस बजट विच जनता कामेटिक्स। उन अर्थों में यह बजट जनता सरकार का पहला बजट मानना चाहिये और इमकी समीक्षा इसी आधार पर होनी चाहिये कि जनता पार्टी का जो घोषणा-पत्र है उमकी राष्ट्रीय कार्यकारिणी द्वारा जो आर्थिक नीति और श्रीक्षेत्रिक नीति प्रस्तावित है, जोकिं हुई है, यह बजट उमके अनुद्धरण उत्तमता है या नहीं?

दूसरी क्षेत्री इसकी यह होनी चाहिये कि हम जो आयोजनापूर्वक एक नया भोड देना चाहते थे, उस दिशा में यह बजट किस दिन तक सहायक होता है या योजना का जो जो पुराना माडल था, उसी माडल पर यह बजट भी चल रहा है? भोटे तौर पर इन्हीं दो आधारों पर इस बजट की समीक्षा होनी चाहिये। सामान्यत इस बजट के

स्वरूप में वो विवरीत विकासों से जाज के स्वर सुनाई पड़ रहे हैं ।

दोनों प्रकार की आलोचनायें एक मानी में अन्तविरोधी आलोचनाये भी हैं । एक आलोचना बड़े पूरीपतियों के द्वारा हो रही है । उनके सब फैडरेक्स्ट न एक स्वर से इस बजट की या तो आलोचना की है, या दबे हुए स्वर से इस तरह से इस का स्वागत किया है, मानो स्वागत करना उन की एक विवशता है ।

दूसरी ओर से बामपथ द्वारा—खामकर जिस बामपथ का नेतृत्व शाही बुद्धिजीवियों के हाथ में है, उसके द्वारा—भी इस बजट की आलोचना की जा रही है । मध्यसे बड़ी विविक्ता तो यह है कि प्रत्यक्ष या अप्रत्यक्ष करों के जो प्रावधान इस बजट में हैं, उनके सम्बन्ध में पूरीपतियों की ओर से यह आलोचना की गई है कि भारत की अर्थ-व्यवस्था और बाजार में मांग की स्थिति के सदर्भ में बों कर उनके मुनाफे को प्रभावित करेगे, जिसके बारण उनकी बचत की क्षमता बढ़ती, और निजी पूँजी के विनियोजन पर बुरा असर पड़ेगा । अर्थात् पूरीपति वर्ग की ओर से दूसरे बजट की जो आलोचना हो रही है, वह इस आधार पर हो रही है कि टैक्सेशन प्रोपोजल के भाग को वे उपभोक्ताओं को पास छोड़ नहीं कर सकते । अर्थात् उनके हिसाब से इस कर-बुद्धि का मूल्य-स्तर पर बहुत कम प्रभाव पड़ेगा, या करीब-करीब नहीं के बराबर पड़ेगा, प्रभाव पड़ेगा उन के ग्रास प्राफिक्स पर, उन की मेर्विक्स पर और उन के परिणामस्वरूप प्राइवेट इन्वेस्टमेंट पर ।

दूसरी ओर बामपथी मिल यह आलोचना करते हैं कि इन करों का असर पड़ेगा मुक्कपत्. मूल्य स्तर पर, प्राइवेट एन्टरप्राइज की मेर्विग कैपेसिटी और मुनाफे पर उनका कोई असर नहीं पड़ेगा ।

स्पष्टतः किसी तटस्थ समीक्षक के साथने वह विचारणीय प्रश्न उपस्थित हो जाता है कि एक आलोचना हो रही है कि यह बजट बचत और इन्वेस्टमेंट को नियन्त्रित करेगा और दूसरी आलोचना हो रही है कि यह प्राइविंग को बढ़ावेगा, और यास प्राइविंग्स, मेर्विक्स, या यह कहना चाहिए कि पूरीपति वर्गों को अक्षुण्ण रखेगा । विडब्ल्यु यह है कि भारत का बामपथ और दक्षिणपथ दोनों के दोनों एक मानी में कामन बेस्टेड इन्वेस्ट पर आधारित हैं, और वह बेस्टेड इन्वेस्ट है कि बामपथ का जो आर्थनाइज्ड विश्व है, उस की जो वर्किंग ब्लास की फालोइग है, वह ज्यादातर अरबनेवेस्ट है, वह आर्ग-नाइज सैक्टर को रिप्रेवेट करता है । हम हिन्दुस्तान की अर्थ-व्यवस्था जो देख रहे हैं वह एक प्रकार से औपनिवेशिक अर्थ-व्यवस्था जो पहले से चली आ रही थी वही काल्टीन्यू कर रही है । अतर यही है कि पहले जो हिम्मीरियलिस्ट देश थे वे मेट्रोपोलिटन सैर्टेस का काम करते थे और कालोनीज का एक्सप्लायटेशन होता था । आज जो भारत की अर्थ-व्यवस्था या आर्थिक सरचना में डिस्टार्शन है, वह डिस्टार्शन मुख्यतः इस बात का है कि शाही खेत ग्रामीण खेत का शोषण करता है । राजनीतिक दृष्टि से उपनिवेशवाद समाप्त हो चुका है लेकिन देश की आन्तरिक अर्थव्यवस्था के अदर औपनिवेशिक शोषण की प्रक्रिया चल रही है जिसके कारण बिहार, पश्चिम बगाल, उडीसा, मध्य प्रदेश आदि ऐसे बहुत से खेत अविकसित हैं और उनके शोषण के बल पर इबन सेक्टर फ्लॉरिश कर रहा है । एक साधारण उदाहरण इस बात को साधित कर सकता है ।

केवल बिहार राज्य का आप उदाहरण लीजिए । चाहे नेशनलाइज्ड बैंक हो या कर्मसियल बैंक हो टाइम डिपोजिट बिहार कितना देता है और बिहार की जितनी बचत बैंकों में जमा हाती है उसका एक तिहाई ही बिहार में इन्वेस्टमेंट होता है

[श्री श्याम सुन्दर दास]

चाहे ऐंग्रीकल्चर को लोन मिले, चाहे स्टेट को लोन मिले, चाहे वहां की स्माल स्केल इंडस्ट्री को लोन मिले । तो यह जो साधारण मोटा तथ्य है कि बैंक के द्वारा जो हमारी सेविंग होती है उस का इन्वेस्टमेंट नहीं होता है, क्या इसके अलावा भी कोई दूसरा प्रमाण देने की जरूरत है कि बिहार को अभी भी इंटर्नल कालीनी ट्रीट किया जाता है ? और वह बिहार ही नहीं है, पश्चिम बंगाल से कलकत्ते को आप हटा लीजिए तो समूचे बेस्ट बंगाल का क्या नक्शा बनता है ? ये सारे प्रदेश ऐसे हैं कि जो आर्गेनाइज्ड सेक्टर है इनमें रुरल सैक्टर का या डिसआर्गेनाइज्ड सेक्टर का शोषण करता है ...

सभापति महोदय : अभी आप कितना टाइम और लेंगे ? एक मिनट में खत्म कीजिए ।

श्री श्याम सुन्दर दास : अभी मुझे और टाइम चाहिए । कल इसको एक्सटेंड कीजिए ।

सभापति महोदय : बहुत अच्छा भाषण है लेकिन खत्म कीजिए, दो मिनट ले लीजिए ।

श्री श्याम सुन्दर दास : कल के लिए एक्सटेंड कर दीजिए... (ध्वन्धान) ...

सभापति महोदय : आप को अभी भी पांच मिनट दूंगा, खत्म कर दीजिए ।

श्री श्याम सुन्दर दास : नहीं हो सकेगा, मृश्को कल के लिए एलाऊ कीजिए ।

MR. CHAIRMAN: The House stands adjourned till 11.00 (A.M.) tomorrow.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 15, 1978/Phalguna 24, 1899 (Saka).