

Wednesday, June 15 1977
Jyaistha 25, 1899 (Saka)

LOK SABHA DEBATES

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**LOK SABHA SECRETARIAT
NEW DELHI**

C O N T E N T S

No. 4, Wednesday, June 15, 1977/Jyaistha 25, 1899 (Saka)

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LOK SABHA DEBATES

LOK SABHA

Wednesday, June 15, 1977/Jyaistha
25, 1899 (Saka).

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

खादी तथा ग्रामोद्योग आयोग द्वारा

उत्तर प्रदेश में सधन उत्पादन

केन्द्रों का बोला जाना

* 41. श्री मही लाल : वरा उद्योग मंत्री
यह बताने की कृता करेंगे कि -

(क) खादी तथा ग्रामोद्योग आयोग
ने अब तक उत्तर प्रदेश में कुन कितने सधन
उत्पादन केन्द्र खोले हैं ;

(ख) उनमें से कितने केन्द्र बन्द कर
दिये गये हैं ; और

(ग) इस समय बन्द पड़े सधन उत्पादन
केन्द्रों की सम्पत्ति तथा भवनों आदि का किस
प्रकार उपयोग किया जा रहा है ?

उद्योग मंत्री (श्री बृजलाल वर्मा) :

(क) से (ग), एक विवरण सभा पटल पर
रखा जाता है ।

विवरण

खादी एवं ग्रामोद्योग आयोग ने उत्तर
प्रदेश में प्रत्यक्षतः न कोई सधन उत्पादन
केन्द्र स्थापित किया है, न करता है । आयोग
राज्य खादी एवं ग्रामोद्योगिक बोर्डों के माध्यम
से कार्य करता है । किन्तु इसके पूर्ववर्ती अभि-

करण (एजेन्सी) ग्रामिल भारतीय खादी
एवं ग्रामोद्योग बोर्ड ने 1954-55 में एक
सधन क्षेत्र योजना शुरू की थी जो 1960-61
में समाप्त कर दी गई । इस अवधि में उत्तर
प्रदेश में 31 सधन क्षेत्र योजनाएं प्रारम्भ की
गई थीं । जिसमें 13 बन्द कर दी गई थीं और
18 योजनाएं समाप्त करते समय तक बल रहीं
थीं । जहां तक बन्द की गई 13 योजनाओं
का सम्बन्ध है 9 सधन क्षेत्र केन्द्रों को निर्माण-
वस्था में ही बन्द कर दिया गया था तथा
इनकी अपनी सम्पत्ति आस्तियां नहीं बन पाई
थीं । ऐसे 4 में से 3 की सम्पत्तियां खादी अथवा
सहकारी सास्थन को दे दी गई थीं । कुछ
मापत्तियां आर्थितियां का भी निपटान
किया जाना है ।

श्री मही लाल : क्या मंत्री महोदय
बताने का कष्ट करेंगे कि 1954-55 से
1976-77 तक केन्द्रीय रकार ने खादी
और ग्रामोद्योग के माध्यम से राज्य खादी
एवं ग्रामोद्योग बोर्ड उत्तर प्रदेश को कितनी
कुल धनराशि दी है और उस धनराशि का
किस प्रकार से उपयोग हुआ है ?

श्री बृजलाल वर्मा : जो 31 यूनिट्स
खोले थे उन में से हर एक को 4500 रुपया
दिया गया था ।

श्री मही लाल : उत्तर प्रदेश को कुल
कितनी धनराशि दी गई और उससे क्या क्या
सम्पत्ति खोरी गई और उसका उपयोग कैसे
कैसे हुआ ? मेरी जानकारी यह है कि इस
रूपये से वायुयानों में यात्रायें की गई, निजी
मकान बनाए गए और निचले वर्ग के लोगों
के लिए जो धनराशि दी गई थी उसका कुल
व्यन्तियां ने अपने निजी कामों में इस्तेमाल
किया । इस जानकारी के आधार पर आप

जांच कराने की व्यवस्था करेंगे ताकि भवित्व में जनता की धनराशि का कोई दुरुपयोग न कर सके ?

श्री बृजलाल वर्मा : यह प्रान्तीय सरकार के हाथ की चौड़ी है । उसी के द्वारा सारा पैसा बितरित हुआ । इसलिए केंद्रीय सरकार के पास इसके कोई एकाउंट्स नहीं हैं ।

SHRI S. KUNDU: Mr. Speaker, Sir, since it is the desire of the Government to create new employment and that too by increasing industries in the rural sector, I would like to know what positive steps have been taken to re-organise the Khadi and Village Industries Commission. It has always been treated as the step child of the Government of India. I would like to know how many such intensive production units are planned to be taken up in the coming year?

SHRI BRIJ LAL VERMA: That scheme has already been dropped. It is a provincial subject. The Board does every thing. The Central Government is not directly concerned.

SHRI A. C. GEORGE: The Khadi and Village Industries Commission is run by the Central Government.

श्री गौरी शंकर राय : मेरी जानकारी यह है कि उत्तर प्रदेश बादी आटोमोटोर बोर्ड का मृश्य काम रुपया बांटना है । ग्रांट जो उसको नवबे लाल की दी गई है उस में से माठ लाल रुपया एस्टेबलिशमेंट पर ही खर्च कर दिया गया । ऐसी व्यवस्था में ऐसी मंस्थाओं को रिक्षागानाहड़ करने द्वारा उनको अधिक उपयोगी बनाने पर सरकार विचार करेगी और यह देखेगी कि इतना व्यक्ति रुपया एस्टेबलिशमेंट पर खर्च न कर दिया जाए ?

श्री बृजलाल वर्मा : जो मुझाव है उसको देखा जाएगा । लेकिन यह आटोनोमस बाड़ी है, प्रान्त में भी आटोनोमस है और मेंटर में भी आटोनोमस है । दोनों के अलग अलग फंक्शन्स हैं । दोनों एक दूसरे के साथ मिल कर

कैसे चलें, उन में कोपोर्डिनेशन कैसे हो इसको देखा जा रहा है ।

श्री गौरी शंकर राय : मेरा मतलब कोपोर्डिनेशन से नहीं था । मेरा मतलब एस्टेबलिशमेंट एक्सपैडीवर से था । जो धनराशि उसको बांटने के लिए दी गई नवबे लाल उसके बाटेबाली संस्था पर साठ लाल एस्टेबलिशमेंट पर खर्च होता है यथा सरकार आटोनोमस बाड़ीज के सेट अप प सोबेगी ? सरकार ने ही इनको बनाया है और वही इसको बनाती है क्या पूरे सेट अप के बारे में सरकार पुनर्दिकार करके इनको अधिक उपयोगी बनाने की कोशिश करेगी ताकि उपयोगी नीति के धार्यार पर ये चल सकें ?

श्री बृजलाल वर्मा : अधिक उपयोगी मुझाव आप देंगे तो उस पर विचार करेंगे ।

श्री नोतो भाई आर० जीष्ठरी : जनता सरकार गांधी विचारों में शह्वा रखती है और यामोटांग के जरिये देरोजगारी दूर हो सकती है ऐसा हमने जनता से बायदा किया है । तो दया बन्द पड़े हए उत्पादन केन्द्रों को बाल करने के लिये सरकार कुछ मोब रही है ?

श्री बृजलाल वर्मा : उत्पादन केन्द्रों को बोर्ड बनाना है और ऐश्विकियेंट्स बन रहे हैं उम में और ऐश्विकियेंटी लाने की कोशिश की जा रही है ।

श्री ओम प्रकाश स्थानी : मैं मंत्री महोदय से जानना चाहता हूँ। ग्रादी प्रबंध आटोमोटोर को बहुत ही अच्छे उद्देश्य से बनाया गया था, परन्तु क्या आप की जानकारी में है कि इस को भूतपूर्व सरकार ने अपने सभी संबंधियों को भ्रातायगा का मायथम बनाया, जो करोड़ों २० इस पर खर्च किया उस का अपव्यय हुआ ब्योर्डिक बेरी जानकारी है कि इस के संगठन की एक योजना बनायी गयी सधन लेक योजन के नाम पर और खट्टियों की योजना थी । लेकिन खट्टी बर्गरह कहीं कठ नहीं लगी बल्कि प्राइवेट लोगों से बाड़ी बरीद कर देते रहे और अपने नाम पर खट्टे

रेकांड बनाये। तो जो प्रान्तों को आप सहायता के लिये रुपया देते हैं उन के द्वारा आपकी योजना के अनुसार काम हो रहा है, वह रुपया ठीक खाने हो रहा है कि नहीं, इसकी जांच की कोई व्यवस्था आप के पास है अगर नहीं तो क्यों?

श्री बृज साल चर्मा : अभी तक ऐसा कोई हमारे पास जरिया नहीं है जिस के जरिये जांच कर सकें। अगर आप निश्चित उनके खिलाफ आरोप लगाते हैं तो हम जरूर विचार करेंगे।

श्री श्रीम प्रकाश तथागी : जांच की आवश्यकता आप महसूस करते हैं कि नहीं?

श्री बृज साल चर्मा : आरोप हमारे पास आये तो हम जरूर विचार करेंगे।

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Will these Boards be subjected to audit?

SHRI BRIJ LAL VERMA: Yes.

Restarting of Matka Business

*42. SHRI F. H. MOHSIN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether 'Matka' business has been restarted after Janata Government have come into power; and

(b) if so, the steps contemplated to put an end to this evil practice?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). Some cases of 'Matka' gambling have come to the notice of the State Governments of Gujarat, Karnataka, Maharashtra, Madhya Pradesh, Andhra Pradesh, Rajasthan and in the Union Territory of Goa, Daman and Diu. The State Governments report that to curb this practice, they are taking steps like intensive patrolling, conducting raids and taking legal action against offenders apprehended.

The Indian Penal Code (Amendment) Bill 1972, as reported by the Joint Committee, contains a clause whereby the present Section 294A of the IPC is proposed to be replaced by a more elaborate provision to cope with offences in connection with lotteries.

SHRI F. H. MOHSIN: Now, it has been admitted that the 'Matka' business has been started after the Janata Party has come into power. Crimes have also increased. May I know whether there is any relation between the Janata Party coming into power and the increase in crimes, increase in smuggling activities and restarting of the 'Matka' business? Whether there is any close relationship between the Janata Party and such anti-social elements? Will the Home Minister be pleased to say whether the Indian Penal Code (Amendment) Bill, 1972 which has not been enacted so far will be taken up now? May I know when it is going to be passed by both Houses and whether it is likely to come upto during this session and also whether it can take care of crimes such as smuggling, matka business, etc.

CHAUDHURI CHARAN SINGH: I hope I am not required to reply to the first part of the question because that is a matter of opinion.

MR. SPEAKER: I am sure some other Member will do it.

CHAUDHURI CHARAN SINGH: As regards the second part, I may tell the hon. Member that what I was trying to say was that the amending Bill would be introduced in this session.

श्रीमती मृणाल गोरे : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि कई प्रान्तों में जहाँ कंप्रेस राज्य था और आज भी है, वहाँ मटका व्यापार और ज्यादा बढ़ा दिया गया है? क्या यह जानबूझकर इस विचार से किया जा रहा है कि लोग जनता पार्टी को दोष दें?

MR. SPEAKER: That is why I said that somebody will reply

SHRI EDUARDO FALEIRO: In Goa, mutka offences are dealt with under the Public Gambling Act, not under the Penal code. I think that nowhere in the South Mutka offences are dealt with under the penal code. The Public Gambling Act was enacted sometime in the last century when mutka offences were not there and so when mutka cases go to court, hardly in any case there is conviction. Will the government consider having a model legislation for control of mutka and other gambling offences which have nothing to do with the penal code, so that it will become difficult to avoid conviction?

CHAUDHURI CHARAN SINGH: I am glad that the hon. Member has put this question. In fact we are considering comprehensive amendment of the law in regard to gambling and other offences.

DR. SUBRAMANIAM SWAMY: I should like to know from the hon. Home Minister whether sometime in the month of March, before the Lok Sabha results came out, a large number of characters who were connected with mutka were released from jail and this took place sometime in the month of March?

CHAUDHURI CHARAN SINGH: It is true.

SHRI RATANSINH RAJDA: Will the hon. Minister say that in the city of Bombay, in the State of Maharashtra, to malign the Janata government mutka is going on at the instance and with the encouragement of the government there, that is the government of Maharashtra? I make bold to say that when we agitated against mutka business in Bombay some mutka kings told us that the police had asked them to start it. Will the hon. Minister institute an enquiry into this?

CHAUDHURI CHARAN SINGH: If I find that there is some evidence to that effect, I will not hesitate to order an enquiry.

DR. VASANT KUMAR PANDIT: Mutka is organised by three persons, Balu, Kalu and Ratan Khatri who are hand in glove with the police. The police get monthly instalments for allowing organised mutka and the network is spread even beyond our country, in Sri Lanka, Nepal, Pakistan and other places. Crores of money are being paid for one figure for opening and one figure for closing. Big money making is going on.

MR. SPEAKER: Please come to the question.

DR. VASANT KUMAR PANDIT: Has the Government got any such information as I have given and will they make any investigation into the hand in glove policy of the Maharashtra Government with the Matka king?

MR. SPEAKER: He has replied to it.

SHRI YASHWANT BOROLE: May I draw the attention of the minister to the fact that matka can be stopped instantly if the telephone communications for making lightning calls are not made available to them? The opening and closing figures are communicated by lightning calls. If such communication lines are closed, it can be stopped. Is the Government thinking of doing it?

CHAUDHURI CHARAN SINGH: It is a suggestion.

मंथ राज्य लोडों में अपराध की
पटनालों में बढ़ि

* 44. श्री यश वत्स शर्मा : क्या यह मंत्री
यह बताने की कृपा करेंगे कि :

(क) क्या गत तीन महीनों में संघ राज्य क्षेत्रों में लूटपाट, चोरी, ठगी, छुरेबाजी तथा अपहरण की घटनाओं में वृद्धि हुई है; और

(ख) इन्हें रोकने के लिये सरकार ने क्या प्रभावी कदम उठाये हैं और इसके यथा परिणाम निकले?

गृह मंत्री (चौधरी चरण सिंह) :

(क) और (ख). विवरण सदन के पटन पर रखा जाता है।

विवरण

(क) अण्डमान व निको तर द्वीपसमूह और गोवा, दमन व दीव मंध शासित क्षेत्रों में अपराध की घटनाओं में कोई वृद्धि नहीं हुई है। अक्षणाचल प्रदेश, दादरा व नागर हवेली और नक्कटोप संघ शासित क्षेत्रों में अपराध को मात्रा नगण्य है। दिल्ली, चण्डीगढ़ और पाण्डुचेरी मंध शासित क्षेत्रों में अपराध की घटनाओं में कुछ वृद्धि हुई है। भिजोरम मंध शासित क्षेत्र से अभी सूचना प्राप्त नहीं हुई है।

(ख) अपराधों को रोकने के लिए निम्नलिखित उपाय किये गये हैं:-

(1) गश्त कड़ी कर दी गई है;

(2) बदमाशों की गतिविधियों को रोकने के लिए उन पर निगरानी कड़ी कर दी गई है और अनेक अपराधियों के विरुद्ध दण्ड प्रक्रिया संहिता की सम्बन्धित धाराओं के अधीन निरोधात्मक कार्यवाही की गई है;

(3) बहुत रात गये की जाने वाली डकैतियों को रोकने के लिए सामरिक महत्व के स्थानों पर पुलिस की टुकड़ियां तैनात की गई हैं; और

(4) जेब करतरों तथा लुटेरों का पता लगाने की दृष्टि से भीड़ भाड़ बांने स्थानों पर सादे कपड़ों में गुत्तचर तैनात किये जा रहे हैं।

इसके अतिरिक्त, दिल्ली संघ शासित क्षेत्र में शहर की गश्त में पुलिस की सहायता के लिए होम गाड़ों को इस्तेमाल किया जा रहा है। मंध शासित क्षेत्र में यथा प्रवर्त्त बम्बई पुलिस अधिनियम ने अन्तर्गत बदमाशों को निकालने के लिए मामले तैयार किये गये हैं।

इन उपायों के परिणामस्वरूप संघ शासित क्षेत्र दि नी तथा चण्डीगढ़ में पिछो भूमि व अप्रैल, 1977 की तुलना में मई, 1977 में अपराध दर में कमी हुई है।

श्री यज्ञदत्त शर्मा : क्या मंत्री महोदय की जानकारी में यह है कि गत लोक सभा के चुनाव के उपरान्त बहुत से लोग, जो राजनीति के द्वारा धन कमाया करते थे, बेकार हो गये हैं और उन्होंने इस लूटपाट के घंघे में बढ़ोतारी की है? क्या काइम रांच के पास ऐसी कोई जानकारी है?

चौधरी चरण सिंह : जो तथ्य मेरे पास है, वे सदन के भेज पर रख दिये गये हैं। माननीय सदस्य के पास जो विशेष जानकारी है, अगर वह मुझे बतायेंगे, तो मैं आई० बी० के लोगों को कहूँगा।

श्री यज्ञदत्त शर्मा : क्या सरकार इस प्रकार के लूटपाट के धघों को रोकने के लिए कोई ठोस कदम उठाने पर विचार कर रही है?

चौधरी चरण सिंह : नृट-मार आदि अपराधों को रोकने के लिए हर गवर्नरेंट कोशिश करती रहती है। गवर्नरेंट के सामने बहुत सी कठिनाइयां हैं, जो यहां बताई नहीं जा सकती हैं। उस सीमा में खड़कर जो कुछ हो सकता है, और जितने साधन हमारे पास

उपलब्ध हैं, उन के मुताबिक, सब कुछ किया जा रहा है। अगर माननीय सदस्य इस बारे में मुझे सुनाव देंगे, तो मुझे खुशी होगी।

DR. V. A. SEYID MUHAMMED: Will the minister be pleased to state whether the Janata Government had prescribed any oath for the dacoits in the Union Territory just as they had done in the case of smugglers in Bombay?

श्री कंवर लाल गुप्त : मैं यह जानना चाहता हूं कि दिल्ली में सूटिंग, बेफ्ट, चीटिंग स्टेपिंग और किडनैपिंग के केसिंज पहले कितने बे और अब कितने हैं। पिछले तीन महीनों में इन काइम्बज के सिलसिले में कितने पुलिस बाले गिरफ्तार किये गये हैं?

बौद्धरी चरण सिंह : दिल्ली के सम्बन्ध में 1977 के तीन महीनों का विवरण मेरे पास है। और सन् 75 के भी तीन महीनों का विवरण मेरे पास है। उस को देखने से मालूम होता है कि लूट, चोरी, घोखाधड़ी और किडनैपिंग, इन में कुछ बढ़ रही है अगर वे सुरेखाजी में बहुत कमी आई है।

एक बात में यह कहना चाहता हूं कि सब मे बड़ा काइम है बड़ंडर, बड़ंडर में कमी आई है, इसलिए माननीय मित्र ने बड़ंडर का मबाल ही नहीं पूछा। वे पूछना चाहते हैं जो कि अपेक्षनया हमें ज़रूर है। हमका ज़रूर यांतों तो कोई नहीं है। ज़रूर कोई नहीं होना चाहिए। लेकिन मुझे यह इतिलामिलो है कि हत्या में कमी हुई है और सुरेखाजी में कमी आई है और बाकी कुछ और ज़रूर बढ़े हैं। लेकिन यह जो बढ़े हैं यह इन की रिपोर्टिंग बढ़ी है, यह नहीं कि काइम बढ़े हैं। हमारे हृकम यह हुए हैं कि जां जो भी रिपोर्ट लिखता है वह लिखो, अगर नहीं लिखते हैं तो वह अपने आप में एक आकेम है और उम पर ऐक्जेन लिया जायेगा। तो इस से तो नहीं नस्वीर नहीं मालूम होती है। हाँ जो उपरियस काइम है वे कमी छिपाए नहीं

जा सकते। न पहले छिपाए जाते थे न अब छिपाए जाते हैं। तो सीरियस काइम में बुरू के डेव महीने जो जनता गवर्नरेंट है वे 26 मार्च से 10 मई तक उसके प्रांकडे मेरे पास हैं और 75 के मुकाबले में बह बढ़े हैं।

श्री कंवर लाल गुप्त : पुलिस बाले कितने पकड़े गए जिन्होंने पहले बड़ंडर किए थे और अब कितने ऐसे पकड़े गए जिन्होंने बड़ंडर से किए हैं?

बौद्धरी चरण सिंह : इस की इतिहास मेरे पास नहीं है।

SHRI K. LAKKAPPA: Mr. Speaker, Sir, the truth has not been given out by the Home Ministry. After the present government came into power, there is a feeling in the country specially in Delhi and surrounding areas that certain secret information and instructions have been issued by the Home Ministry to treat goondas, hooligans and all sorts of criminals in a very lenient manner and this has been spread throughout the country. I want to know whether it is a fact that, for the reasons best known to the Home Ministry as it falls within their jurisdiction, after the Janata Party came into power, the police people are very lenient and no action has been taken and therefore, this is one of the reasons for the increase of crime specially in the Union Territory of Delhi.

MR. SPEAKER: Even if the instructions were issued, do you think they will say 'yes'? Now, we shall take up Question No. 45.

दिल्ली में अनुमतित जाति के पुलिस अधिकारी

* 45. श्री शिव नारायण सरसूविया :

म्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में भारतीय पुलिस सेवा अधिकारी, पुलिस उप-अधीक्षकों तथा पुलिस इन्सपैक्टरों में कितने व्यक्ति अनुमतित जाति के हैं; और

(क) गत तीन वर्षों में दिल्ली के विभिन्न जिलों और धानों में एम० पी०, डी० एस० पी० और एस० एच० और० के पदों पर अनुसूचित जातियों के कितने अधिकारियों को नियुक्त किया गया है?

गृह मंत्री (बौधरो चरण सिंह) : (क) इस समय दिल्ली पुलिस में अनुसूचित जातियों के 3 भारतीय पुलिस सेवा अधिकारी, 2 पुलिस उप-अधीक्षक और 23 निरीक्षक हैं।

(क) संबंधित अवधि के दौरान दिल्ली के विभिन्न जिलों और धानों में पुलिस अधीक्षकों, पुलिस उप-अधीक्षकों और धाना अध्यक्षों के रूप में नियुक्त अनुसूचित जाति के अधिकारियों को संख्या इस प्रकार है:—

पुलिस अधीक्षक पुलिस उप- धाना अध्यक्ष अधीक्षक

4

2

4

(तीन प्रतिरिक्ष
पुलिस अधीक्षकों
ममत)

श्री विव नारायण सरस्वतिया मंत्री महोदय ने जो यह क्रम बनाया है उन के बारे में मैं यह जानना चाहता हूँ कि क्या यह सही है कि कोई उचित स्थान उनको नहीं दिया जाना? पिछले तीस सालों से एक भेदभाव की नीति उनके साथ बरती जा रही है और अब भी इसी तरह से बराबर चला जा रहा है? अनुसूचित जातियों के साथ यह जो भेद की नीति चल रही है क्या उस में अब परिवर्तन होगा और क्या यह सही है कि जो लगभग 50 एस० पी०, 150 के लगभग दी९ एस० पी० और 500 निरीक्षक हैं इन में से कुछ ही लोगों को धानों में और जलों में लगाया जाता है, वाकी लोगों को नहीं लगाया जाता? क्या इस का कारण अन्याय है?

साथ ही मैं यह जानना चाहता हूँ कि जब आपातकालीन स्थिति थी जेल से छूटने

वाले लोगों को दरबाजे से ही पकड़ लिया जाता था, ऐसे अधिकारियों के खिलाफ जांच भूँ ठुर्डी थी, उस का क्या परिणाम निकला और उस जांच को क्यों बन्द कर दिया गया?

बौधरी चरण सिंह: अध्यक्ष महोदय, मेरी समझ में नहीं आया कौन से सवाल का जवाब दूँ। एक तो माननीय सदस्य ने भेद की नीति के सम्बन्ध में पूछा है। जहाँ तक नीति का सवाल है, मैं इस सदन को यकीन दिलाना चाहता कि कोई भेद की नीति बरतने का प्रण नहीं है। अगर किसी के साथ ऐसी नीति बरती गई हो, भेरिट्स पर वह अधिकारी रहा हो और केवल इसलिए जगह नहीं भिन्नी हो कि वह किसी विशेष जाति में सम्बन्ध रखता हो तो उसकी इंक्वायरी को जांचनी और जो दोषी होगा उसको सजा मिलेगी।

जहाँ तक सवाल है कि कोई इंक्वायरी चल रही है तो उसका मुझे इत्म नहीं है। माननीय सदस्य निखंगे तो इंक्वायरी हो जायेगी।

श्री जांब राम: मैं माननीय मंत्री जी से जानना चाहता हूँ कि अगर पिछले दो-तीन सालों में शेड्यूल कास्ट कर्मचारियों को सुपरमीड किया गया हो, अननेसंसरीली उनका सुपरसेशन किया गया हो यानी किसी एम०पी० को डी० आई० जी० बनना हो लेकिन उसको सुपरमीड करके दूसरे को बना दिया गया हो—यदि इस तरह का अन्याय किया गया हो तो क्या उस पर उन्निचार करेंगे?

बौधरो चरण सिंह: अगर अन्याय हुआ है तो वेशक उस पर विचार होगा।

डा० बापू कालवते: क्या अनुसूचित जाति के लोगों के लिए सर्विसेज में कुछ पर्सेंटेज रखा है या रखने के लिए सरकार सोच रही है?

चौथरी चरण तिहः ; रेकूटमेंट में पर्सेंटेज़, तो रखा हुआ है लेकिन सारा पर्सेंटेज़ एकदम पूरा हो जाये, यह तो सम्भव नहीं है। वह धीरे धीरे बढ़ रहा है।

भी शिव नारायण मैं मंत्री जीसे जानना चाहता हूँ कि डी.आई.जी., एस.पी., डी.एस.पी. — इस तरह के जो आफिसर्स हैं उनके लिए जो 18 परमेंट का रिजर्वेशन दिया गया है वह पूरा हो रहा है या नहीं।

चौथरी चरण तिहः : मैं ज़राव दे चुका हूँ। माननीय सदस्य तो हमारे पुराने मित्र हैं।

Release of Persons Detained during Emergency

*47. SHRI GAURI SHANKAR RAI:

SHRI MUKHTIAR SINGH MALIK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many persons have so far been released out of those who were detained under the MISA/DISR or other Acts during the Emergency period, separately in each State, category-wise;

(b) the State-wise and category-wise break-up of detentions at present;

(c) how many detenus died or succumbed to accidents/illness during the Emergency period; and

(d) the steps taken by Government to get all the detained persons released in each State?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). During the Emergency 29,795 persons were detained under the Maintenance of Internal Security Act, 1971, by invoking Section 16A of the Act. Of them 18892 detenus had been released upto 19th March, 1977 and the remaining were released after that date.

6244 persons were detained under the normal provisions of the Act during the same period, in addition to 6010 persons already in detention as on 25th June, 1975. Out of them 6851 were in detention as on 25th March, 1977. Only 1796 persons were in detention on 4th June, 1977. Two statements giving state-wise and category-wise break up of number of persons who were detained by invoking Section 16A of the Act and under the normal provisions of the Act are laid on the Table of the House. [Placed in Library. See No. LT-341/77].

The Defence and Internal Security of India Rules do not provide for detention of any person.

2015 persons were detained under the Conservation of Foreign Exchange and Prevention of Smuggling Activities Act, 1974 during the period 25th June, 1975 and 20th March, 1977. A statement showing State-wise number of detentions, releases as well as the position on 4th June, 1977 is laid on the Table of the House. [Placed in Library. See No. LT-341/77].

(c) 59 detenus died while in custody and 14 died while on parole.

(d) The State Governments have already been advised to consider the release of persons detained under Maintenance of Internal Security Act. In pursuance of this advice, the State Governments have released a large number of detenus.

भी शीरी अंकर रायः पर्याप्त माहोदय, मृतकों के मंबन्ध में मैं माननीय गृह मंत्री जी के उत्तर को मूल नहीं माका। मैं जानता चाहता हूँ कि कितने लोगों की मृत्यु हुई है?

चौथरी चरण तिहः : 59 की मृत्यु जेल में हुई थी और 14 की मृत्यु जेल से बाहर निकल कर हुई, इन की मृत्यु का कारण भी इम्मंजेल ही समझते हैं, क्योंकि ये बीमार थे और इसीलिए इन को दैरोल पर छोड़ा गया था।

श्री गौरी शंकर राय : क्या गृह मंत्री महोदय को मानूम है कि इस सप्ताह और पिछले सप्ताह में जेल से निकले हुए ग्रनेकों दीमार सोगों की मृत्यु हुई है। चूंकि वे लोग जेल से ही बीमार चले आ रहे थे, क्या उन को भी जेल में ही मरा हुआ समझा जायेगा।

श्रीष्टरो चरण सिंह : रिहाई के तीन महीने के अन्दर जिन की मृत्यु हुई है, उन को जेल में ही मरा हुआ समझते हैं।

श्री गौरी शंकर राय : ऐसे लोग जो जेल में मर गये था जेल में दी गई यातनाओं के कारण मरे, क्या मरकार उन को कोई कार्यन्वयन दे रही है या उनके परिवारों को कुछ सहायता देने के बारे में सोच रही है?

श्रीष्टरो चरण सिंह : सरकार ने अभी हाल में एक नियंत्रण लिया है कि जो लोग जेल में मर गये हैं—मेरा मकसद इन 73 आदमियों से है—प्रगत उनके परिवारों की आर्थिक स्थिति अच्छी नहीं होगी तो उन को कार्यन्वयन दिया जायगा।

SHRI CHITTA BASU: May I draw the attention of the hon. Minister to the chart given? In regard to West Bengal, I find that in column 2 the total number of persons under detention is 5,223 while under column 3 the number is 5,009. May I know the number of detenus in West Bengal even now in jail? Again, I find that the number detained in the context of emergency by invoking section 16A of the MISA was 311 and the number released was 217. May I know why the remaining 94 persons have not been released even after the revocation of the emergency? I am asking for all these details because they are mentioned in the chart itself. That is why I want a clarification. In the course of the reply the Minister said that 59 deaths took place in jail. Is it not a fact that apprehensions have been expressed by many that many of the deaths in jail are due to police torture and under questionable circumstances?

May I, therefore, know from the Minister whether he is in a position to assure the House that all such cases of death while in detention would be covered by a judicial enquiry?

CHAUDHURI CHARAN SINGH: I have heard various allegations regarding death of persons in jail. But nobody has, till today, supplied me any details.

As regards these 73 persons, they are those who were arrested under Section 16A, not under the normal provisions of MISA, as it existed before 25th June 1975. After 25th June 1975, when emergency was imposed, section 16A was added to MISA. I am talking of the prisoners who were detained under section 16A, which was then added. I am not talking of those who were already detained under the normal provisions of MISA. I do not know those figures.

SHRI CHITTA BASU: The total number of persons arrested under the normal provisions of MISA in West Bengal was 5,223.

How many of them are still in jail? What has happened to them?

CHAUDHURI CHARAN SINGH: I do not know to which table he is referring. Most of the detenus were in the jails of West Bengal, perhaps 6,200. The figure must be there somewhere. Out of these, 4,900 have been released. I am talking of detenus. The cases of the remaining 1,300 persons are still under review by the State Government but I am afraid they are not likely to agree to release all these 1,300. And the final word, the hon. Member will agree with me, lies with the State Government in this connection.

PROF. DILIP CHAKRAVARTY: On 30th January, 1977, one person who was sick was not provided the necessary medical facilities and he died. I am afraid the State Government under Shri Siddhartha Shankar Ray never cared to pass on this information to

the Central Government. Secondly, in league with Shri Siddhartha Shankar Ray when he was here, a conspiracy was hatched by the Central Home Ministry to have the theory of counter violence and as a result, 5,000 Naxalites were killed in the streets of West Bengal. Is the hon. Minister aware of such incidents? Thirdly, does he intend to institute an enquiry into this?

CHAUDHURI CHARAN SINGH: I have not got any such information. If the hon. Member supplies me the information, I will enquire.

SHRI CHITTA BASU: Will the hon. Minister have an enquiry instituted? This is a very important question.

MR. SPEAKER: That is why I allowed you. This is important not only to you but to the whole House and the whole country. That is why you must give a chance to others also.

SHRI CHITTA BASU: But he should reply completely.

SHRI C. K. CHANDRAPPAN: In the statement the hon. Minister has stated that there are a large number of persons belonging to banned organisations who were kept in custody. I think in that category a large number of Naxalites are involved. After assuming office, the Janata Government have released almost all the RSS members, who were members of a banned organisation, but they have not released the Naxalites. What are the reasons for this, and what is the final decision about it?

CHAUDHURI CHARAN SINGH: This Government has made no discrimination between the RSS people and the Naxalites. We have not issued any such orders at all.

SHRI C. K. CHANDRAPPAN: Mr. Speaker, I seek your protection. The hon. Minister did not answer my question. He says there is no discrimination. I asked about the final decision

in regard to the release of Naxalites and also why RSS men were released while Naxalites were not released. He should answer properly.

CHAUDHURI CHARAN SINGH: I have already said that almost the entire lot of Naxalites has been released. I have given the figures as regards Bengal. What else can I say. What else does the hon. Member wants from me? I have also said that the final word lies with the State Government. We can only give them advice. We have already advised them to release all the detenus.

श्री भानु कुमार शास्त्री : प्रध्यक्ष महोदय, मैं आप के माध्यम से गृह मंत्री से यह कहना चाहूंगा कि उन्होंने 16-ए के अन्दर जो लोग गिरफ्तार हुए और जेलों के अन्दर जिन की मृत्यु हो गई, उस की सूचना दी है लेकिन मैं मंत्री जी से यह पूछना चाहूंगा कि आपातकालीन स्थिति लागू होने के बाद कई ऐसे कार्यकर्ता थे जोकि डी० आई० आर० के अन्तर्गत पकड़े गए थे और अस्वस्थता के कारण और ठीक ढंग से उन को उपचार न मिलने के कारण जेलों के अन्दर उन कार्यकर्ताओं की मृत्यु हो गई, क्या ऐसी कोई सूचना आप के पास है ?

CHAUDHURI CHARAN SINGH: The question that was put to me was: how many detenus died or succumbed to accidents/illness during the Emergency period and my reply relates to this question. If anybody who was arrested had died, it does not mean that he had been under detention under the DIR. In fact, all the persons whether they have been arrested under the MISA/DISIR or not have been included in it.

श्री भानु कुमार शास्त्री : मेरा एक प्रश्न यह है कि जो व्यक्ति डी० आई० आर० के अन्तर्गत गिरफ्तार हुए उनको भी इसमें शामिल नहीं किया

है। राजस्थान में उदयपुर के अन्दर एक व्यक्ति श्री शोभप्रकाश लखारा को बंदी बनाया गया और उसको समय पर इलाज के लिए डिचार्ज नहीं किया गया जिससे उसका देहावसान हो गया।

बौधरी चरण सिंह : मैं मालूम करूँगा कि जिस व्यक्ति का नाम माननीय सदस्य ने लिया है, शामिल किया गया है या नहीं। अगर शामिल नहीं किया गया है तो शामिल कर लिया जायेगा।

श्री निमंत्र चन्द अंतेन : अध्यक्ष महोदय, प्रश्न यह है कि आपात्कालीन अवधि के दौरान मीसा, डी० आर्ड० एस० आर्ड० आर० अथवा अन्य अधिनियमों के अन्तर्गत नजरबंद किये गए व्यक्तियों की पूरी डिटेल्स इसमें प्रोवाइड की जानी चाहिए थी और यह भी प्रोवाइड किया जाना चाहिए था कि डी० आर्ड० आर० के अन्तर्गत कितने व्यक्तियों को इबतक गज्जबार छोड़ा गया।

बौधरी चरण सिंह : कि 16-ए धारा 29 जून के बाद लागू हुई थी। जो व्यक्ति 26 जून को गिरफ्तार हुए उनकी फिरसत भी हसमें आनी चाहिए थी।

बौधरी चरण सिंह : मैं समझता हूँ कि 16-ए धारा उन व्यक्तियों पर भी लगायी गई थी जो 26 और 28 जून के बीच गिरफ्तार हुए थे। जिन पर 16-ए धारा लगायी गई वे सब इसमें आ गये हैं।

SHRI BAPUSAHEB PARULEKAR: Thousands of persons were detained and arrested under 16-A. At that time, the detenus were not even allowed to approach the court. I would, therefore, ask the hon. Minister whether any pro-

vision in the law is going to be made by the present Government so that any person who is detained illegally can approach the court and get the compensation. Whether Government is thinking of giving compensation to such persons.

CHAUDHURI CHARAN SINGH: 16-A has already been deleted and those who were arrested under that section have been released. If suit for damages can lie in a law court for such arrest well, the Government has nothing to say in the matter.

SHRI G. M. BANATWALLA: Is it not a fact that in the case of RSS detenus the Government pursued the matter vigorously and all of them have been released immediately but in the case of Naxalites, the Government is content by giving a mere advice to the States?

CHAUDHURI CHARAN SINGH: I protest against this insinuation. I have been solicitous to the Naxalites rather than the RSS people, and the Naxalite leaders themselves will testify to what I have said.

बौधरी भाई : मैं जानना चाहूँगा कि एमजैसी के दौरान जिन लोगों को गिरफ्तार किया गया था, उन सभी को कब तक छोड़े जाने की मियाद है, कब तक सभी व्यक्ति रिहा कर दिए जायेंगे ?

बौधरी चरण सिंह : जितने व्यक्ति ए मजैसी में गिरफ्तार किए गए थे, वे सभी छोड़ दिये गये हैं। नक्सलाइट्स एमजैसी के पहले ही गिरफ्तार किये गये थे। उनमें से लगभग 90 प्रतिशत यानी 6200 में से 4900 को छोड़ा जा चुका है। 1300 बचे हैं। इन में से बहुत सो के मुतालिक राज्य सरकारों की राय यह है कि उनका पुराना रिकार्ड मर्डर का, पुलिस आफिसर्स पर अटैक करने वगैरह का ऐसा है कि वे देश की

सुरक्षा की दृष्टि से इनको छोड़ना मुनाफ़ा सिव नहीं समझती है। अभी कुछ कंसिस को और देख रहे हैं। लेकिन जैसा मैंने अर्ज किया इस मामले में अंतिम राय स्टेट गवर्नरेट की होगी।

SHRI VAYALAR RAVI: May I know whether it is a fact that many of the Naxalites who were in jail in West Bengal and Kerala since 1968 onwards were also ill-treated in those days and, if that is so, whether the hon. Minister will look into that matter.

CHAUDHURI CHARAN SINGH: I do not know the date or the year at all for this, notice will be required.

SHRI P. K. KODIYAN: May I know whether it is a fact that in regard to the release of Naxalites the Government have been insisting that Naxalite prisoners should give an undertaking that they would respect the law and the Constitution and that they would live and act in a democratic manner and, if that is so, whether it is a fact that some of the Naxalites have not agreed to give such an undertaking.

CHAUDHURI CHARAN SINGH: It is a fact that the central committee of some groups of Naxalites has already passed a resolution to the effect—I cannot quote the exact words—that they no longer believe in class annihilation violence. From this, it follows that they believe in methods other than violence which means that they would follow the democratic path. But there are some groups of Naxalites who do not subscribe to this resolution. They are still wedded to their own old ways of violence and assassination.

SHRI PADMACHARAN SAMANTA-SINHAR: Firstly, I want to know, when a prisoner dies in jail, who is responsible for that death. Is it due to the negligence of the jail authorities or the police authorities? Secondly, some compensation is given to the family of the deceased and that depends on the economic condition of the

family. In the case of giving pension to ex-Members of Parliament, that condition is not imposed. An ex-Member of Parliament may be a man of lakhs or even crores of rupees. The pension is given to all the ex-Members of Parliament. If that is so, I want to know why do you impose that condition, the economic condition of the family of the deceased, in the matter of paying compensation.

CHAUDHURI CHARAN SINGH: About the responsibility for the death of prisoners in jail, I think, the reply should better be given by the friends opposite. It is in fact they who were indirectly responsible for the death of the people in prison. I have not received any report that any of these gentlemen died because of any beating or mal-treatment or any such offence committed by the jail staff.

As regards the other question of criterion about the compensation, etc. well, I do not exactly remember it, but the sum paid as compensation for survivors of these people varies from Rs. 150-250 or Rs. 200. So, the sum can vary between these two figures and the decision will have to be taken on the report of the District Magistrate or other authority which we may prescribe in this behalf.

As regards financial circumstances of the survivors, if the circumstances are very bad, then we award the highest sum; if not so bad, then the sum will be somewhat less.

SHRI VINODBHAI B. SHETH: What is the actual definition of Naxalites? How can you demarcate Naxalites from other criminals? Is there any change in the attitude of the police departments against the Naxalites?

CHAUDHURI CHARAN SINGH: The definition is that they did not commit any crime for their own personal interest. They were actuated by public interest, although they were mistaken in choosing the method that they chose in achieving their ends.

Memorandum submitted by Opposition Leaders of Kerala

*49. **SHRI SAMAR MUKHERJEE:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have received any memorandum from the opposition political party leaders of Kerala on 19th April, 1977;

(b) if so, the salient points of the memorandum and the reaction of the Government; and

(c) the action taken on the memorandum?

THE MINISTER OF HOME AFFAIRS CHAUDHURI CHARAN SINGH: (a) Yes. Sir.

(b) and (c). The salient points are that a separate Commission of Inquiry be set up for Kerala to inquire into (i) the cases of Rajan, Kannan and Vijayan who are missing after having been taken into custody by the police; (ii) two cases of death in police lock-up in Trichur and Trivandrum districts after revocation of emergency;

(iii) excesses and tortures committed by police on prisoners and

(iv) mis-use of police to threaten and terrorise political workers and candidates who filed nominations against Ministers and leaders of the ruling parties in the elections to the Lok Sabha and State Assembly.

In respect of Rajan, a case has been registered which includes the charge of murder. Two DIGs and two SPs have been arrested in this connection. The State Govt. have set up a Commission of Inquiry by a sitting judge of the Kerala High Court to enquire into the disappearance of S/Shri Kannan, Vijayan Nair and Venugopal. Another Commission of Inquiry has been set up to inquire into the two cases of death in Police lock-up. The various specific allegations of police excesses about which reports have ap-

peared in the Press are also being investigated by the State Government.

SHRI SAMAR MUKHERJEE: In part (a) of my question it has been asked whether Government have received any memorandum from the opposition political party leaders of Kerala on 19th April, 1977. What the Minister has replied relates to another memorandum. The memorandum I have referred to is with me; it is in relation with the last elections in Kerala—the simultaneous elections to Parliament and Assemblies; the Opposition parties have jointly submitted this memorandum; they have complained that there has been widespread rigging by way of printing of bogus ballot papers: the names of the presses where the bogus ballot papers had been printed are also given in this memorandum; they have given some other facts also; bundles of ballot papers were found in the house of one Congress MLA; and other details are also there. Since the Minister is not aware of this memorandum, I am not urging upon him to give the reply just now, but these opposition parties have demanded a probe into all these facts. So, may I ask the Home Minister to go into this memorandum and institute some probe so that the truth comes out? Also if he is satisfied after receiving the results of the probe that the complaints are correct, then they have demanded ordering of re-elections because both Parliament and Assembly elections had been held simultaneously in Kerala. The charges are very grave, and they have given all the facts in the memorandum; in that memorandum they have also mentioned that they are prepared to supply more facts to prove their complaints.

CHAUDHURI CHARAN SINGH: As the hon. Member admits, my reply relates to the memorandum dated the 19th April. Maybe, this is another memorandum. If there is anything that the Government can do from here in that connection, it will do it. But as far as I understand, the complaints in

that memorandum which is in his hands relate to offences of rigging, etc., that have been committed in connection with the Assembly elections.

SHRI SAMAR MUKHERJEE: No, both Parliament and Assembly.

CHAUDHURI CHARAN SINGH: The obvious remedy is to go in for election petitions. No inquiry by Government is necessary.

SHRI SAMAR MUKHERJEE: The memorandum has been submitted to the Government, to the Home Ministry. They have brought to their notice certain facts about malpractices, corruption and rigging. Government should at least try to ascertain the facts, whether the complaints are true or not, and if the Government is satisfied that the complaints are true, then Government has to act on that. This is not a question of individual election petitions. This is a question of total rigging of elections—printing of bogus ballot papers in thousands and lakhs. (Interruptions)

CHAUDHURI CHARAN SINGH: The remedy lies with the High Court or the election tribunal, not with this Government. I do not know whether he has raised any doubts about the propriety or correctness of the reply that I have given. I may add here that the Government of India is entirely satisfied with the steps that the Kerala Government has taken and is going to take as regards the atrocities committed during the Emergency.

SHRI SAMAR MUKHERJEE: I have seen in the newspapers that some torture chambers had been set up in Kerala... (Interruptions)

MR. SPEAKER: That is not relevant here.

Mr. George.

SHRI A. C. GEORGE: May I know from the hon. Home Minister whether, in reply to an unstarred question, yesterday, Government has come forward with a categorical reply that all

these so-called complaints about the so-called rigging of elections have been inquired into to the entire satisfaction of the Central Government and it has been proved that there was no rigging at all? To an unstarred question, the reply has been given like that.

श्री द्वारिका नाथ तिवारी : केवल केरल से ही नहीं, बल्कि बंगाल, बिहार तथा प्रम्य जगहों से भी ऐसी सूचनायें मिली हैं कि बोगस बैलट पैपर उपचार गये थे। प्रश्न यह नहीं है कि उसका असर इलैक्टन पर हुआ या नहीं। जनता वेब इतना जबर्दस्त था कि उसके बावजूद जनता कैंडीडेट्स जीते लेकिन काईम तो हुआ है। इसलिए यह उचित है कि स कार उस काइम नीकनकारी करने के लिए स्टैप ले। मैं यह जानना चाहता हूँ कि सरकार ने इस बारे में क्या स्टैप लिए हैं या वह लेने जा रही है।

बौधरी चरण सिंह : जैसा कि मैंने कहा है, इलैक्टन पैटीशन ही इस की रेमडी है, और कोई रेमडी नहीं है, चाहे जनता पार्टी के कैंडीडेट्स के साथ रिंगिंग हुआ हो। और चाहे सी पी.आई.० (एम) के दोस्तों के साथ हुआ हो।

श्री द्वारिका नाथ तिवारी : इलैक्टन पैटीशन तब होता है जब उस का असर इलैक्शन पर हो। इलैक्शन पर अमर न होते हुए भी क्राइम तो हुआ है।

SHRI KANWAR LAL GUPTA: Sir, my Question No. 59 has been postponed to 22-6-77. I request that it may be put first in the list for that day as otherwise it may not come up.

WRITTEN ANSWERS TO QUESTIONS

सरकार का किसी राज्य के मुख्य मंत्री के विरुद्ध जांच कराने का अधिकार

* 43. श्री ईश्वर बौधरी : क्या गृ-मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कर्नाटक के मुख्य मंत्री ने केन्द्रीय सरकार पर आरोप लगाया है कि केन्द्रीय सरकार को मुख्य मंत्री के विरुद्ध कोई जांच कराने का संवेदानिक अधिकार नहीं है;

(ख) यदि हां, तो क्या केन्द्रीय सरकार द्वारा इस बीच स्पष्टीकरण दे दिया गया है; और

(ग) यदि हां, तो उसका स्वरूप क्या है?

गृह मंत्री (चौधरी चरण सिंह) : (क) कर्नाटक के मुख्य मंत्री ने उन आरोपों पर अपनी टिप्पणियां प्रस्तुत करते समय, जो निर्धारित क्रियाविधि के अनुसार उन्हें भेजे गए थे, केन्द्रीय सरकार को विधि की सक्षमता पर प्राप्ति उठाई थी। बाद में, कर्नाटक राज्य द्वारा संविधान के अनुच्छेद 131 के अधीन एक मुकदमा दायर कर दिया गया है, जिसमें अन्य बातों के माध्य-साथ यह मामला भी उठाया गया है।

(ख) आर (ग)। इस मामले के संबंध में कर्नाटक के मुख्य मंत्री से प्राप्त पत्रों के उत्तर भेजे दिए गए थे। उनके द्वारा उठाए गए विधिक सक्षमता के प्रश्न पर किसी प्रकार का स्पष्टीकरण देने का प्रश्न नहीं उठता, क्योंकि मामला न्यायाधीन है।

Production of Coal in India

*46. SHRI A. BALA PAJANOR: Will the Minister of ENERGY be pleased to state:

(a) the present production of coal in India and the anticipated production during the next five years;

(b) the present position regarding the off-take of coal and the anticipated position during the next five years;

(c) whether the correlation of the new power houses to be set up and the augmentation of coal production is materialising according to Plan; and

(d) losses sustained by the national economy through plans lagging behind schedule?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Coal Production in India during 1976-77 was 101.27 million tonnes and the proposed target of production for 1977-78 is 105 million tonnes. The Fifth Plan, as finalised in August, 1976, aims at increasing the coal production to meet the estimated demand of 124 million tonnes in 1978-79 and 185 million tonnes in 1983-84.

(b) The off-take of coal including colliery consumption during 1976-77 was 98.51 million tonnes. Since the actual off-take in 1976-77 was less than the anticipated demand, a detailed review of the projected demand in 1977-78 and 1978-79 in the background of actual consumption in 1976-77 and consumption during the first quarter of 1977-78 will be taken up. A more precise assessment of the anticipated off-take during the next five years may emerge after this review.

(c) Yes, Sir.

(d) Does not arise.

‘छोटी कार परियोजना परियोजना, “मारुति” का राष्ट्रीयकरण

*48. श्री जी० एस० तोहरा : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार श्री संजय गांधी की छोटी कार परियोजना ‘मारुति’ का राष्ट्रीयकरण करने का है; और

(ख) यदि हां, तो कब तक ?

उद्योग मंत्री (श्री बृजलाल वर्मा) :

(क) मारुति लोटी कार परियोजना का राष्ट्रीयकरण किए जाने के बारे में कोई भी प्रस्ताव सरकार के विचाराधीन नहीं है।

(ख) प्रश्न ही नहीं उठता।

Shortage of Cement

*50. SHRI F. P. GAEKWAD: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a shortage of cement in the open market;

(b) whether cement dealers are earning a premium on each bag;

(c) whether hike in prices of cement is due to lifting of emergency; and

(d) if so, the steps proposed to be taken to relieve shortage of cement?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) to (d). With the production of cement during 1976 at 18.76 million tonnes and at 4.95 million tonnes during the first quarter of 1977 (i. e. January to March), the highest achieved so far, it will not be correct to hold that there is any general shortage of cement in the country. However, reports of non-availability of cement in the open market were received from various parts of the country in April, 1977, primarily due to heavy export in the month of March, 1977; power cuts imposed by the State Governments in major cement producing States like Tamil Nadu, Andhra Pradesh, Karnataka etc. ranging 30 to 50 per cent; and an increase in the Government demand from 34 per cent in 1976 to 50 per cent in the first quarter of 1977. The reports of non-availability of cement in certain parts of the country are, therefore, not as a result of the lifting of emergency.

Reports of sale of cement at prices higher than those fixed by the Govern-

ment by certain unsocial elements have been received. It has been impressed upon the cement manufacturers that they have a moral responsibility to ensure that the dealers and stockists at the retail level do not resort to sale of cement at prices higher than those fixed by the State Government concerned. The manufacturers have also been requested to exercise a close scrutiny on the sale of cement by the dealers and stockists in this regard. The State Governments have been requested demi-officially to keep a close watch on the cement price within the State and take suitable action on the unsocial elements by random check etc. under the Essential Commodities Act and to ensure that cement is not sold at the retail level by the dealers and stockists at prices higher than those fixed by the State Government. The attention of the State Governments has also been drawn to the various provisions of the Licensing and Control Orders issued under the Essential Commodities Act by which they have power to fix the sale price, take possession, or sell stock, power of entry, search, seizure etc. The Cement Manufacturers' Association have also assured full co-operation on their part on the Government's directives for observing the above code of conduct. Wherever specific instances are brought to the notice of the Government, these are also investigated and suitable action as required under law is taken.

Efforts have been made to maintain optimum production by persuading the State Government to give more power to the cement factories in Tamil Nadu which have been subjected to maximum amount of power cut. The State Government of Kerala has been persuaded to give the maximum power to the State of Tamil Nadu. The Government indentors have been requested to stagger their off-take or not to draw any quantities of cement for building up stocks in the current quarter and to build up stocks only in the next quarter (i. e. July to September) when the production is expected to

improve with expected withdrawal of power cuts. The tempo of the construction activity by the general public is also expected to come down after June as a result of the on-set of monsoon. The State Trading Corporation through whom the export of cement is canalised has also been advised to export only the minimum quantity necessary to fulfil their irrevocable contractual obligations during the current quarter.

उत्तर प्रदेश में विजली की कमी

* 51. श्री सेज प्रताप सिंह: क्या

ऊर्जा मंत्री यह बताने की कृपा दर्शेंगे कि:

(क) उत्तर प्रदेश में अचानक अत्यधिक विजली की कमी होने के क्या कारण हैं; और

(ख) क्या सरकार का विचार उक्त कमी को दूर करने के लिए तत्काल कुछ कार्यवाही करने का है?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन):

(क) और (ख). उत्तर प्रदेश मार्च, 1976 से ही विद्युत की कमी का सामना कर रहा है। नगानार चलने वाले उद्योगों की उच्चतम मांग पर विद्युत की कटौती लागू की गई थी। री-रोलिंग मिलों, आर्क भट्टियों तथा लगातार न चलने वाले अन्य उद्योगों में उद्दिष्ट्यों के दिन अंग ग्रलग कर दिए गए थे। ऊर्जा की उपलब्धता को ध्यान में रखे बिना ही प्रणाली में नए कनेक्शनों की वृद्धि के कारण जनवरी, 1977 से वित और खराब हो गई। फरवरी तथा मार्च, 1977 के महीनों के दौरान कुछ ताप विद्युत उत्पादन युनिटों की नियोजित धनु-रक्षण के लिए न्दी (प्राउटेज) के बांध तथा अन्य युनिटों की जबरन बढ़ी (इंटेज) की उच्च दर के कारण वित बदतर हो गई थी। इन सबके फल बहुप जलाशय खाली हो

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गए। चल किए गए नए युनिटों से ऊर्जा की उपलब्धता भी छापा से कम रही। नदी में कम पानी आने के कारण यमुना तथा रामगंगा जल विद्युत के द्वारा से उत्पादन बहुत म रहा। ऊर्जा के उपयोग पर पाबंदी यां प्रब्रेल, 1977 के पहले सप्ताह से लागू की गई थीं; जबकि वित उपलब्धता से भी काफी गम्भीर थी। बदरपुर की कुछ युनिटों की बन्दी (प्राउटेज) के कारण वहां से दी जाने वाली महायता पर प्रभाव पड़ा। जबरन बन्दी (फोसंड-टेंट्ज) वाले सभी युनिटों को पुनः चाल करने तथा दीर्घकालीन बन्दी (प्राउटेज) वाले युनिटों को पुनः चाल करने के लिए तथा चल किए गए नए युनिटों के कार्य नियोजन में विचरता लारे के लिए भारत हैवी इंजिनियरिंग लिमिटेड तथा उत्तर प्रदेश राज्य विजली बोर्ड ने जोरदार कार्रवाई की है। बदरपुर से उत्तर प्रदेश राज्य विजली बोर्ड की विद्युत प्रणाली को मिलने वाली हायता इस महीने के अन्त तक आंशिक रूप से बहाल करने के लिए भी कदम उठाए गए हैं।

Conversion of A.I.R. and T.V. into Autonomous Corporations

*52. SHRI R. K. MHALGI:

SHRI G. Y. KRISHNAN:

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

(a) the time by which Government propose to convert A.I.R. and T.V. into autonomous corporations;

(b) the difficulties in doing so soon; and

(c) the manner in which Government propose to overcome them?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) to (c). The Government is proposing to set-up a Group of officials and non-officials to prepare a Working paper for suggesting recommendations on the grant of autonomy to A. I. R. and T. V.

“टार्बंड फार फेक कन्फेशन्स” शीखक
समाचार

* 53. श्री मृत्युजय प्रसाद वर्मा : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 22 मई, 1977 के “सन्डे हिन्दुस्तान टाइम्स” में “टार्बंड फार फेक कन्फेशन्स” शीखक से प्रकाशित समाचार की ओर उनका ध्यान दिलाया गया है ; और

(ख) यदि हाँ, तो उन पुलिस और अन्य सरकारी अधिकारियों के काल कारनामों के बारे में जांच करने के लिये क्या कार्यवाही की जा रही है, जिनके नामों का उल्लेख भूमिगत सक्रिय कार्यकर्ताओं द्वारा संयुक्त राष्ट्र मानव अधिकार आयोग को भेजी गई रिपोर्ट में किया गया है ?

गृह मंत्री (चौधरी चरण सिंह) : (क) जी हाँ, श्रीमान् ।

(ख) : सरकार ने अन्य बातों के साथ आपातस्थिति के दौरान गिरफ्तार किये गये अथवा नजरबद किये गये व्यक्तियों के साथ दुव्यवहार और अथवा उन पर किये गये अन्याचार के विशिष्ट मामलों की जांच करने के लिये भारत के उच्चतम न्यायालय के सेवानिवृत्त मुख्य न्यायमूर्ति श्री जे. सी. शाह की अध्यक्षता में एक जांच आयोग गठित किया है। आयोग की रिपोर्ट प्राप्त होने पर दोस्री पाये जाने वाले व्यक्तियों के विषद उचित कार्यवाही की जायेगी ।

Strikes by Port and Dock workers

*54. SHRIMATI MRINAL GORE : DR. BAPU KALADATE :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a large number of port and dock workers were on strike recently;

(b) what were the grievances of the workers;

(c) what steps the port authorities took to settle the strike; and

(d) what was the total loss to Port Administration during the period of strike?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) : (a) Excepting minor stoppages for short spells over certain local issues, there has been no strikes recently in any Port except Bombay and Cochin. The details of the strikes at the latter two Ports are mentioned below :-

(1) BOMBAY: Certain categories of Port workers started resorting to sudden stoppages of work in different sections for short spells since the beginning of April, 1977. Later, some essential categories of Port workers went on a strike from the midnight of 9/10th May to 21st May, 1977.

(2) COCHIN: Dock Workers at Cochin went on strike from the night of 4-5-1977 till the day shift of 6-5-1977 (inclusive).

(b) (1) BOMBAY: The workers demanded reversal of the changes decided in 1975-77 pertaining to manning scales, staggered weekly day of rest, overtime etc.

(2) COCHIN: The workers demanded withdrawal of suspension orders against 7 workers who were reported to have refused to carry out orders.

(c) (1) BOMBAY: Port Trust held direct negotiations and also referred the matter to the Regional Labour Commissioner (C) for conciliation under the Industrial Disputes Act.

(2) COCHIN: The strike was withdrawn after negotiations between the management and the workers leading to a settlement.

(d) It is not possible to evaluate the loss.

Dock Workers' Wage Revision Committee Report

*56. SHRI K. A. RAJAN:

SHRI S. G. MURUGAIYAN:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Dock Workers' Wage Revision Committee has submitted its report;

(b) if so, main recommendations thereof; and

(c) Government's decision thereon?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM) (a). The Report of the Wage Revision Committee for Port and Dock Workers has been received by Government.

(b) The Committee has recommended a revised wage structure for the workers concerned. Copies of the Report have been placed in the Parliament Library.

(c) The Report is still under Government's consideration.

Super Thermal Power Stations

*57. SHRI M. KALYANASUNDRAM: Will the Minister of ENERGY be pleased to state:

(a) whether the previous Government had approved the proposal for setting up of four super thermal power stations in the country; and

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

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b). It is proposed to initially establish in a phased manner a super thermal power station in each of the four regions in the country, namely, Northern, Western, Southern and Eastern.

A Committee was set up in 1973 for making recommendations regarding

suitable sites for large thermal power stations and for studying their suitability from techno-economic considerations. Initially, the following sites have been examined for locating super thermal stations for each of the four Regions:

Singrauli (U.P.)	.	.	Northern
Korba (M.P.)	.	.	Western
Ramagundam (A.P.)/ Neyveli (Tamil Nadu)			Southern
Farakka (W.B.)	.	.	Eastern

The super thermal station at Singrauli has already been taken up and Stage I of the project comprising 3200 MW units has been sanctioned and work has begun. The project is being executed through the National Thermal Power Corporation and a World Bank loan to the extent of \$150 million is being provided to finance the project.

Action is also being taken for obtaining clearances for taking up the projects in the other Regions in a phased manner.

Cutting off Power Supply to Karnataka from Idukki Project

*58. SHRI K. MALLANNA: Will the Minister of ENERGY be pleased to state:

(a) whether Government of Karnataka has approached Central Government regarding completely cutting off power supply to Karnataka from the Idukki Project;

(b) whether the supply has been reduced to 50 per cent after the Lok Sabha Elections; and

(c) if so, reasons therefor?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) to (c). The Government of Karnataka had approached the Central Government sometime ago for arranging

power supplies from Kerala to meet its power demands. Accordingly, the matter was taken up with Tamil Nadu Government who had agreed to supply part of the power received from Kerala to Karnataka with a maximum of 1 MU a day. The power supply of 1 MU to Karnataka was commenced from 23rd September, 1976 and continued upto 26th March, 1977 when the power supplies reduced to 0.5 MU till 11th April, 1977. Due to increasing power shortage in Tamil Nadu with the forced outage of Thermal units at Ennore, power position in Tamil Nadu became worse and export of power to Karnataka was suspended from the 11th to 21st April, 1977. The supplies were again resumed from 22nd April, 1977. About 142 MU of power was exported by TNEB to Karnataka from 23rd September, 1976 to 17th May, 1977.

Import of Nuclear Material

*60. SHRI S. D. SOMASUNDARAM: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) the categories of nuclear material imported;

(b) whether the conditions under which such imports have been made restrict in any way application of nuclear energy for constructive activities;

(c) whether Government propose to take up removal of such restrictions; and

(d) if so, the salient features of the proposal?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) only enriched uranium.

(b) The conditions require that the nuclear material imported shall only be utilized as fuel in the nuclear reactors.

(c) No, Sir,

(d) Does not arise.

जेलों में सुविधाओं की व्यवस्था

377. श्री चतुर्भुज : क्या गृह मंत्री यह बताने की हृपा करेंगे कि :

(क) केन्द्रीय तथा राज्यों की जेलों में 'ए', 'बी', 'सी' श्रेणी के बन्दियों को क्या-क्या सुविधाएं दी जाती हैं :

(ख) केन्द्रीय तथा राज्यों की जेलों में बन्दियों को दी जाने वाली सुविधाओं की तुलनात्मक स्थिति क्या है ; और

(ग) क्या देश की सब जेलों में बंदियों को दी जाने वाली सुविधाओं में समरूपता लाने का प्रस्ताव सरकार के विचाराधीन है ?

गृह मंत्री (बौधरी चरण सिंह) : (क) तथा (ख) कोई केन्द्रीय सरकार की अपनी जेल नहीं है और केन्द्रीय कानूनों समेत सभी कानूनों के अधीन नजरबद आरोपित अथवा दण्डित वैदी राज्य जेलों में रखे जाते हैं। कैदियों का वर्गीकरण और विभिन्न श्रेणी के कैदियों को दी जाने वाली सुविधाएं विभिन्न संबंधित राज्यों के तन्मावन्धी जेल मैनुफ्लॉ के उपबन्धों के अधीन नियमित दी जाती हैं। जहां तक नजरबदियों का संबन्ध है, प्रत्येक राज्य मीमा की धारा 5 के अधीन नजरबन्धी की शर्तों के बारे में नियम अनुदेश जारी करने के लिये मक्कम है।

(ग) "जेलें और वहां नजरबन्द व्यक्ति..." भारत के संविधान की सातवीं अनुसूचि की प्रविटि संख्या 4 के अनुसार राज्य सूची में जामिन है। किन्तु एक आदर्श जेल नियम-पुस्तिका तैयार की गई थी और 1964 में राज्यों को जसे अपनाने के लिये भेजा गया था। देश में सभी जेलों में कैदियों की सुविधाओं की व्यवस्था के मामले में समरूपता लाने के लिये केन्द्रीय सरकार के पास इस समय कोई प्रस्ताव लगियत नहीं है।

Allocations for Hilly and Backward Areas in Fifth Plan

378. SHRI DURGA CHAND: Will the Minister of PLANNING be pleased to state:

(a) whether it is proposed to earmark adequate allocations for the hilly and backward areas in the revised Fifth Five Year Plan; and

(b) if so, allocation being made for Himachal Pradesh year-wise in the revised Plan, and the demand made by the State Government in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Adequate allocations have been earmarked for the hilly areas in the Fifth Five Year Plan. Regarding backward areas, investment subsidy and concessional finance are made available to the areas declared industrially backward.

(b) The allocations for the hilly areas cover cases where part of a State is hilly. In the case of Himachal, the entire State is a Hilly State. The allocations are, therefore, made to the State as a whole keeping in view its special problems and the need for its accelerated development. The proposal of the Government of Himachal Pradesh in respect of the Annual Plans since the commencement of the Fifth Plan, and the approved outlays are indicated in the following table:

(Rs. crores)

	Proposals of State Govt.	Outlays approved
1974-75 . . .	32.40	30.66
1975-76 . . .	37.40	32.58
1976-77 . . .	53.90	37.84
1977-78 . . .	65.04	56.35

Formation of a National Power Grid

379. SHRIMATI RENUKA DEVI BARKATAKI: Will the Minister of ENERGY be pleased to state:

(a) whether Government are satisfied with the progress made in the formation of a national power grid; and

(b) if not, the reasons for unsatisfactory progress?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b). The essential pre-requisites for developing a national power grid are a strong network of transmission lines interconnecting the generation sources with the load centres backed by load despatching facilities not only at the State and regional levels but also ultimately at the National level with requisite control and communication facilities.

The establishment of such an integrated power grid on an all-India basis can only be achieved in a phased manner.

The essential steps for integrating the regional systems by the construction of inter-State lines as well as by setting up State and Regional Load Despatching arrangements have already been undertaken.

Further strengthening of the transmission network as well as setting up more sophisticated and systematic communication facilities for load despatch has yet to be implemented in a phased manner.

Andaman Special Allowance

381. SHRI MANORANJAN BHAKTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of Government employees in Andaman and Nicobar Administration who are not getting Andaman Special Allowance;

(b) under what analogy the special allowance is denied to them;

(c) the present 'expenditure per year on account of granting Andaman Special Allowance; and

(d) what will be the financial requirement per annum if all these employees are granted Andaman Special Allowance?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) 11,344 Government employees are not getting Andaman Special Allowance.

(b) These Government servants are not entitled to Andaman Special Allowance since they are posted in their area of recruitment or at the place of their permanent residence.

(c) The present expenditure per year on grant of Andaman Special Allowance to the employees in Andaman and Nicobar Islands is Rs. 41,33,325.

(d) Financial requirement per annum if all employees are granted Andaman Special Allowance will be approximately Rs. 1,10,00,000 including present expenditure of Rs. 41,33,325 a year.

Small Scale Industrial Units at Agra

382. SHRI SAMBU NATH CHATURVEDI: Will the Minister of INDUSTRY be pleased to state:

(a) the number of small scale industrial units at Agra classified according to their products;

(b) the number of those working below capacity:

(c) the number that have closed down during the last two years:

(d) the reasons for their closure financial constraints, non-availability of material etc.; and

(e) measures taken to remedy these shortcomings?

**THE MINISTER OF INDUSTRY
(SHRI BRIJ LAL VERMA):**

मोसा बंदियों को मुश्किल दिया जाना

383. श्री रामेश्वर पाटीदार : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार का विचार उन मीसा ब्रिटियों को मुआवजा देने का है जिनके परिवार के मदद्यों की तब मृत्यु हो गई थी जब वे आपात स्थिति के दौरान जलों में बंद थे ; और

(ब) यदि हाँ, तो कितना मुश्किल दिया जायेगा तथा वह कब तक दिया जाने की संभावना है?

गृह मंत्री (बौधरी चरण सिंह) (क)

तथा (ख) : उन भीसा बंदियों को, जिनके परिवार के सदस्यों की मृत्यु तब हो गई थी जब वे आपात स्थिति के दौरान जेलों में बंद थे, मुश्वावजा देने का कोई प्रस्ताव नहीं है।

किन्तु सरकार ने ग्रांतिरिक आपात स्थिति के दौरान भीसा के अधीन पकड़े गये उन बंदियों के अधिनों को, जो हिरासत में अथवा हिरासत से लोडे जाने के तीन महीने के अंदर मर गये थे, पात्र मामलों में, मासिक पेंशन देने की एक योजना को अंतिम रूप दिया है :

भागलपुर आकाशवाणी केन्द्र

384. डा० रामजी तिहः : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भागलपुर आकाशवाणी केन्द्र की स्थापना के बाद जिन केन्द्रों को स्थापित किया गया है उनका अधिक विकास किया गया है लेकिन भागलपुर आकाशवाणी केन्द्र का विकास इका दृष्टा है;

(ख) भागलपुर आकाशवाणी केन्द्र को एक स्वनन्द केन्द्र के रूप में कब तक परिवर्तित किया जायेगा;

(ग) क्या सरकार को भागलपुर आकाशवाणी के द्वारा के बंदियों बोर्ड के विरुद्ध कोई आपन प्राप्त हुआ है; और

(घ) यदि हां, तो क्या सरकार का विचार उक्त बोर्ड का पुनर्गठन करने का है?

सूचना और प्रसारण मंत्री (श्री लाल हुण आडवाणी) : (क) : आकाशवाणी का भागलपुर केन्द्र पटना केन्द्र का सहायक केन्द्र है। भागलपुर केन्द्र के बाल होने के बाद स्थापित किसी भी सहायक केन्द्र का दर्जा बढ़ा कर उसको पूर्ण रूपेण रेडियो स्टेशन नहीं बनाया गया है।

(ख) : इसके लिये पांचवीं योजना में कोई प्रावधान नहीं है। भावी योजनाओं में इसका समावेश संसाधनों की उपलब्धि पर निर्भर करेगा।

(ग) : जी, नहीं। भागलपुर केन्द्र के लिये कोई भंवणा बोर्ड नहीं है।

(घ) : प्रण नहीं उठता।

दिल्ली भेंछुरेबाजी की घटनाएँ

385. श्री कल्याण जैन : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) इस वर्ष मई के प्रथम सप्ताह में पुरानी दिल्ली में हर्द छुरेबाजी की घटनाओं का व्यूह क्या है।

(ख) राजधानी के इस क्षेत्र में कानून और व्यवस्था की स्थिति में सुधार करने के लिये क्या कार्यवाही की गई है; और

(ग) अराजकता और उपद्रव पैदा करने वाले तत्वों के विरुद्ध क्या कार्यवाही की गई है;

गृह मंत्री (बौधरी चरण सिंह) : (क) दिल्ली प्रशासन से प्राप्त सूचना के अनुसार सबधित अवधि के दौरान पुरानी दिल्ली में छुरा मारने के 10 मामले हुए। इन मामलों के बारे में सक्षिप्त तथ्यों का एक विवरण संलग्न है।

(ख) और (ग) : इस क्षेत्र में विधि तथा व्यवस्था में सुधार करने के लिये अनेक उपाय किये गये हैं। इनमें अन्य बातों के साथ शहर में पुलिस गश्त तेज करना, महत्वपूर्ण स्थानों पर पुलिस ट्रकडियां तैनात करना, दंड प्रत्रिया संहिता के अधीन निरोधक कार्टवाई करना, सादे कपड़ों में पुलिस तैनात करना और जनता का सहयोग प्राप्त करना शामिल हैं। शहर में गश्त लगाने में पुलिस की सहायता के लिये होम गार्डों को भी तैनात किया जा रहा है।

विवरण

1. एफ० आई० आर० संघ्या 268 दिनांक 1 मई, 1977, पुलिस थाना हीज काजी, दिल्ली भा० द० सं० की धारा 307/34 के अधीन मामला ।

श्री फिरोज खां जब अपने भाई अब्दुल रहीम के साथ रिक्षा में बैठकर सदर बाजार जा रहा था तो आरोप है कि राजवान ने दो अन्य की सहायता से उसे छुरा मारा । अभियुक्त अब्दुल हमीद उर्फ गामा और राजवान को गिरफ्तार किया गया है ।

2. एफ० आई० आर० सं० 265 दिनांक 2 मई, 1977 पुलिस थाना लाहौरी गेट, दिल्ली, धारा 307/37 के अधीन मामला ।

नई सड़क, कूचा खान चन्द के पास दिनांक 2 मई, 1977 को दो व्यक्ति जी वरकत राम तथा श्री परमानन्द को तीन अशात व्यक्तियों द्वारा बताया जाता है छुरा मारा गया है । मामले की जांच की जा रही है ।

3. एफ० आई० आर० संघ्या 265 दिनांक 3 मई, 1977, पुलिस थाना सदर बाजार दिल्ली भा० द० सं० की धारा 324 के अधीन मामला ।

इस मामले में जैसी कि रिपोर्ट दी गई है श्री अरुण कुमार को बस में 3 मई 1977 को छुरा मारा गया क्योंकि उसने एक बदमाश को एक यात्री की जेब काटने से रोका था । जब आजाद मार्केट, दिल्ली में दुकान नं० 122 के आगे बस रुकी तो अपराधी आग गया । मामले की जांच की जा रही है ।

4. एफ० आई० आर० संघ्या 273 दिनांक 4 मई, 1977 थाना लाहौरी गेट, दिल्ली में भा० द० सं० की धारा 307/324/34 के अधीन मामला ।

यह आरोप है कि 4 मई, 1977 को दिन के 3-30 बजे नया बाजार में एक व्यक्ति

धोम प्रकाश उसके साथी ने श्री सुरेश चन्द को छुरा मारा । लोगों ने दोनों अपराधियों को पकड़ लिया ।

5. एफ० आई० आर० संघ्या 274 दिनांक 4 मई, 1977 थाना मध्जी मण्डी, दिल्ली भा० द० सं० की धारा 324/34 के अधीन मामला ।

मध्जी मण्डी पुलिस थाना क्षेत्र में दिनांक 4 मई, 1977 को धन संबंधी झगड़े को लेकर श्री प्रेम जीन सिंह को श्री गुहचरण सिंह तथा श्री सतपाल द्वारा छुरा मारने का आरोप है । अपराधी गुहचरण सिंह को गिरफ्तार किया गया है और उसके साथी को गिरफ्तार करने के प्रयत्न जारी हैं ।

6. एफ० आई० आर० संघ्या 269 दिनांक 5 मई, 1977 पुलिस थाना सदर बाजार, दिल्ली भा० द० सं० की धारा 324/34 के अधीन मामला ।

बाड़ा हिन्दू राब में दिनांक 4 मई, 1977 को रात्रि के लगभग 10-15 बजे श्री अब्दुल हुसैन पुत्र मोहम्मद हुसैन निवासी 8949 नया मोहल्ला सदर बाजार, दिल्ली को अशोक कुमार नामक एक व्यक्ति ने धन संबंधी झगड़े में छुरा मारा । मामले की जांच की जा रही है ।

7. एफ० आई० आर० संघ्या 405 दिनांक 5 मई, 1977 पुलिस थाना पहाड़गंज, दिल्ली भा० द० सं० की धारा 324/34 के अधीन मामला ।

इस मामले में 5 मई, 1977 को श्री तिलक राज को पूर्ण नामक एक व्यक्ति तथा उसके दोस्त जगदीश द्वारा छुरा मारने का आरोप है । सूचना मिली है कि कवित अभियुक्तों ने पहले दिन एक लड़की के साथ छेड़लाइ की और तेलकरह ने इस पर आपत्ति की । दोनों अभियुक्तों को गिरफ्तार

कर लिया है और मामले की जांच हो रही है।

8. एफ० आई० आर० संख्या 217 दिनांक 6 मई, 1977 पुलिस थाना जामा मस्जिद, दिल्ली भा० द० स० की धारा 307/342 के अधीन मामला।

दिनांक 6 मई, 1977 को एक श्रमिक शारदा सिंह को फरीदउदीन पुल हमीद उद्दीन, निवासी 2811, पहाड़ी भोजला, जामा मस्जिद, दिल्ली में छुरा मारने का आरोप है। रिपोर्ट दी गई है कि पहले की टेय राशि के भूगतान न्या पुनः नौकरी पर रखने के बारे में भगड़ा होने का आरोप है। अभियुक्त फरीदउदीन को गिरफ्तार किया गया है। आगे जांच हो रही है।

9. एफ० आई० आर० संख्या 247 दिनांक 7 मई, 1977 पुलिस थाना प्रोरिजिनल रोड, दिल्ली, भा० द० स० की धारा 324 के अधीन मामला।

विलोक पुरी दिल्ली की श्रीमती काली ने रिपोर्ट की है कि दिनांक 7 मई 1977 को फिल्मीस्तान सिनेमा के पास घरेलू झगड़े के कारण पति कन्हैया लाल ने उसको छुरा मार कर घायल कर दिया। अभियुक्त कन्हैयालाल को गिरफ्तार कर लिया है, मामले की जांच हो रही है।

10. एफ० आई० आर० संख्या 455 दिनांक 7 मई, 1977, पुलिस थाना किंग्सवे कैम्प, दिल्ली भा० द० स० की धारा 302/- 324 506 के अधीन मामला।

श्री अशोक कुमार पुल श्री उमराव सिंह निवासी मकान नं० 360 गांव आजादपुर को पुलिस थाना रोशन क्षेत्र के बदमाश राजेन्द्र प्रसाद उर्फ राजू ढारा लुरा मारने का आरोप है, झगड़ा हपयों के भूगतान और

घड़ी लौटाने के कारण हुआ। कहा जाता है कि अभियुक्त राजेन्द्र प्रसाद ने अपनी माता तथा भाई को भी घायल किया है। श्री अशोक कुमार उसी दिन हिन्दु राव अस्पताल में घावों के कारण मर गया था। अभियुक्त राजेन्द्र प्रसाद फरार है। उसको गिरफ्तार करने के लिये कारगर उपाय किये जा रहे हैं।

Pension Scheme for Employees of Cantonment Boards

386. SHRI DAJIBA DESAI: Will the Minister of DEFENCE be pleased to state:

- (a) whether pension scheme has been approved by the Government of India for employees of Cantonment Boards;
- (b) if so, from which date;
- (c) whether retired employees of Cantonment Boards have represented to the Defence Ministry to apply the scheme to all retired employees; and
- (d) if so, the decision thereon?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). A pension cum Gratuity scheme has been introduced for employees of Cantonment Boards with effect from 1st May 1976 in lieu of Provident Fund and Bonus. This scheme applies to all employees recruited from 1st May 1976. Employees in service on 1st May 1976 have the option either to opt for the scheme or remain under the Provident Fund and Bonus scheme.

(c) and (d). Certain ex-employees of the Cantonment Boards had represented that the benefits of the scheme should be extended to those employees also who retired prior to 1st May 1976. It has not been found feasible to accept this.

राज्यों तथा संघराज क्षेत्रों में विद्युतीकरण की प्रगति

387. श्री अर्जुन सिंह भद्रोलिया : क्या अर्जुन मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्य वार तथा संघ राज्य क्षेत्र वार कितने कितने गांवों का विद्युतीकरण किया गया तथा कितने कितने गांव ऐसे हैं जहां अभी तक विद्युतीकरण नहीं हो पाया है ;

(ख) किस किस राज्य में कब कब पूर्ण विद्युतीकरण का लक्ष्य प्राप्त किया गया ; और

(ग) सभी गज्य तथा संघ राज्य क्षेत्रों में पूर्ण विद्युतीकरण का लक्ष्य कब तक प्राप्त कर लेने का विचार है ?

अर्जुन मंत्री (श्री पी० रामचन्द्रन) :

(क) 31-3-77 की स्थिति के अनुसार

विद्युतीकृत गांवों की तथा विद्युतीकृत होने के लिये बाकी रहे गांवों की राज्यवार और संघ राज्य क्षेत्र वार संख्या को दर्शाने वाला विवरण संलग्न है ।

(ख) हरियाणा और पंजाब के राज्यों और दिल्ली, चण्डीगढ़ तथा पाण्डिचेरी संघ राज्य क्षेत्रों ने नीचे दी गई तारीखों को 100 प्रतिशत ग्राम विद्युतीकरण का लक्ष्य प्राप्त कर लिया है :—

हरियाणा	अगस्त, 1972
पंजाब	मई, 1976
दिल्ली	1966-67
चण्डीगढ़	मार्च, 1972
पाण्डिचेरी	मार्च, 1972

(ग) कोई भी लक्ष्य को तिथि निश्चित नहीं की गई है । तथापि विस्तृत परिप्रेक्ष्य में इसका निर्धारण करने के लिये राज्य विजली बोर्डों को सलाह दी गई है ।

विवरण

31-3-77 की स्थिति के अनुसार राज्यवार तथा संघ राज्य क्षेत्र वार गांवों को कुल संख्या विद्युतीकृत गांवों की संख्या तथा विद्युतीकृत होने के लिए बाकी रहे गांव ।

क्रम सं०	राज्य संघ राज्य क्षेत्र	गांवों की कुल संख्या	31-3-1977 की स्थिति	
			विद्युतीकृत गांव	विद्युतीकृत होने के लिए बाकी रहे गांव
1	2	3	4	5
1.	आनंद प्रदेश	27,221	13,496	13,725
2.	अमम	21,995	1,997	19,998
3.	विहार	67,566	18,160	49,406
4.	गुजरात	18,275	7,108	11,167
5.	हरियाणा	6,731	6,731	कुछ नहीं
6.	हिमाचल प्रदेश	16,916	7,246	9,670
7.	जम्मू और कश्मीर	6,503	2,829	3,674

1	2	3	4	5
8.	कर्नाटक	26,826	14,703	12,123
9.	केरल	1,268	~ 1,212	56
10.	मध्य प्रदेश	70,883	13,829	57,054
11.	महाराष्ट्र	35,778	20,206	15,572
12.	मणिपुर	1,949	235	1,714
13.	मेघालय	4,583	338	4,245
14.	नागालैण्ड	960	199	761
15.	उडीसा	46,992	13,055	33,937
16.	पंजाब	12,188	12,126*	62(*)
17.	राजस्थान	33,305	8,361	24,944
18.	सिक्किम	215	25(क)	190
19.	तमिल नाडु	15,735	15,516	219
20.	त्रिपुरा	4,727	290	4,437
21.	उत्तर प्रदेश	1,12,561	32,831	79,730
22.	पश्चिम बंगाल	38,074	10,981	27,093

जोड़ (राज्य) 5,71,251 2,01,474 3,69,777

1.	अण्डमान और निकोबार द्वीप समूह	390	65	325
2.	अरुणाचल प्रदेश	2,973	63	2,910
3.	चण्डीगढ़	26	26	कुछ नहीं
4.	दादरा तथा नगर हवेली	72	35	37
5.	दिल्ली	243	243	कुछ नहीं
6.	गोवा, दमन तथा दीव	409	340	69
7.	लक्ष्य द्वीप	10	9	1
8.	मिजोरम	229	5(ब)	224
9.	पाण्डुचेरी	333	333	कुछ नहीं

जोड़ (संघ राज्य क्षेत्र) 4,685 1,119 3,566

जोड़—(प्रखिल भारत) 5,75,936 2,02,593 3,73,343

(*) पंजाब में 100 प्रतिशत ग्रामों का विद्युतीकरण हो चुका है । 62 गांवों को बिना आवादी का धोषित किया कर दिया गया है ।

(क) 31-12-1976 की स्थिति के अनुसार ।

(ब) 28-2-1977 की स्थिति के अनुसार ।

Cochin Shipyard

388. SHRI VAYALAR RAVI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the progress made in the construction of the first ship in the Cochin Shipyard;

(b) whether the construction of the shipyard as well as the construction of the first ship is not progressing as per schedule; and

(c) if so, the reasons therefor and the action taken in this regard?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Nearly 5900 tonnes of steel has been fabricated for the hull of the first ship and this represents nearly 50 per cent of the total steel throughput. Out of this, nearly 4200 tonnes have been erected so far.

(b) The original schedule both in respect of construction of shipyard and the first ship had to be advanced owing to unavoidable reasons.

(c) The work on building dock presented many complicated construction problems and the local contractor was not properly equipped to tackle the same. Further, there were other difficulties with the local contractor. Now all the problems have been more or less sorted out and the work, both on construction of shipyard and the first ship is progressing smoothly.

Funds demanded by Orissa Government for Roads and Bridges

389. SHRI PABITRA MOHAN PRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the amount of money demanded by the Orissa Government for the financial years 1975-76 and 1976-77 for roads and bridges;

(b) the amount of money allotted by the Central Government for those financial years;

(c) whether the Government of Orissa have utilised the allotted amount; and

(d) if not, the reasons thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): A statement giving the requisite information is appended.

Statement

(a) to (c). The table below indicates the requirements projected by the Orissa Government for various Central Sector Road Schemes at the time of final allotment funds allotted after examining the admissibility and expenditure incurred/amount adjusted in respect of various road/bridge schemes in Orissa during 1975-76 and 1976-77:

(Rs. in lakhs)

Schemes	1975-76			1976-77		
	Requirement	Allotment	Expenditure	Requirement	Allotment	Expenditure (Preliminary)
(1) National Highway (Original) works including Tools and Plants.	193.11	189.75	176.71	226.27	226.00	226.82
(2) Maintenance and repairs of National Highways including repairs to Machinery.	125.89	91.13	96.03	154.60	116.80	112.59
(3) State Roads of Economic or Inter-State Importance.	30.87	30.87	30.87	17.73	17.73	17.73
(4) Central Road Fund.	20.00	20.00	20.00	3.95	3.95	3.95
(5) Loans for purchase of machinery	..	..	..	19.50	17.08*	17.08

*Balance out of the amount requested was not released as the Government could not furnish purchase order.

(d) It will be seen that the State Government could not utilise in full during 1975-76 the allotment in respect of only item (1) above. This happened because in certain cases the expenditure exceeded the originally sanctioned estimates beyond the permissible limit and the State Government could not obtain sanction of the Government of India to revised estimates for such works. As regards 1976-77, the expenditure figures are only preliminary and as such assumption of saving, if any, over the sanctioned amount at this stage appears to be too early till finally audited figures have been received.

दिल्ली से ग्रामिय तक राष्ट्रीय

राजमार्ग

390. श्री सहस्रीनारायण नाथक : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आगरा होने हुए दिल्ली से ग्रामिय तक राष्ट्रीय राजमार्ग है,

(ख) यदि हाँ, तो क्या मरकार का विचार इस गण्डीय राजमार्ग का विस्तार प्रांती, नौगांव, छतरपुर, खजुराहो, पत्ता, मतना होने हुए रीवा तक करने का है, इस प्रकार रीवा में मिर्जापुर तक राजमार्ग पहले ही उपलब्ध होने से दिल्ली से मीधा मिर्जापुर तक राज मार्ग बन जाता है, और

(ग) यदि हाँ, तो तत्सम्बन्धी तथा क्या है ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) जी, हाँ। दिल्ली बरास्ता आगरा राष्ट्रीय राजमार्ग सं 2 और 3 द्वारा ग्रामिय से जुड़ी हुई है।

(ख) इस समय बैन्डीय सरकार के विचाराधीन ऐसा कोई प्रस्ताव नहीं है।

(ग) नहीं। उठता।

Increase in Crime Rate in the Country after lifting of Emergency

391. SHRI K. RAMAMURTHY:

SHRI R. V. SWAMINATHAN:

SHRI BRIJ BHUSHAN TEWARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the crime rate in the country is increasing rapidly after lifting the internal emergency;

(b) whether it is due to the fact that all the miscreants who were released from the jails have started their profession again; and

(c) if so, the steps Union Government are taking or considering to maintain law and order in the country?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c) It is not correct that the crime rate in the country is increasing rapidly after lifting the internal emergency. However, it has been reported that in a few States there has been increase in crime. The State Governments are taking necessary action to control crime.

Development of Ramnadpuram and Dharmapuri Districts in Tamil Nadu

392. SHRI K. MAYATHEVAR: Will the Minister of INDUSTRY be pleased to state:

(a) the criteria followed in selection of Ramnadpuram and Dharmapuri Districts in Tamil Nadu for development under the aegis of the Central Government in the Master Plan;

(b) the amount spent so far for development of these districts;

(c) the amount proposed to be spent during 1977-78; and

(d) the nature of industries promoted and set up in the districts of Ramnadpuram together with their annual turn-over and number of persons employed?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) There is no such Master Plan of the Central Government. Hence the question of criteria followed in selection of Ramnadpuram and Dharmapuri Districts in Tamil Nadu for development under the aegis of the Central Government in the Master Plan does not arise.

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

Evaluation of 20-Point Programme

393. **SHRI CHITTA BASU:** Will the Minister of PLANNING be pleased to state:

(a) whether Government have so far evaluated the success if any, of the 20-Point Programme sponsored by the former Government; and

(b) if so, the results of such evaluation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VERMA): (a) and (b): Attention of the Hon. Member is invited to the Statement laid on the Table of the Lok Sabha on 6th April, 1977 in reply to Unstarred Question No. 120 regarding implementation of 20-Point Economic Programme. Any evaluation to the extent it becomes necessary will form part of Government's efforts to elaborate an integrated and comprehensive programmes for a planned economic development.

Development of Nuclear Power in the Neighbouring Countries

394. **SHRI BIJOY KUMAR MONDAL:** Will the Minister of DEFENCE be pleased to state:

(a) steps being taken by the Government to safeguard the interests of

the Indian nation vis-a-vis the increasing development of nuclear know-how power, and devices of destruction in the neighbouring countries; and

(b) how Government propose to meet the challenge, if any?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b): The Government of India's Defence policy is guided by a desire for peaceful co-existence and friendly relations with other countries. We have always believed that the use of nuclear power should only be for peaceful purposes. Though the Government of India is aware of developments in nuclear capability in neighbouring countries, we do not visualize a nuclear threat at present. Government continue to believe that the defence of our country can be ensured by adequate military preparedness based on non-nuclear weapons.

Setting up of Civil Rights Commission

395. **SHRI D. B. CHANDRA-GOWDA:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have decided to set up a Civil Rights Commission; and

(b) if so? its composition and functions?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). Yes. A decision to set up a Commission has been taken. Its composition is under active consideration of Government.

Retrenchment of Workers and Staff employed in B.S.L. Project, Sundarnagar

396. **SHRIMATI PARVATHI KRISHNAN:** Will the Minister of ENERGY be pleased to state:

(a) whether Government has received representation from the registered

Trade Unions to stop retrenchment of the workers and staff employed in Beas Sutlej Link project, Sundernagar, District Mandi; and

(b) if so, facts thereof?

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

(b) The question of subsequent employment of workers who have been or who may be rendered surplus was taken up with the Chief Ministers of Punjab, Haryana, Rajasthan and Himachal Pradesh. The Governments of Punjab and Haryana have already relaxed certain conditions of employment in favour of Beas Project employees and have decided to give them preference. The Department of Personnel and Administrative Reforms have also agreed to register the names of such workers employed at the Beas Project who have rendered over three years service on the project for being considered for deployment. The lists of skilled and semi-skilled workers and those likely to be retrenched have also been circulated to the Union Ministries of Railways, Transport and Shipping and Works and Housing for being absorbed in the establishments and projects under them. The Director General of Employment and Training, Ministry of Labour, is also trying to locate jobs for them.

A Placement Cell is functioning since 1974 to help find alternate jobs. Out of 10,945 retrenched workers on Unit I & II of Beas Project, 5,842 workers have already been rehabilitated, and the issue is receiving the fullest consideration.

Baroda Dynamite Case

397. SHRI NIHAR LASKAR:

SHRI M. N GOVINDAN NAIR:

SHRI P. K. KODIYAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are considering to place before the House all the documents and full facts of the Baroda dynamite case which was withdrawn from the court by Government;

(b) whether the withdrawal of the Baroda dynamite case has created great misapprehension in the minds of the people;

(c) whether setting free the culprits will encourage the public to do such things against the present Government also; and

(d) whether a revision petition challenging the grant of permission to withdraw the case has been filed in Delhi High Court?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b): No, Sir.

(c) Government do not entertain any such apprehension.

(d) Yes, Sir. Two Criminal Revision Petitions challenging the order of the Chief Metropolitan Magistrate, Delhi according consent to the withdrawal of the case are pending before the Delhi High Court.

वर्षा के मौसम में बहराइच से लखनऊ तक सड़क का बन्द हो जाना

398. श्री श्रीम प्रकाश त्यागी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि उत्तर प्रदेश का बहराइच जिला भारत नेपाल सीमा पर स्थित है जो पिछड़ा क्षेत्र है ;

(ख) क्या वहां से लखनऊ जाने वाली सड़क वर्षा छह्तु में धाघरा नदी में बाढ़ के कारण 6 महीने तक बन्द रहती है तथा इस जिले के लोगों को लखनऊ रेलगाड़ी से बरास्ता गोड़ा

जाना पड़ता है जिससे उन्हें बहुत कठिनाई होती है, और

(ग) यदि हां, तो क्या सरकार का विचार धाघरा पर पुल बनाने का है?

रक्त मंत्री (श्री जगजीवन राम): (क) से (ग). संभवतया माननीय सदस्य महोदय घोगराघाट पर धाघरा नदी के ऊपर पुल के साथ-साथ बहराईच-बाराबांकी-लखनऊ सड़क का उल्लेख कर रहे हैं। यह पुल बन जाने पर राज्य सड़क पर पड़ेगा। केन्द्रीय सरकार को वर्ष में कुछ समय के लिये बाढ़ के कारण सड़क बन्द होने के बारे में कोई रिपोर्ट प्राप्त नहीं हुई है। परन्तु राज्य अधिकारियों ने पांचवीं योजना के दोरान अन्तर्राजीय अथवा आर्थिक महांव की राज्य सड़कों, पुलों के केन्द्रीय सहायता कार्यक्रम के अन्तर्गत केन्द्रीय वित्तीय सहायता के लिये अपने प्रस्तावों में इस पुल को शामिल किया था। अब भी भारत आधार विभिन्न योजनाओं की आपसी प्राथमिकता तथा इस प्रयोजन के लिये उपलब्ध धनराशि के विभिन्न योजनाओं की आपसी प्राथमिकता तथा इस प्रयोजन के लिए उपलब्ध धनराशि के आधार पर उत्तर प्रदेश सहित विभिन्न राज्यों से प्राप्त विभिन्न प्रस्तावों पर विचार करते हुए भारत सरकार ने केवल कुछ ऐसी योजनाओं के लिये लगभग 8.58 करोड़ हूं की वित्तीय सहायता स्वीकृत की, जिन्हें अपेक्षाकृत उच्चतर प्राथमिकता दी गयी थी। प्रस्तावित पुनः जिसे अपेक्षाकृत निम्न प्राथमिकता (23 योजनाओं में से प्राथमिकता सं० 13) दी गयी थी, को स्वीकृत कार्यों की सूची में शामिल नहीं किया जा सका।

इसके अलावा, राज्य सरकार ने अन्य बातों के साथ-साथ पांचवीं योजना में नेपालगंज वाली एक योजक सड़क को राष्ट्रीय राजमार्ग पद्धति में शामिल करने का भी प्रस्ताव किया जिसमें यह पुल भी आता

है। परन्तु, कठिन वित्तीय स्थिति को ध्यान में रखते हुए भारत सरकार इस अनुरोध को स्वीकार नहीं कर सकी और फिर वित्तीय कठिनायों के कारण वे इस समय मीजूदा राष्ट्रीय राजमार्ग पद्धति का विस्तार भी नहीं कर सकतीं।

Closure of India Meters

399. SHRI KRISHNA CHANDRA HALDER: Will the Minister of INDUSTRY be pleased to state:

(a) whether India Meters, Madras is under closure for a long time; and

(b) if so, the steps taken by Government to re-open the factory?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a): Yes Sir, since November, 1974.

(b) In the recent past, numerous discussions have been held with the Government of Tamil Nadu, and the concerned financial institutions to explore the possibilities of restarting Messrs. India Metres, Madras. However, as there were some doubts about the economic viability of the unit, the Central Bank of India in consultation with the Industrial Reconstruction Corporation of India have started taking a fresh look at the economic viability of the project. A decision will be taken as soon as the views of the institutions are available.

Conversion of A.I.R. Station, Trichur into full-fledged A.I.R. Station

400. SHRI V. M. SUDHEERAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the steps taken by Government to convert the All India Radio Station, Trichur into full-fledged and independent All India Radio Station?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): Trichur station of A.I.R. is already a full-fledged and independent radio station under the charge of a Station Director. It is having a 20 kw mw transmitter equipped with permanent type I Studio and receiving facilities. The Station is already broadcasting all the three transmis-

sions for a total duration of 13 hours and 40 minutes on Sundays and 10 hours and 20 minutes on week days and originating about 4 hours and 10 minutes programme daily.

Thermal Power Station in North Bengal

401. SHRI K. N. DASGUPTA: Will the Minister of ENERGY be pleased to state:

(a) whether there is no possibility of having one Thermal Power Station in the near future in North Bengal;

(b) whether one Thermal Power Station at Dalkola was originally scheduled to meet the power demand in North Bengal and adjacent portions of Bihar.

(c) whether the Power Station location was selected by Union Government to Kherjuriaghat or Farakka in preference to Dalkola but this scheme has also been dropped by the Union Government; and

(d) whether the proposal of State Government for construction of Raman Hydro Electric Project in Darjeeling district has not been getting clearance from Union Government for about 10 years?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Detailed feasibility reports for the location of a thermal station in North Bengal have yet to be examined to determine the optimum location for such a thermal station and the time required for its commissioning.

(b) A proposal for installing two units of 120 MW each at Dalkola had been examined for meeting the power demand in North Bengal, but the location at Farakka was considered more suitable, on the basis of preliminary reports, for a large thermal station with possibility for expansion.

(c) From the above consideration, the Farakka site has been under consideration and detailed examination has yet to be completed.

(d) Raman Hydro Electric Project, Stage II has been sanctioned by the Central Government in April, 1977.

Alleged Destruction of Files, Documents and other Papers Pertaining to Previous Government

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

(a) whether Government have received reports that numerous files, documents and other papers pertaining to the predecessor Government were burnt or otherwise destroyed or airlifted to destination in some foreign country by persons connected with that Administration, immediately after the conclusion of the recent General Election;

(b) if so, the details thereof; and

(c) the nature of the action taken on such reports?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) The Government have not received any such report.

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

Single National Authority for Power Generation and Distribution

403. SHRI SUKHDEO PRASAD VERMA: Will the Minister of ENERGY be pleased to state the reason for the delay in setting up a single national authority for power generation and distribution in the country?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): There is no proposal under consideration for setting up of a single national authority for power generation and distribution in the country.

श्री संजय गांधी हारा भारतीय वायुसेना के विमानों का प्रयोग

404. श्री अज्ञा सिंह गुलशनः क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या श्री संजय गांधी वर्ष 1976-77 में युवक नेता वे: तौर पर गज्यों के दौरे पर जाते समय वायुसेना के विमान का प्रयोग करते रहे हैं; और

(ख) यदि हां, तो किस हैसियत से ?

रक्षा मंत्री (श्री जयगोपन राम) : (क) और (ख). श्री संजय गांधी को

युवक कांग्रेस नेता की हैसियत से वायुसेना विमानों वे: उपयोग की सुविधा नहीं दी गई थी। वर्ष 1976-77 वे: दौरान, श्री संजय गांधी ने वायु सेना के विमानों में या तो प्रधान मंत्री और उन अन्य वैनियों की पार्टी के मदम्य वे: कृप में यात्रा की थी जिन के मांग-पत्रों पर उड़ानों का प्रबंध किया गया था, अथवा राज्यों वे: मुख्य मंत्रियों के साथ यात्रा की थी जिन वे: निये भुगतान करने पर उड़ानों की व्यवस्था की गई थी। भारतीय वायु सेना के जहाजों में उड़ानों का विवरण जिन में श्री संजय गांधी ने यात्रा की संलग्न है।

विवरण

क्रम सं.	तारीख	विमान की किस्म	यात्रा का स्थान	परम विशिष्ट व्यक्ति / विशिष्ट व्यक्ति जिसने माथ यात्रा की	उड़ान के बंट
1	2	3	4	5	6
1.	1-1-76	एच एस 748	चण्डीगढ़-पालम	प्रधानमंत्री	1.00
2.	2-1-76	टी यू 124	दिल्ली-हैदराबाद	„	1.55
3.	3-1-76	एच एस 748	हैदराबाद-विजाय	„	1.35
4.	3-1-76	एच एम 748	विजाय-हैदराबाद	„	1.40
5.	3-1-76	टी यू 124	हैदराबाद-दिल्ली	„	2.00
6.	10-1-76	टी यू 124	पालम-बम्बई	रक्षा मंत्री	1.55
7.	12-1-76	टी यू 124	बम्बई-पालम	„	1.45
8.	26-1-76	टी यू 124	दिल्ली-जोरहाट	उपरक्षा मंत्री	2.25
9.	26-1-76	हैली.	जोरहाट-ईटानगर	„	0.35
10.	27-1-76	हैली.	ईटानगर-चावुआ	„	0.30
11.	27-1-76	टी यू 124	चावुआ-सखनऊ	„	2.30
12.	27-1-76	टी यू 124	सखनऊ-दिल्ली	„	0.50
13.	5-2-76	टी यू 124	पालम-कानपुर	रक्षा-मंत्री	0.55
14.	7-2-76	टी यू 124	कानपुर-पालम	„	0.55

1	2	3	4	5	6
15.	7-2-76	हैली	सफदरजंग—डिग	प्रधान मंत्री	0.45
16.	8-2-76	हैली	भरतपुर—सफदरजंग	"	0.45
17.	11-2-76	टी यू 124	दिल्ली-बंगलौर	"	2.40
18.	11-2-76	एच एस 748	बंगलौर-कोचीन	"	1.15
19.	12-2-76	एच एस 748	कोचीन—बंगलौर	"	1.10
20.	13-2-76	टी यू 124	बंगलौर—मद्रास	"	0.55
21.	15-2-76	टी यू 124	मद्रास—दिल्ली	"	2.40
22.	16-4-74	टी यू 124	दिल्ली—चण्डीगढ़	"	0.45
23.	16-4-76	हैली	चण्डीगढ़—शिमला	"	0.30
24.	20-4-76	हैली	शिमला—चण्डीगढ़	"	0.30
25.	20-4-76	टी यू 124	चण्डीगढ़—पालम	"	0.35
26.	1-5-76	एच एस 748	पालम—बोकारो	"	2.35
27.	1-5-76	एच एस 748	बोकारो—पटना	"	1.00
28.	1-5-76	एच एस 748	पटना—पालम	"	2.50
29.	29-10-76	टी यू 124	पालम—बम्बई	रक्षा-उत्पादन मंत्री	1.50
30.	30-10-76	टी यू 124	बम्बई—मुने	"	0.30
31.	25-12-76	एम. भाई—8	विजयवाडा—भाकीविंदु आंध्र प्रदेश के मुख्य मंत्री	क्योंकि एस एफ भार अभी प्राप्त नहीं है अतः अभी पता नहीं है ।	
32.	25-12-76	एम. भाई—8	भाकीविंदु-कोटागुडम		
33.	26-12-76	एच एस 748	हैदराबाद-डार	कर्नाटक के मुख्य मंत्री	0.45
34.	26-12-76	एच एस 748	विडार—हैदराबाद	"	0.45

Memorandum from Heavy Water Project Employees Union, Tuticorin

405. SHRI SHYAMA PRASANNA BHATTACHARYYA: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether Government have received any memorandum from the Heavy Water Project Employees Union, Tuticorin, (Tamil Nadu) regarding the excesses committed by the management during the Emergency;

(b) if so, the salient points of the memorandum; and

(c) the reaction of the Government thereto?

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

(b) A copy of the memorandum is laid on the Table of the House. [Placed in Library. See No. LT-341A/77].

(c) The memorandum contains vague allegations. The specific allegations have been looked into and have been found to be untrue.

Samachar as Autonomous Corporation

406. SHRI P. K. KODIYAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have a proposal under consideration to convert Samachar into autonomous Corporation; and

(b) if so, the main features thereof and measures being taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). Government has appointed a Committee to examine the functioning of Samachar and to make recommendations regarding its future set-up. The recommendations of the Committee in this regard will be considered by Government when their report becomes available.

बिहार में बिहार स्थित सैनिक हवाई अड्डे के चारों ओर की सड़कें

407. श्री चन्द्रदेव प्रसाद वर्मा : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार में बिहार स्थित सैनिक हवाई अड्डे के चारों ओर की सड़कें बहुत दीरी खराब स्थिति में हैं;

(ख) क्या इस कारण हवाई अड्डे के अधिकारियों, कर्मचारियों तथा आम जनता को कठिनाईयां हो रही हैं; और

(ग) यदि हां, तो उक्त सड़कों को ठीक न कराये जाने के क्या कारण हैं?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) ओर (ख). बिहार में सैनिक हवाई अड्डे के चारों ओर की सड़कें अधिकारियों, कर्मचारियों तथा आम जनता को उपयोग करने वाले हवाई अड्डे के अपमर और कर्मचारी तथा आम जनता को रक्षा सड़क का उपयोग करने वाले हवाई अड्डे के अपमर और कर्मचारी तथा आम जनता को रक्षा सड़क की हालत से कोई कठिनाई नहीं है।

(ग) प्रश्न के भाग (क) ओर (ख) के उपर्युक्त उत्तर के संदर्भ में प्रश्न नहीं उठता।

People's Plan

408. SHRI R. K. AMIN: Will the Minister of PLANNING be pleased to state:

(a) whether attention of Government has been drawn to People's Plan II prepared by a group of economists at the instance of Renaissance Institute; and

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

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The Government is aware of the People's Plan II prepared by the Indian Institute of Renaissance and would no doubt take its contents into consideration while revising their existing plan or preparing the next Five Year Plan.

स्मारिकाओं के लिये विज्ञापनों
की स्वीकृति के नियम

409. श्री जगदम्बो प्रसाद यादव : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) किसी राजनीतिक दल, सामाजिक संम्बा, गैंधियन्त्रित स्मारिकाओं में नथा सरकारी अधिकारी के विदाई समारोह पर निकाली जाने वाली स्मारिका में विभिन्न विभागों, फर्मा तथा व्यक्तियों से विज्ञापन लेने के सम्बन्ध में यदि कोई नियम तथा विनियम हैं, तो वे क्या हैं ;

(ख) क्या सरकार का विचार कांग्रेस के महाधिवेशन में निकाली गयी स्मारिका में दबाव डाल कर तथा अन्य साधनों से प्राप्त किये गये विज्ञापनों के भूल्य को जांच कराने का है ; और

(ग) क्या सरकार का विचार किसी सम्मेलन, किसी धार्मिक अथवा सामाजिक समारोह अथवा सरकारी अधिकारी के विदाई अवसर पर निकाली जाने वाली स्मारिका के लिये दबाव डालकर अथवा अधिकारिक स्थिति का दुहपयोग करके विज्ञापन प्राप्त करने पर प्रतिबन्ध लगाने का है ?

सूचना और प्रसारण मंत्री (श्री सालू कृष्ण आडवाणी) : (क) समाचार पत्रों/नियमित पत्रों को विज्ञापन देने का जो

मानदंड है वह स्मारिकाओं को दिये जाने वाले विज्ञापनों पर भी लागू होता है। तथापि किसी भी राजनीतिक दल, सामाजिक संगठन, धार्मिक या शैक्षिक संस्थान आदि द्वारा प्रकाशित स्मारिका के लिये 750/- रुपये प्रति पृष्ठ की अधिकतम दर दी जाती है। तथापि, आपात स्थिति के दौरान पिछली सरकार ने अखिल भारतीय कांग्रेस कमेटी द्वारा प्रकाशित स्मारिका के लिये 5,000/- रुपये प्रति पृष्ठ की ऊंची दर देने की अनुमति दी।

(ख) और (ग) जी, नहीं यह तुनिश्चित करने के लिये प्रयास किए जाते हैं कि समाचारपत्रों को विज्ञापन सर्वथा प्रचार की आवश्यकताओं के आधार पर दिये जायें। सरकारी विज्ञापनों के मामले में भेदभाव न हो और मानदंड समान रूप से लागू हो इसके लिये एक नई विज्ञापन नीति तैयार की जा रही है।

आयुष बस्त्र कारखाना, शाहजहांपुर
के निलम्बित कर्मचारी

410. श्री मुरेन्द्र विक्रम : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1974 की हड़ताल के दौरान आयुष कारखाना, शाहजहांपुर के कितने कर्मचारी निलम्बित किये गये थे ;

(ख) उनमें से कितने कर्मचारी अभी तक निलम्बित पड़े हैं तथा उन्हें बहाल न किये जाने के क्या कारण हैं ; और

(ग) इन कर्मचारियों की मांगें क्या हैं ?

रक्षा मंत्री (श्री जगजीवन राम) :

(क) फैक्टरी में श्रमिक अशान्ति के कारण 14-5-1974 से 16-5-1974 और दोबारा 20-5-1974 से 3-6-1974 तक काम रुक जाने के परिणामस्वरूप 24 कर्मकारों को निलम्बित किया गया था।

(ख) सभी 24 कर्मकार अभी निलम्बित हैं और उच्छृंखल व्यवहार प्रदर्शन और अनुपस्थिति सहित दुराचरण के लिये विभागीय कार्यावाही की जा रही है। जांच बोर्ड की सिफारिशों की प्रतीक्षा है।

(ग) इन कर्मकारों ने मांग की थी कि सेवा से निकाल गय पहल तीन कर्मचारियों को बहाल किया जाय।

Reservation for S. C. & S. T. in Lok Sabha and State Legislatures

411. SHRI B. C. KAMBLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the purposes for which reservation in Lok Sabha and State Legislatures was provided under the Constitution of India for Scheduled Castes and Scheduled Tribes have been fulfilled;

(b) whether the conditions of the Scheduled Castes and Scheduled Tribes have been worsening and they are being thrown out beyond the poverty line; and

(c) whether circumstances exist to scrap the reservation mentioned above?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (c). According to the existing provision in Article 334 of the Constitution the reservation of seats for Scheduled Castes and Scheduled Tribes in the Lok Sabha and State Vidhan Sabhas is to continue upto 25-1-1980. This matter will receive consideration of the Government at the appropriate time.

(b) Government do not agree with this view.

Changes proposed in functioning of Akashvani and Doordarshan

412. SHRI SUSHIL KUMAR DHARA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the changes proposed to be introduced in the day to day functioning of Akashvani and Doordarshan in contra-distinction to the practices prevalent during the time of the predecessor Government;

(b) in case they become autonomous, whether they are likely to become self-supporting insofar as financial and other burdens are concerned; and

(c) how long Government propose to feed these bodies by what recurring and non-recurring sums of money?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) The new guidelines introduced in the functioning of Akashvani and Doordarshan since the new Government took over are as under:—

- (i) As a first step, return to the status quo ante declaration of Emergency in all matters.
- (ii) AIR Code which was suspended during the period of Emergency has been revived.
- (iii) Day-to-day news coverage by Akashvani and Doordarshan is aimed at presenting an account of newsworthy developments in a fair and objective manner and reflecting different points of view contrary to one-sided presentation of news during the Emergency period.
- (iv) Inviting the Leader of the Opposition in the Lok Sabha to broadcast to the Nation.
- (v) Election broadcasts by political parties recognised by the Election Commission of India

on the occasion of elections to Legislative Assemblies and the Delhi Metropolitan Council.

(vi) Presentation of divergent viewpoints in AIR programmes by political personalities, journalists, academicians and other intellectuals, etc.

(b) and (c). The Government is proposing to set-up a Group of officials and non-officials to prepare a Working Paper for suggesting recommendations on the grant of autonomy to Akashvani and Doordarshan. The related matters can be decided only after the report of the proposed Group is received by the Government.

'समाचार' के कार्यकरण की जांच करने के लिये समिति की नियुक्ति

413. श्री श्रीठासाल पटेल : वया सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने हाल ही में कोई ऐसी समिति बनाई है जो समाचार के कार्यकरण के बारे में जांच करेगी और अपना प्रतिवेदन सरकार को देगी ; और

(ख) यदि हां तो समिति के गठन तथा उम्मी कार्य पद्धति का व्योरा वया है ?

सूचना और प्रसारण मंत्री (श्री लाल हृष्ण आडवाणी) : (क) जी, हां ।

(ख) जिस अधिसूचना के द्वारा समिति नियुक्त की गई है उसको एक प्रति सदन की बेज पर रख दी गई है । [ग्रन्थालय में रखा गया । देखिये संख्या एस० टी०-342/77] यह समिति संबंधित व्यक्तियों से गवाही ल रही है, कागजों की जांच कर रही है और बातचीत कर रही है ।

Damage to Badarpur Thermal Power Station

414. SHRI G. M. BANATWALLA : Will the Minister of ENERGY be pleased to state:

(a) whether Government of India have received reports that shoddy overhauling of units and unwillingness to suspend power generation for vital minor repairs due to political compulsions before the Lok Sabha poll have resulted in all three 100 megawatt units at the Badarpur Thermal Power Station packing up;

(b) estimated cost of repairs to this Station; and

(c) whether any inquiry has since been ordered?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN) : (a) to (c) A Committee is looking into the causes which led to the failure of Unit No. 2 of Badarpur Thermal Power Station in January, 1977. This Unit had undergone extensive capital maintenance in the months of August-October, 1976.

Reports have also been received from the Project authorities about failure of Unit No. 3 in the month of April, 1977. These reports are under examination which involve metallurgical investigations.

Unit No. 1 was on forced outage for about 7 days in the month of May due to failure of thrust pads. The repair work was carried out expeditiously and the Unit is continuously in service since then.

The estimated cost of repairs has not been indicated by Bharat Heavy Electricals Limited as yet. They have, however, taken up the repair work at their factory in Hardwar on Unit Nos. 2 and 3 and work on both of them is in progress.

Misuse of IAF Aircraft

415. SHRI D.D. DESAI: Will the Minister of DEFENCE be pleased to state:

- (a) whether the Prime Minister had stated at Salem on 18th May, 1977 that a constitutional amendment is proposed to prevent misuse of IAF aircraft;
- (b) if so, facts thereof; and
- (c) whether the same result could not be achieved by merely amending the rules for the use of IAF aircraft by civilians including Ministers?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). The Prime Minister's reference was to the general question of misuse and abuse of Government machinery for party purposes and not merely regarding the use of IAF aircraft.

(c) The intention is to examine whether any provision in the basic law of the country is necessary to serve as a permanent guideline, since an executive order of the Government can be changed at any time.

Ship Building Yard at Paradeep Port

416. SHRI SARAT KUMAR KAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) whether there is any proposal for having a ship building yard at Paradeep Port;
- (b) whether there was any investigation for the said purpose and what was the report; and
- (c) will the Minister be pleased to present the report of the committee in the House?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c) Paradeep was one of the four sites for which the Preliminary Project Reports for two models of shipyard were commissioned by Govt. of India. The reports in respect of all the four sites have been received and are

under study. The question of placing them before the House will be considered after the Govt. completes the study and takes the necessary decision.

Transfer of I.A.S. and I.P.S. Officers out of Delhi

417. SHRI SHEO SAMPAT: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether a large number of senior I.A.S. and I.P.S. officers belonging to Scheduled Castes and Scheduled Tribes Communities have been transferred to comparatively junior and unimportant posts out of Delhi in the name of streamlining the administration in the wake of Emergency; and

- (b) if so, the names of those officers?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) A few SC/ST officers were transferred out of Delhi during the period of Emergency. However, none was sent to a junior post on lower pay.

- (b) Does not arise.

Rural Electrification in Gujarat

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

(a) whether rural electrification in the State of Gujarat has not progressed much due to non-availability of funds;

(b) if so, the total amount sanctioned by the Union Government for the rural electrification in the State;

(c) the amount spent by Gujarat State so far; and

(d) time by which the total rural electrification is likely to be achieved in Gujarat State and the amount required for the same?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) There are 18,275 villages in Gujarat State. 5,676 villages had been electrified upto 31st March, 1974, 1432 more villages have been electrified during the first 3 years of the Fifth Plan. The percentage of village electrification in the State has risen from 31 to 38.9 during these 3 years, as against the present all-India average of 55.2 per cent. Number of pumpsets/tube-wells energised in the State has also increased from 1,02,683 on 31-3-1974 to 1,37,916 on 31-3-1977.

(b) the outlay provided for rural electrification in Gujarat is as under:—

Period	Outlay (Rs. crores)
1974-75	1.90
1975-76	3.00
1976-77	3.20
1977-78	3.50 (tentative)

(c) The State Electricity Board has intimated an expenditure of Rs. 5.84 crores during 1974-75 and Rs. 5.40 crores during 1975-76 on rural electrification works in the State. The amount of expenditure incurred during 1976-77 is not available.

(d) As per the Perspective Plan formulated by the Gujarat Electricity Board, all the villages in the State are expected to be electrified by 1990-91. The amount required has been estimated at about Rs. 93 crores.

Power crisis in Delhi

419. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of ENERGY be pleased to state:

(a) whether there was a power crisis in Delhi in May 1977;

(b) whether this was due to complete shut-down of Badarpur Thermal Plant; and

(c) if so, the reasons therefor?

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

(b) and (c) The crisis lasted for about 7 days in May when generation from Badarpur thermal power station came to nil following the break-down of the only running unit there and reduction in generation from Bhakra system due to low level in hydro reservoirs and poor inflows. Unit No. 1 was on forced outage for 7 days due to failure of the thrust pads of the machine.

Industrial Growth

420. SHRI S. R. DAMANI

SHRI NIHAR LASKAR: Will the Minister of INDUSTRY be pleased to state:

(a) the rate of growth achieved in industrial production during the year ended 31st March, 1977 and how does it compare with the growth during the previous year;

(b) the sectors in which the growth rate has shown marked increase and where it has fallen; and

(c) the reasons therefor?

THE MINISTER OF INDUSTRY (SMRI BRIJLAL VERMA): (a) The general index of industrial production (Provisional) compiled by the Central Statistical Organisation is available for the period April 1976 to February 1977. The rate of growth of industrial production during this period is provisionally estimated at 10.2 per cent as compared to 5.1 per cent in the corresponding period during 1975-76.

(b) and (c) The attached statement shows the rate of growth in different sectors during April-February 1975-76 and 1976-77. Production performance in different sectors has depended on factors such as the state of demand, sufficient availability of inputs at reasonable prices and productive efficiency, etc.

Statement

Growth Rate of Index of Industrial Production during April 1975—February 1977

(Base : 1970—100)

(Provisional)

Sl. No.	Industry group	Weight	April '75- Feb, 76	April '76- Feb, 77	% Change
1	Food manufacturing industries except beverage industries	7.74	105.3	111.1	+5.5
2	Beverage industries	0.69	156.6	311.6	+99.0
3	Tobacco industries	2.21	98.4	107.7	+9.5
4	Manufacture of textiles	17.43	103.8	104.3	+0.5
5	Manufacture of footwear other wearing apparel etc.	0.34	93.9	93.7	+3.4
6	Manufacture of wood & cork except furniture	0.49	106.5	119.7	+12.4
7	Manufacture of paper products	2.24	109.5	111.1	+1.5
8	Manufacture of Leather Fur product except footwear etc.	0.32	120.0	110.8	-7.7
9	Manufacture of rubber products	2.22	120.9	126.9	+5.0
10	Manufacture of chemicals & chemical products	10.90	134.5	159.0	+18.2
11	Manufacture of products of petroleum and coal	1.62	121.1	124.9	+3.1
12	Manufacture of non-metallic mineral products except products of petroleum and coal	3.33	125.8	141.3	+12.3
13	Basic metal industries	8.84	119.4	140.8	+17.9
14	Manufacture of metal products except machinery and transport equipment	2.77	128.0	132.9	+3.8
15	Manufacture of machinery except electrical machinery	5.55	153.1	164.6	+7.5
16	Manufacture of electrical machinery apparatus appliances supplies	5.30	117.7	129.7	+10.2
17	Manufacture of transport equipment	7.39	112.9	136.8	+21.2
18	Miscellaneous manufacturing industries	1.70	70.9	84.4	+19.0
19	Division 2-3 Manufacturing	81.08	117.7	130.3	+10.7
20	Division I Mining & Quarrying	9.69	129.4	136.0	+5.1
21	Division 5 Electricity	9.23	142.9	160.7	+12.5
22	General Index (Crude)	100.00	121.2	133.6	+10.2

बुलन्दशहर के श्री तेजसिंह, एम०
एस० ए० की गिरफ्तारी और
रिहाई

421. श्री नवाब सिंह चौहान : क्या
गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आपात काल के दौरान
के द्विय सरकार के आदेश पर बुलन्दशहर के
एम० एस० ए० श्री तेज सिंह, को गिरफ्तार
कर जयपुर ले जाया गया था और उन्हें] तथा
उत्तर प्रदेश के नेता श्री चन्द्र भान गुप्त
को सुन्दर डाकू के माध्यम से किसी पड़यत्र में
फंसाने का प्रयास किया गया था ;

(ख) यदि हां, तो इस घटना के तथ्य
क्या हैं और श्री तेज सिंह को किस प्रकार
रिहा किया गया ; और

(ग) इम बारे में की गई जांच का क्या
परिणाम निकला ?

गृह मंत्री (चौधरी चरण सिंह) :

(क) तथा (ख). श्री तेजसिंह, भूतपूर्व
विद्यायक को, जिला मंजिस्ट्रेट, बुलन्दशहर
द्वारा, जयपुर में की गई पूछताल के दौरान
स्व० श्री सुन्दर सिंह डाकू के इस बयान के
आधार पर मीसा के अधीन 17-9-1976
को नजरबन्द किया गया था कि श्री तेजसिंह
और श्री चन्द्रभान गुप्त ने कुछ गुप्त बैठकों में
यह सुझाव दिया था कि श्री सुन्दर सिंह भूत-
पूर्व प्रधान मंत्री की हत्या करें। आगे जांच
पड़ताल से इसकी पुष्टि नहीं हो सकी और
सुन्दर सिंह ने इस संबंध में बाद में एक बयान
दिया कि उसका पहला बयान गलत था ।

(ग) यद्यपि नजरबन्दी के आदेश केन्द्रीय
सरकार द्वारा नहीं दिये गये थे फिर भी
इस मामले में जांच पड़ताल की रिपोर्टों की जांच
करने पर केन्द्रीय सरकार ने 16-2-1977
को राज्य सरकार को सुझाव दिया कि श्री

तेजसिंह के बारे में नजरबन्दी के आदेश रद्द
कर दिये जाये ।

**Involvement of Officers in Supply of
Secret Documents to Foreign Diplomats**

422. SHRI S. G. MURUGAIYAN:
Will the Minister of HOME AFFAIRS
be pleased to state:

(a) whether some high officers of
Planning Commission and a P. S. to
Central Minister were arrested for
supplying secret documents to foreign
diplomats;

(b) if so, their names; and

(c) whether one of the accused has
filed a petition in Delhi High Court
challenging his detention under
MISA?

THE MINISTER OF HOME
AFFAIRS: (CHAUDHURI CHARAN
SINGH): (a) and (b). The espionage
activities referred to in part (a) of
the Question are under investigation.
For reasons of security it would not
be in the public interest to disclose
further facts at this stage.

(c) Yes Sir.

**Deterioration in Law and order situation
Due to Release of Naxalites and
Smugglers**

423. SHRI R.V| SWAMINATHAN:
SHRI PRADYUMNA BAL:
Will the Minister of HOME
AFFAIRS be pleased to state:

(a) whether the setting free of all
naxalites and smugglers who were
detained in the prison during the last
year have resulted in deteriorating
the law and order situation in the
country;

(b) if so, whether cases of looting
of property, thefts and criminal
assaults have increased from March,
1977 onwards;

(c) whether the police department have also shown their inability to deal with the situation due to the fear of being punished by Government; and

(d) if so, the steps being taken to improve the law and order situation?

THE MINISTER OF HOME AFFAIRS: (CHAUDHURI CHARAN SINGH): (a) No; Sir.

(b) The release of naxalites and smugglers by itself does not seem to have resulted in any appreciable increase in crime. However, information has been received regarding some increase in crimes in certain States/Union Territories.

(c) No.

(d) The State Governments and Union Territory administrations are taking necessary steps to control crime and improve the law and order situation.

Proposal to improve the road between Alankayam and Polur in North Arcot District

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

(a) whether there is any proposal to improve the road between Alankayam and Polur in North Arcot District under the Javadi Hill Tribes Development Scheme; and

(b) if so, the stage at which the scheme stands at present?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). The information asked for is being collected and the same will be laid on the Table of the House as soon as it is received.

Torture of Political Prisoners in Jails

435. SHRI SOMNATH CHATTERJEE:

SHRI BIJOY KUMAR MONDAL: Will the Minister

of HOME AFFAIRS be pleased to state:

(a) how many cases of tortures of political prisoners in different Jails, State-wise during the period of emergency have been reported to Government;

(b) the nature of such tortures;

(c) the total number of deaths as a result of tortures State-wise; and

(d) the action, if any proposed to be taken against persons responsible for such tortures?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (d). Cases of alleged torture in jails during the period of the Emergency are covered by the terms of reference of the Shah Commissions appointed on 28th May, 1977. Appropriate action will be taken after the findings of the Commission are available. Regarding the total number of deaths as a result of tortures, State-wise, the information is being collected from the States.

Building of Bus Bodies for U.P. State Roadways Transport Corporation by Maruti Limited

426. SHRI R. P. DAS: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Workshop of the U.P. State Roadways Transport Corporation have got the bodies of about 450 buses built by Maruti Ltd., Delhi at an increased rate; and

(b) if so, the reasons for having the bodies of buses built by Maruti Ltd., Delhi when the local unit was fully equipped to handle this work?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM). (a) The U.P. State Road Transport Corporation got bodies fabricated on 497 bus chassis by M/s. Maruti Ltd. and on 466 bus chassis from other outside agencies during 1976-77, after inviting tenders and negotiating uniform standard rates.

(b) The Corporation was faced with the task of providing extra buses for the Kumbh Mela at Allahabad in January, 1977 and replacing the dependable buses plying in the hill areas of the State by new ones during the year. To meet the situation, a time bound programme for fabricating bodies on 1321 chassis and renovating 734 buses was drawn up. The Corporation's own workshops could handle the work of building bodies on 358 bus chassis and renovating 734 buses. The work of fabricating bodies on the remaining 963 buses had, therefore, to be entrusted to outside agencies, including Maruti Ltd.

Produce into Allegations against central Scientific Instruments Organisation

427. SHRI BHAGAT RAM: Will the Minister of PLANNING be pleased to state:

(a) whether a memorandum was submitted to Prime Minister by the CSIO (a national Laboratory) employees ad-hoc action Committee demanding through probe into allegations of authoritarian and despotic rules in the CSIO; and

(b) if so, action taken in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS & LABOUR (SHRI RAVINDRA VARMA): (a) Yes, Sir.

(b) The allegations made are being looked into.

अजमेर-खण्डवा मार्ग पर यातायात

428. डा० लक्ष्मीनारायण पाण्डेय :

नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अजमेर खण्डवा मार्ग पर भारी यातायात है;

(ख) क्या धौलपुर के निकट चम्बल पुल के टूटने के बाद से बम्बई दिल्ली का सारा सड़क यातायात प्रायः इसी मार्ग से है;

(ग) क्या उक्त मार्ग पर भी भारी यातायात है क्योंकि इस मार्ग पर नसीराबाद, नीमच और मऊ में सी० ग्राम० पी० तथा मेना मुख्यालय है तथा चित्तोड़ और निम्बाहेड़ा में ५८८ के कारखाने हैं।

(घ) क्या इस मार्ग को राष्ट्रीय राजमार्ग में बदलने की मांग की गई है और इन कारणों से भी ऐसा करने की आवश्यकता है; और

(ङ) यदि हां, तो इस दिशा में सरकार द्वारा क्या कार्यवाही की गई है?

रक्षा मंत्री (श्री जगजीवन राम): (क) से (ग). अजमेर खण्डवा मार्ग, जो एक राज्य राजमार्ग है जिसका कुछ हिस्सा राजस्थान में और कुछ हिस्सा मध्य प्रदेश में पड़ता है, के सबंध में उपयुक्त (क), (ख) और (ग) के बारे में सूचना संबंधित राज्यों से अभी तक प्राप्त नहीं हुई है।

(घ) और (ङ). राजस्थान सरकार ने पांचवीं पंचवर्षीय योजना में अजमेर धील-वाड़ा चित्तोड़गढ़ पिपलोदा रत्लाम-हैंदौर मार्ग को राष्ट्रीय राजमार्ग घोषित करने का अनुरोध किया। अजमेर चित्तोड़ नीमच-मंदसौर-रत्लाम-महु खण्डवा मार्ग को राष्ट्रीय

राजमार्ग विधित करने के लिये एक इसी प्रकार का अनुरोध मध्य प्रदेश सरकार से भी प्राप्त हुआ। परन्तु, चालू वित्तीय कठिनाई के कारण भारत सरकार के लिए इन अनुरोधों को स्वीकार कर पाना संभव नहीं हुआ है।

**मंत्रालयों विभागों में हिन्दी
का प्रयोग**

429. श्री इनेश्वर मिश्र : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) नयी सरकार के गठन के बाद विभिन्न मंत्रालयों/विभागों में हिन्दी का प्रयोग कितने प्रतिशत बढ़ा है;

(ख) क्या पिछली सरकार के जामन के दौरान हिन्दी में जितना काम होता था, इस समय उससे कम हो रहा है; और

(ग) यदि हाँ, तो उसके क्या कारण हैं?

गृह मंत्री (चौधरी चरण सिंह) :

(क) से (ग). वर्तमान व्यवस्था के अनुसार भारत सरकार के मंत्रालयों/विभागों में हिन्दी का प्रयोग में दृढ़ी प्रगति की मूचना उनसे जून, सितम्बर, दिसम्बर और मार्च की तिमाहियों की समाप्ति पर मंगाई जाती है, जो उन्हें अगले महीने की अंतिम तारीख तक गजभाया विभाग को भेजनी होती है। अप्रैल और जून, 1977 के बीच की अवधि से संबंधित हिन्दी के प्रयोग की प्रवति रिपोर्ट सामान्यतः जुलाई, 1977 अपेक्षित है। फिर भी मंत्रालयों/विभागों से इस बारे

में विशेष रूप से सूचना मंगाई जा रही है और प्राप्त होने पर संसद के सभा पट्ट पर रख दी जायेगी।

Improving the Socio-Economic Conditions of Rural Areas

403. SHRI K. LAKKAPPA: Will the Minister of PLANNING be pleased to state:

(a) whether Government are taking steps for the application of science and Technology for improving the socio-economic conditions of rural masses; and

(b) if so, facts thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVIDER VARMA): (a) Yes.

(b) The major objectives of Science & Technology inputs to Rural Development are: creation of more jobs in rural areas; increase productivity and generate incomes; and improve living environment. Fulfilment of these objectives requires intensive application of Science & Technology in various sectors of socio-economic activity. Some of the technical developments aimed at improvement of life in rural areas relate to:— agricultural production and irrigation with special emphasis on programmes to improve productivity of small and marginal farmers; cheap sources of nutrients; non conventional sources of energy; cottage industries; rural housing; sanitation and water supply; transportation; waste utilisation etc. To achieve balanced growth, an Integrated Rural Development Programme has been initiated so that the result of Science & Technology can be brought to the door-step of the villagers for improving their socio, economic life.

The newly reconstituted Planning Commission is reviewing this as part of the general review to accelerate such development.

Industries in drought areas

431. SHRI P. RAJAGOPAL NAIDU: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government give preference in starting heavy and small scale industries in drought prone areas to create employment to the people in these areas; and

(b) if so, the industries to be started in these areas this year?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) No, Sir.

(b) Does not arise.

Retrenchment by Calcutta Dock Labour Board

433. SHRI DINEN BHATTACHARYA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Calcutta Dock Labour Board by its decision dated 5th October, 1976 retrenched 3,756 workmen from their services;

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

(c) the steps taken to revoke that decision?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) After a review of the number of workers on its registers or records according to the provisions of the Schemes framed under the Dock Workers (Regulation of Employment) Act, 1948, the Calcutta Dock Labour Board, which is a tripartite body, decided at its meeting held on 5-10-1976 to decrease the number of registered dock workers on its registers or records by removing the names of the workers of the age of 50 years and above keeping in view the anticipated requirements and for better efficiency and economy of operations. In the same

Resolution, the Board also decided the amounts to be paid to the workers whose names were removed from the Board's registers. In pursuance of this decision, the Board removed the names of 3506 workers from its registers in December, 1976.

(b) Before implementing its decision, the Dock Labour Board had obtained the approval of the Central Government to the adjustment in the number of workers as required under the relevant Schemes.

(c) Does not arise.

मोटरकार बनाने के लिये लाइसेंस

434. श्री चम सिंह भाई पटेल : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) ऐसे आवेदकों की तक की संख्या और नाम क्या है जिन्होंने मोट कार के निर्माण के लिये लाइसेंस के लिये आवेदन पत्र दिये हैं; और

(ख) कितने अ.र किन किन आवेदकों को लाइसेंस दिये गये हैं ?

उद्योग मंत्री (श्री बृजलाल बर्मा) :

(क) और (ख) : याकी कारों के निर्माण के लिये आशय पत्र देने वारे में सरकार की नीति 10 अगस्त, 1970 को संसद के दोनों सदनों में घोषित की गई थी। उस तिथि को सरकार के पास निम्नलिखित पाठ्यों के आवेदन पत्र अनिवार्य पढ़े थे :—

(1) नै० मैसूर स्टेट इण्डस्ट्रियल इन्वेस्टमेंट एण्ड डेल्मट कारपोरेशन लिमिटेड, बंगलौर ।

(2) श्री सोम प्रकाश रेखी, मै० जीता इण्डिया, दिल्ली ।

(3) श्री मनुभाई एच० ठक्कर, पाटनर, अश्विन इण्डस्ट्रीज, जिला बड़ोदा (गुजरात)।

(4) म० आर० आर० चोकसी एण्ड कम्पनी, अहमदाबाद-2।

(5) म० गणेश रेनोल्ट, लखनऊ।

(6) म० भुविमान लिमिटेड, जयपुर।

(7) म० अरविन्द आटोमोबाइक्स, विवेन्द्रम।

(8) श्री मंजय गांधी, (अब म० मारुति लिमिटेड, गुडगांव)।

(9) म० केरल-स्टेट इण्डस्ट्रियल डेवलपमेंट कारपोरेशन लिमिटेड, विवेन्द्रम।

(10) श्री एम० मदन मोहन गव, मद्रास।

इनमें से श्री मंजय गांधी और मद्रास के श्री एम० मदन मोहन गव को याची कारे बनाने के लिये आशय पत्र दिये गये थे। बाद में, याची कारों के निर्माण के लिए अपनी आजनाएं संशोधित करने के पश्चात् दिल्ली के श्री सोम प्रकाश रेखी और बड़ोदा के श्री मनुभाई एच० ठक्कर को भी आशय पत्र दिये गये थे।

याची कारों के निर्माण के लिए औद्योगिक लाइसेंस हेतु निम्नलिखित पार्टियों से भी आवेदन पत्र प्राप्त हुए थे:—

(1) श्री शाम चेरियन, किलनौन, केरल।

(2) म० अलाइड इंजीनियरिंग कारपोरेशन, सालेम।

(3) श्रीमती सुनोचना सिंह, कानपुर।

(4) म० अमर इंजी०, इण्डस्ट्रीज, घरंगाला।

(5) श्री जी० पी० श्रीवास्तव, कानपुर।

(6) श्री बी० एम० शाह, बम्बई।

श्री श्याम चेरियन, म० अमर इंजी० इण्डस्ट्रीज और श्री जी० पी० श्रीवास्तव को आशय पत्र के लिए तकनीकी विकास के महानिदेशालय के पास पंजीकरण हेतु आवेदन करने की सलाह दी गई थी। बाकी पार्टियों अर्थात् म० अलाइड इंजीनियरिंग कारपोरेशन और श्रीमती सुनोचना सिंह को आशय पत्र जारी किये गये थे।

म० माहति लिमिटेड और श्री मनुभाई एच० ठक्कर को दिये गये आशय पत्रों को औद्योगिक लाइसेंसों में बदल दिया गया है। श्रीमती सुनोचना सिंह को दिया गया आशय पत्र अभी भी बैध है। श्री एम०पदन मोहन गव, श्री सोम प्रकाश रेखी और म० अलाइड इंजीनियरिंग कारपोरेशन को दिए गए आशय पत्र रद्द कर दिये गये थे।

याची कारों के निर्माण के लिए तकनीकी विकास के महानिदेशालय के पास पंजीकरण हेतु आशय पत्र निम्नलिखित पार्टियों को जारी किये गये थे:—

(1) म० स्पीडकार्फ्ट (प्रा०) लिमिटेड, पटना।

(2) म० एवर टेक (प्रा०) लिमिटेड, नई दिल्ली।

(3) म० आनन्दजी हरिदास कं० प्रा० लिमिटेड, बम्बई।

(4) श्री एम० चन्द्रा, नई दिल्ली।

(5) म० न्यू इण्डिया आटोमोइड्स, कलकत्ता।

(6) म० सना आटोमोइड्स इंडिया लिमिटेड, इंदौर।

(7) म० सनराइज आटो इण्डस्ट्रीज, बंगलोर।

(8) श्री अशोक क० राय, नई दिल्ली।

इनमें से मे० सोना आटोमोबाइक्स इण्डस्ट्रीज लिमिटेड का आशय पत्र अभी भी बैध है ; मे० स्पीडकाफ्ट (प्रा०) लिमिटेड मे० एयर टेक (प्रा०) लिमिटेड, मे० आनन्दजी हरिदास कं प्रा० लिमिटेड, श्री एस० चन्द्रा, मे० न्यू इण्डिया आटोमोबाइक्स अर श्री अशोक के० राम के आशय पत्र रद्द किए दिए थे ; मे० अंतरा॒ज आटो इडॉनी॑ का आशन्य पत्र तकनीकी विकास के महानिदेशालय ने तीन परियों की यात्री कारों के निर्माण के लिये पंजीकरण प्रमाणपत्र में बदल दिया है गया ।

Payment of Compensation to Land Owners in Asansol, Raniganj and Andal

435. SHRI ROBIN SEN: Will the Minister of ENERGY be pleased to state :

(a) whether the Ministry is aware of the fact that vast land in Asansol, Raniganj and Andal Police stations have been acquired and subsided due to de-pillarisation by the Eastern Coal-field Ltd. and no compensation has been paid to cultivators/owners of the land; and

(b) if so, whether Government will take early measures to pay proper compensation and employment to the relatives of the land owners/cultivators?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b). The information is being collected and will be laid on the Table of the House.

बिहार सेनिक पुलिस में सेवा से बद्दलना

436. श्री युवराज : क्या गृह मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या यह मत है कि बिहार राज्य में बिहार सेनिक पुलिस यूनिट संख्या 9, 11, 12, 5, 7, 8, 2, 1, 4 और 3 के लगभग 200 सिपाहियों को आपातकाल में विना कारण बताये सेवा से बद्दलन कर दिया गया था ;

(ख) क्या यह भी सब है कि इन सिपाहियों पर निराधार आरोप लगा कर इन्हें बद्दल किया गया था ;

(ग) क्या उन्हे सिपाहियों को भड़काने, लोकनायक जयप्रकाश नारायण और श्री रामानन्द तिवारी की विचारधारा को विस्तारित एवं प्रचारित करने तथा सिपाही संगठन को मजबूत बनाने और अधिकारियों की धांधली के विरुद्ध आवाज उठाने के लिये बद्दल किया गया था ; और

(घ) यदि हां, तो इन सिपाहियों को उनके बेतन तथा भत्तों की पूरी बकाया राशि लौटाते हुए कब तक सेवा में बहाल किया जायेगा ; और यदि नहीं, तो इसके क्या कारण हैं ?

गृह मंत्री (चौधरी चरण सिंह) :

(क) से (घ) तक, अपेक्षित सूचना बिहार सरकार से एकद की जा रही है और उनसे प्राप्त होने पर सदन के पटल पर रख दी जाएगी ।

D.T.C. Bus Service

437. SHRI BRIJ BHUSHAN TEWARI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his attention has been drawn to the deteriorate bus service provided by the Delhi Transport Corporation to the residents of Sarojini Nagar on Route No. 50 plying between Sarojini Nagar and Central Secretariat/Regal; and

(b) if so, what steps the Government contemplate to remove the hardship faced by the Government servants in particular and the public in general?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir. There have been some complaints of irregular operation of the bus service on this route.

(b) The service on the route is being operated by N.D.M.C., with its own buses, under an agreement with the Delhi Transport Corporation. The Transport Controller of that Committee has been requested by the Corporation to take immediate steps to regularise the service.

DTC is also operating its own bus services which pass via Sarojini Nagar and run up to Central Secretariat/Plaza/Connaught Circus.

आपातकाल के दौरान जन प्रवार के साथनों का दुरुपयोग करने के बारे में एक सदस्यीय समिति का गठन करेंगे कि :

438. श्री उपरेतन : वया सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

आपातकाल के दौरान जन प्रवार साथनों का दुरुपयोग करने और उनकी जांच करने के लिये एक श्वेत-पत्र तैयार करने के उद्देश्य से मंत्रालय द्वारा गठित एक सदस्यीय समिति

द्वारा किये गये कार्य की प्रगति क्या है और इस बारे में आगे की जाने वाली कार्यवाही की रूपरेखा क्या है ?

सूचना और प्रसारण मंत्री (श्री साल कृष्ण अडवानी) सूचना और प्रसारण मंत्रालय वे भूतपूर्व सचिव थी के:० के:० दास, आई० सी० एस० (मेवा निवृत्त) की प्रध्यक्षता में इस मंत्रालय में 21 मई, 1977 को आपात स्थिति के दौरान

- (क) सेसर उपबन्धों का दुरुपयोग ;
- (ख) पत्रकारों का उत्पीड़न ;
- (ग) फिल्मों को प्रमाणीकृत करने के बारे में आरोप ;
- (घ) जन संपर्क माध्यमों तथा समाचार एजेंसियों का स्वार्थ माध्यन के लिये उपयोग ; और
- (इ) अन्य प्रामाणिक मामलों

से संबंधित जन सांपर्क के माध्यमों वे: दुरुपयोग के दौरे में जांच करने और ऐसे तथ्य एकत्रिग करने के लिये एक मदम्यीय जांच ममिन गठित की गई थी जिनके: आधार पर सरकार एक श्वेत-पत्र तैयार करेगी । उक्त ममिन के बारे में 21 मई, 1977 को एक प्रेस नोट जारी किया गया था जिसमें जनता और संस्थाओं से यह निबेदन किया गया था कि वे अपनी खास शिकायत, पूर्ण विवरण सहित, इस मंत्रालय में निदेशक (सतकंता) को 5 जून, 1977 तक भेज दें । प्रेस नोट में यह भी कहा गया था कि शिकायते उक्त तिथि तक भेजना बहुत जरूरी है ताकि श्वेत-पत्र संसद के बजट सत्र में प्रस्तुत किये जाने के लिये समय पर तैयार किया जा सके ।

2 प्रेस नोट के बाद एक विज्ञापन व्यापक रूप से देश भर के राष्ट्रीय समाचारपत्रों तथा प्रादेशिक और मालायी समाचारपत्रों

को जारी किया गया था। आकाशवाणी और दूरदर्शन केन्द्रों के माध्यम से भी इसके व्यापक रूप से और बार बार प्रचारित किया गया था। राज्य सरकारों के मुख्य सचिवों से निवेदन किया गया था कि वे विभिन्न विचारार्थी विषयों पर सूचना भेज दें। मंत्रालय ने प्रेस और फिल्म संस्थाओं के प्रदातिकारियों को भी पत्र लिखे जिनमें उनसे यह अनुरोध किया गया था कि वे अपने घटकों को इस जांच के संबंध में सूचना दें दें तथा उनसे कहें कि वे अपनी शिकायतें, यदि कोई हों, इस मंत्रालय को भेज दें।

3 दाम समिति जन मंपर्क के माध्यमों के दुर्घटयोग के बारे में प्राप्त शिकायतों और इस मंत्रालय और इसके माध्यम एककों के गिराड़ों की जांच कर रही है। उम्मीद है कि जांच समिति अपना कार्य 30 जून, 1977 तक पूरा कर लेगी।

Completion of berths in Tuticorin Harbour Project

439. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) the original schedule of dates for the completion of another two berths in the Tuticorin Harbour Project;
- (b) whether the Scheme is progressing according to the schedule; and
- (c) if not, the reasons therefor and the probable date by which the remaining two berths are expected to be completed?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) According to the original schedule, all four berths were to be completed by February, 1973. Two berths were commissioned in December, 1973 and the

remaining two berths by December, 1976.

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

Ban on screening of films after Emergency

440. SHRIMATI RENUKA DEVI BARAKATAKI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government banned the screening of some films after the proclamation of emergency;

(b) if so, what are the films so banned; and

(c) whether the present Government propose to lift the ban on the screening of these films?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) Yes, Sir.

(b) During the period of emergency the public exhibition of the following films was suspended:—

1. AAINA (HINDI)
2. TATAMMA KALA (TELGU)
3. AANDHI (HINDI)
4. SALAKHEN (HINDI)
5. DUS NUMBRI (HINDI)
6. KAAM SHASTRA (HINDI)
7. GUPT SHASTRA (HINDI)
8. STREE PURUSH (REVISED) (HINDI)
9. GUPT GYAN (HINDI)
10. VAZHAKAI RAGASYAM (TAMIL)
11. MARMAKKALAI (TAMIL)
12. GUPT GYANAMU (TELUGU)
13. DHAMPATHY RAGASYAM (MALAYALAM)

Out of the above 13 films, the following films were later uncertified:—

1. KAAM SHASTRA (HINDI)
2. GUPT SHASTRA (HINDI)

3. STREE PURUSH (REVISED) (HINDI)
4. GUPT GYAN (HINDI)
5. VAZHAKAI RAGASYAM (TAMIL)
6. MAMMAKKALAI (TAMIL)
7. GUPT GYANAMU (TELUGU)
8. DHAMPATHY RAGASYAM (MALAYALAM)

The film "AT FIVE PAST FIVE" was also uncertified during the period of emergency.

(c) Some representations for lifting the ban have been received in respect of some of the films mentioned above. The legal aspect of the case is being examined.

Annual progress report on the report of Backward Classes Commission

441. SHRI B. C. KAMBLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the salient features of the annual progress report on the report of the Backward Classes Commission, provided under the Constitution of India;

(b) whether Government have categorised those people who are 'socially and educationally backward' as per provisions of the Constitution of India and if so, what those categories of people are; and

(c) the steps Government have been taking annually to remove the difficulties under which people mentioned above labour in each State?"

THE MINISTER OF HOME AFFAIRS: (CHAUDHURI CHARAN SINGH): (a) The Backward Classes Commission was appointed by the Government of India in January 1953 under the provision of Article 340(1) of the Constitution. The Commission submitted its report in March, 1955. In pursuance of the provision contained in Article 340(3), the report of Backward Classes Commission together with

Memorandum explaining the action taken thereon was placed before each House of Parliament on 3rd September 1956. There is no provision in the Constitution for any annual progress report.

(b) and (c). In August, 1961 the Government of India decided that they would not draw up any all-India list of Backward Classes other than the existing Lists of Scheduled Castes and Scheduled Tribes while leaving the matter to the discretion of the respective State Governments to choose their own criteria for defining backwardness, they were advised that in the view of the Government of India, it would be better to apply economic tests than to go by caste.

Bepur Port

442. SHRI TULSIDAS DASAPPA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to improve and expand the Bepur Port; and

(b) if so, the specific proposals in this regard?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). The executive responsibility for development of ports other than major ports vests essentially with the State Governments. Central Government, however, has been giving them loans for the development of selected Minor Ports under the Centrally Sponsored Scheme. The Port selected from Kerala under this scheme is Beypore. The scheme for development of Beypore was sanctioned at an estimated cost of Rs. 111.96 lakhs and includes dredging of outer and inner channel, formation of reclamation bund, acquisition of harbour crafts, provisions of navigational aids, etc. Central Government have no proposal for financing any improvement or expansion beyond what is contemplated in this sanctioned scheme.

Jamanalal Bajaj Research Institute, Wardha

443. SHRI SANTOSHRAO GODE: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Khadi and Village Industries Commission runs Jamanalal Bajaj Research Institute at Wardha;

(b) if so, type of research work being carried on in this Institute; and

(c) whether some production units of this Institute have been closed down, resulting in the retrenchment of staff members?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) Yes, Sir.

(b) This Institute conducts technical research in Oils, Ceramic, Lime and Cellulose Disciplines. The Institute is improving the implements, processes and quality of products according to the approved projects.

(c) In October, 1976 Khadi and Village Industries Commission closed down experimental pilot plants for Cellulose Oil and Soap Ceramic. No compulsory retrenchments of any employee was affected. 109 non-qualified persons were transferred with continuity of past service to other units. 42 workers however have opted for voluntary retrenchment.

Abolition of Caste System

444. SHRI B. C. KAMBLE: Will the Minister of HOME AFFAIRS be pleased to state whether Government propose to take appropriate measures to abolish the caste-system and also to make its observance penal?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Even though the Constitution provides that no citizen shall be discriminated against on the basis of caste, and there are legal provisions

against the practice, it has unfortunately still persisted. Caste and communal distinctions in the country can not vanish without social change and economic progress. Government are aware of the complexity of the problem and expect that with the social change and appropriate economic orientation of its policies, influence of the caste will be weakened. Government propose to set up Civil Rights Commission for ensuring that no member of any minority community shall suffer from discrimination or inequality.

Attack on Principal and staff of Satyawati College, Delhi

445. SHRI SUKHDEO PRASAD VERMA: Will the Minister of HOME AFFAIRS be please to state:

(a) whether Government have probed into the attack made on the Principal and staff of the Satyawati College, Delhi on the 11th May, 1977; and

(b) if so, the necessary action taken against the assailants?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). According to information received from the Delhi Administration no such incident as mentioned in part (a) of the question took place on the 11th May, 1977. The facts furnished by the Delhi Administration are as follows:

It was reported by the Principal, Satyawati College, that on 10th May 1977, when there was a meeting of the Governing Body of the College, a peaceful demonstration was staged by the teachers, employees and students against some nominated members of the governing body to demand their resignation. Some goondas entered the College and started beating up the teachers, employees and students of the college. The Principal alleged that he was also manhandled. A case

under Section 451-IPC was registered at P.S. Civil Lines vide F.I.R. No 322 dated 10th May 1977 in this connection.

A complaint was also lodged by the Chairman of the governing body of the College that he and some other members of the governing body had been wrongfully confined in the College premises on 10th May 1977, when they had gone there to attend a meeting of the governing body of the College. A case under Section 342-IPC was registered at P.S. Civil Lines in connection with this matter.

Both the cases mentioned above are under investigation.

**कुछ राजनीतिक दलों द्वारा दिल्ली
विद्युत प्रदाय संस्थान के
वाहनों का प्रयोग**

446. श्री शिव नारायण सरसूनिया : क्या ऊर्जा मंत्री यह बताने वी कृपा करेंगे कि :

(क) क्या दिल्ली विद्युत प्रदाय संस्थान के वाहनों को किसी राजनीतिक दल के उपयोग हेतु दिया गया था ;

(ख) यदि हां, तो किस अधिकारी की अनुमति से इन वाहनों को दिया गया था तथा कितने वाहन कब-कब दिये गये थे ; और

(ग) इन वाहनों को भेजने के बदले में दिल्ली विद्युत प्रदाय संस्थान को कितनी राशि प्राप्त हुई थी और यदि राशि प्राप्त नहीं हुई तो इसके क्या कारण हैं ।

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :
(क) जी, नहीं ।

(ख) और (ग). तथापि दिल्ली विद्युत प्रदाय संस्थान ने बताया है कि संस्थान के एकमात्र मान्यता प्राप्त यूनियन—दिल्ली राज्य विजली वक्सन यूनियन को उसकी प्रार्थना पर कुछ अवसरों पर कुछ वाहन

इस्तेमाल करने की अनुमति दी गई थी । इसके लिये संस्थान ने आवश्यक बिल बनाये थे ।

**दिल्ली विद्युत प्रदाय संस्थान के
कर्मचारियों के बेतन-मानों का
पुनरीक्षण**

447. श्री शिव नारायण सरसूनिया : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली विद्युत प्रदाय संस्थान में कर्मचारियों के बेतनमान वर्ष 1971 से पुनरीक्षित करने के बारे में निर्णय किया गया है ;

(ख) क्या उनके बेतनमान पुनरीक्षित किये जाने के बावजूद उन्हें उनकी बकाया राशि नहीं दी गई है ; और

(ग) बकाया राशि देने के संबंध में विनाश के क्या कारण हैं तथा यह राशि कब तक दिये जाने की संभावना है ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) :
(क) दिल्ली विद्युत प्रदाय संस्थान के प्रबंधकों ने 1973 में (i) 1-4-1971 से इंजीनियरों के और (ii) 1-4-1972 से तकनीकी सुपरवाइजरों के और कर्मकारों (वकंमेन) समेत अन्य कर्मचारियों के बेतन-मानों में संशोधन करने के निर्णय लिये थे ।

(ख) इंजीनियरों को सितम्बर, 1973 से और अन्य कर्मचारियों को अक्टूबर, 1973 से संशोधित बेतनमान के अनुसार बेतन दिया गया है । इंजीनियरों को 1-4-1971 से अगस्त, 1973 तक का और अन्य कर्मचारी वर्ग को 1-4-1972 से सितम्बर, 1973 तक की अवधि की बेतन आदि की बकाया राशि अभी दी जानी है ।

(ग) छूकी वेतनमानों के संशोधन से उठ खड़े हुए कुछ मामलों पर कुछ विवाद था अतः यह विवाद दिल्ली विद्युत प्रदाय संस्थान के प्रबन्धकों ने एक मध्यस्थ को संप दिया था। मध्यस्थ ने अपना अधिनियम मार्च, 1977 में दे दिया है और यह प्रबन्धकों के विचाराधीन है।

Industrial Licensing Policy

448. SHRI K. A. RAJAN:

SHRI M. KALYANASUNDARAM:

Will the Minister of INDUSTRY be pleased to state:

(a) whether a new industrial licensing policy has been evolved by Government; and

(b) if so, the salient features and objectives thereof?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) and (b). The basic features of the industrial policy of the new Government relate to the objective of generating maximum possible employment in the industrial sector leading to optimum socio-economic benefits in the circumstances obtaining in our country and the decentralisation of economic power through strengthening the cottage and small scale industries based on the use of appropriate technologies. Operational details of the new industrial policy would be worked out in due course of time.

जेल नियमाबली को उदार बनाने के लिए राज्यों को अनुदेश

449. श्री हृष्ण कुमार गोयल : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जेलों में नजरबन्द व्यक्तियों और अन्य व्यक्तियों के साथ निर्देयता-पूर्वक अमानवीय दुःख से बर्ताव करने की प्रथा स्वतन्त्रता के बाद भी जारी है;

(ख) क्या आपात स्थिति के दौरान बहुत बड़ी संख्या में पकड़े गये विष्यात राजनी-तिजों, राजनीतिक तथा सामाजिक कार्यकर्ताओं तथा वृद्धिजीवी व्यक्तियों को हथकड़ियां प्रीर बैंडियां ढाली गई थीं ;

(ग) क्या केन्द्र द्वारा राज्यों को जेल नियमाबलियों को उदार बनाने हेतु उनमें परिवर्तन करने के अनुदेश दिये जाने का प्रस्ताव है ; और

(घ) क्या सरकार का विचार सम्बन्धित अधिकारियों को इस आशय के अनुदेश देने का है कि सभ्य तथा जिम्मेदार व्यक्तियों को विचाराधीन बन्दियों के रूप में न्यायालयों, जेलों तथा अन्य स्थानों पर ले जाने समय हथकड़ियां न ढाली जायें ?

गृह मंत्री (चौधरी चरण सिंह) :

(क) से (घ) तक. इस सवाल में 8-11-1974 को भारत सरकार ने सभी राज्य सरकारों और संघ शासित क्षेत्रों को अनुदेश जारी किये थे कि पुलिस द्वारा सामान्यतः हथकड़ियों का प्रयोग कंवल वहां किया जाये जहां कैदी हिस्क, उत्पाती और विधनकारी हों अथवा जिसके बचकर भाग निकलने अथवा आत्म हत्या करने की संभावना हो अथवा जिस पर अमानवीय गम्भीर अपराध का अभियोग लगाया गया हो। राज्य सरकारों और संघ शासित क्षेत्रों को यह सलाह दी गई है कि कैदियों को अन्धाधुन्ध हथकड़ी लगाना अपराधियों के साथ व्यवहार को आधुनिक धारणा के प्रतिकूल है और सत्याप्रहियों, सार्वजनिक जीवन में अच्छी स्थिति रखने वाले व्यक्तियों को अप्रैल वर्षे जैसे पत्रकारों, विधिवेत्ताओं, डाक्टरों, लेखकों, शिक्षाविदों आदि जैसे बंदियों को सामान्यतः हथकड़ी लगाने का कोई अवसर नहीं होना चाहिये। यदि कोई विशिष्ट शिक्षायत राज्य सरकार के ध्यान में लाई जाती है तो उस पर राज्य सरकार के साथ पत्र व्यवहार किया जायेगा।

जहां तक आपातस्थिति की प्रवृत्ति के दोरान बंदियों के साथ बुरे व्यवहार के विशिष्ट मामलों का सम्बन्ध है, ये शाह आयोग के विचारार्थ विषयों में अन्तर्गत आयेंगे।

Utilization of space Technological for location of Mineral resources

450. SHRI A. BALA PAJANOR: Will the Minister of SPACE be pleased to state:

(a) the present position of application of space technology for location of mineral resources in the country;

(b) the actual achievements made so far in application of the space technology and the areas in which new mineral resources have been located as a result thereof; and

(c) the phases of the plans for intensive utilisation of such a technology in future?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) The Space Applications Technology for locating mineral resources in the country is at present in the experimental stage. In the absence of the direct exposure of minerals to the ground surface, indirect approach is used such as geological and geomorphological studies which indicate possibilities of minerals. For very specific minerals exposed to the surface, it is possible to design special sensors which will help in their easier identification. Such sensors have so far been tried on aircraft only. Studies are just beginning in India and are largely based on available satellite data from other countries and our own aircraft data which are now being collected through multiband and multispectral sensors.

(b) A few Landsat imageries and data from aircraft surveys carried out in India are available to scientists of ISRO and other organisations and these are being analysed for geological and mineralogical applications.

Some of these have resulted in identification of new linear and other structural features.

(c) The second Indian satellite to be launched in 1978 will carry sensors which will provide imagery of interest to geologists. Proposals are being discussed from interested scientists and organisations in India for use of satellite and aircraft data for this purpose.

Production of power through Atomic Energy

451. SHRI A. BALA PAJANOR: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) the quantum of power produced through the use of atomic energy;

(b) whether in view of the oil crisis, Government propose to produce power more by atomic energy than by other sources;

(c) if so, the salient features of the plans in this regard; and

(d) whether the working of the present power stations is handicapped or likely to be handicapped through non-availability of nuclear material from foreign sources?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) During the year 1976-77, 3252 million Kwh of energy was generated through the use of atomic energy.

(b) and (c). The energy requirements of the country are met by a mix of thermal, hydro and nuclear power plants in which the role of nuclear power is marginal. The situation created by the oil crisis will have to be met by increased reliance on coal based thermal power. According to present plans, an installed capacity of 6000 MW, subject to availability of finance, is tentatively envisaged for nuclear power stations by 1990.

(d) Of the existing operating power stations viz. Tarapur Atomic Power Station and Rajasthan Atomic Power Station—1, only Tarapur Atomic power Station requires enriched uranium obtained from USA. The Rajasthan Atomic Power Station does not require nuclear material from foreign sources. Delay in obtaining enriched uranium is likely to handicap future operations of the Tarapur Atomic Power Station.

राजस्थान के रेतीले लेन्ड का विकास

453. श्री चतुर्भुजः क्या योजना मंत्री यह बनाने को कृपा करेंगे कि :

(क) राजस्थान के रेतीले लेन्डों में अनमूलित आदिम जाति बाहुदाय जिलों का विकास करने हेतु वृन्दायादी माध्यन विकासित करने के लिए अब तक क्या कार्यवाही की गई है;

(ख) अब तक किये गये कार्यों का मूल्यांकन क्या है; और

(ग) इम कार्य में तेजी लाने के लिये क्या कार्यवाही करने का विचार है?

संसदीय कार्य तथा अम मंत्री (श्री रवीन्द्र वर्मा) : (क) से (ग). अपेक्षित सूचना राजस्थान सरकार में प्राप्त की जा रही है और प्राप्त होने ही उसे ममा पट्ट पर प्रस्तुत कर दिया जायेगा।

Deepening of Sethu Samudram

454. SHRI S. D. SOMASUNDARAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state whether Government propose to take up the deepening of Sethu Samudram so that the ships coming to Tuticorin, Madras etc. from West Coast need not go round Sri Lanka?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): The proposal has not been included in the Fifth Plan.

Small and Cottage Industries in Rural Areas

455. SHRI S. D. SOMASUNDARAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to promote small and cottage industries in rural areas on a priority basis;

(b) if so, whether a survey and identification of such industries has been made;

(c) the time by which the plans for development of such industries are proposed to be formulated and implemented; and

(d) whether the plans, already made by the previous Government afford a satisfactory base for further meaningful development?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) Yes, Sir. The new Government is giving top most priority to promote small and cottage industries in rural areas.

(b) Yes, Sir. There are already 111 districts in the country covered under Rural Industries Projects Programme and in all these Districts, techno-economic survey has been carried out by the Project staff and industries identified which could be developed in these areas. The survey reports are also being updated from time to time with a view to identifying the industries which have scope for expansion.

(c) The new strategy for development of rural industries with a special emphasis on labour intensive units in rural areas is being chalked out by the Industry Ministry in line with the Janata Government thinking. The Small Industries Development Organisation of the Ministry of Industry and various other agencies concerned with the small scale sector are preparing a blue print for the purpose which will also indicate the time-frame for action.

(d) The plans made by the previous Government did not contemplate removing unemployment within ten years or increasing employment opportunities particularly in the rural areas within a time frame and, therefore, the plans are being changed to make them job-oriented.

मीसा बन्दियों को आर्थिक सहायता देना जिनकी आजीविका का साधन समाप्त हो गया है।

456. श्री रामेश्वर पाटीदार : क्या गृह मंत्री यह बताने की कृपा करेंगे कि क्या सरकार का विचार उन मीसा बन्दियों को आर्थिक सहायता देने का है जिनकी आजीविका का साधन वर्ष 1975 की आपात स्थिति के दौरान चौपट हो गया था तथा उन मीसा बन्दियों को पुनः नौकरी में लेने का है जिनको उस अवधि के दौरान नौकरी से निकाल दिया गया था ताकि वे फिर अपना रोजगार आरम्भ कर सकें तथा अपने परिवारों का भरण पोषण कर सकें ?

गृह मंत्री (बौधरी चरण सिंह) : उन मीसा बन्दियों को जिनकी आजीविका के साधन आपातस्थिति के दौरान खत्म हो गये थे आर्थिक सहायता देने का कोई प्रस्ताव नहीं है। किन्तु सरकार ने आन्तरिक आपातस्थिति के दौरान मीसा के अधीन पकड़े गए उन बन्दियों के आधिकारियों को जो हिरासत में अवधारणात में छोड़ जाने के तीन महीने के अन्दर मर गये थे, पाल मामलों में मासिक पेंशन देने की योजना को अन्तिम रूप दिया है।

10 मई, 1977 को ये अनुदेश जारी करायिये गये हैं कि मधी केन्द्रीय सरकारी कर्मचारियों को जो मीसा के अधीन बन्दी बनाये गये थे और जिन्हें अब छोड़ दिया गया है, बहाल कर दिया जाये। अनुदेशों की एक प्रति सभी राज्य सरकारों को भी भेज दी गई है ताकि वे अपने कर्मचारियों के

बारे में इसी प्रकार की कार्रवाई करने पर विचार करें।

मध्य प्रदेश में प्रामीण विद्युतीकरण

457. श्री रामेश्वर पाटीदार : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार ने 1976 में मध्य प्रदेश में खरगोन जिले के राजपुर तहसील में पण्य गांव में विजली लगाने की प्रामीण विद्युतीकरण निगम की लघु योजना को स्वीकृति दे दी थी ; और

(ख) यदि हां, तो यह कार्य कब तक पूरा हो जायेगा ?

ऊर्जा मंत्री (श्री पौ. रामचन्द्रन) :

(क) राजपुर तहसील के ठीकरी त्लाक की लघु फार्म स्कीमें, जिसमें पण्य गांव सहित 29 गांवों के विद्युतीकरण की परिकल्पना है, प्राम विद्युतीकरण निगम ने जुनाई, 1976 में अनुमोदित कर दी थीं।

(ख) स्कीम 1978-79 में पूरी होने का कार्यक्रम है। तथापि राज्य विजली बोर्ड ने मूल्यित किया है कि पाण्य गांव 27 मई, 1977 को विद्युतीकरण कर दिया गया है।

विशेष केन्द्रीय कारागार, भागलपुर में नक्सलबादियों की हत्या

458. श्री रामजी सिंह : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को प्रत्रील, 1975 में विशेष केन्द्रीय कारागार, भागलपुर में हुई कुछ नक्सलबादियों की निर्मम हत्या की जानकारी है ;

(ब) क्या आपात स्थिति के दौरान इस घटना को रफा-दफा कर दिया गया था;

(ग) क्या सरकार का विचार इस सामूहिक हत्याकांड की जांच के लिये एक न्यायिक आयोग नियुक्त करने का है: और

(घ) क्या हत्याकांड में मारे गये युवकों के परिवारों को मुआवजा दिया जायेगा?

गृहमंत्री (बोधरी चरण सिंह):

(क) जी नहीं, श्रीमान्।

(ख) से (घ), प्रश्न नहीं उठता है।

Alleged access of Shri Sanjay Gandhi to Government Files

459. SHRI KALYAN JAIN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of Government has been drawn to the statement of former Industries Minister published in the *Hindustan Times* dated 6th May, 1977 that Shri Sanjay Gandhi had free access to Government files and promotions and appointments of officers were decided by him and the honest and sincere officers had often to pay the penalty;

(b) the reaction of Government thereto; and

(c) the action proposed to be taken by Government to check such undue interference in future by persons not connected with Government?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Yes, Sir.

(b) and (c). Government consider that it is grossly improper and illegal to permit any unauthorised person to

have access to official papers. Government expect that those who are authorised to deal with official business and handle Government papers, will exercise due responsibility in such matters as required by law and established practice.

Grant of Pension to Freedom fighters from Maharashtra

460. SHRI R.K. MHALGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many applications from Swatantrya Sainiks (Freedom Fighters) of Maharashtra State have been received within last three years in the office of Government of India;

(b) how many of them have been decided;

(c) how many are still pending for decision, District-wise and when they are likely to be decided;

(d) how many of the applicants have been granted pension upto now: and

(e) what are the grounds on which some of the applications are rejected?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) During the last three years, i.e., from 1-4-1974 to 31-3-1977, 1818 applications have been received from freedom fighters of Maharashtra State.

(b) All of them have been decided.

(c) None.

(d) From 15-8-72 to 7-6-1977, 10, 310 freedom fighters from Maharashtra have been sanctioned pension.

(e) Applications are rejected on the following grounds:

(i) Failure to furnish adequate documentary evidence in support of the claim of political suffering.

(ii) Period of imprisonment/detention/internment/externment/abscon-
dence being less than six months.

(iii) Annual income exceeding Rs.
4,999/-.

(iv) Imprisonment not connected
with freedom movement.

(v) Release on tendering apology.

(vi) Widow's remarriage.

(vii) Re-instatement or re-employ-
ment in cases of loss of job.

(viii) Post-independence conviction.

**Arrests of leaders on 25th and 26th
June, 1975**

461. SHRI R. K. MHALGI: Will the
Minister of HOME AFFAIRS be pleased
to state:

(a) whether the then Home Minister, Shri Brahmananda Reddy knew
about wholesale arrests on 25th and
26th June, 1975 of important leaders
only on June 26, 1975 after the
Cabinet meeting in morning; and

(b) if so, who had issued the orders
of arrest without the knowledge of
the then Union Home Minister?

THE MINISTER OF HOME
AFFAIRS CHAUDHURI CHARAN
SINGH): (a) Government are aware
that arrests of important leaders were
made even before the Cabinet meet-
ing on the morning of 26th June
1975. There is, however, no informa-
tion with the Government whether
Shri Brahmananda Reddy, the then
Home Minister had any personal
knowledge of such arrests prior to
such Cabinet meeting.

(b) Instructions were issued to the
State Governments/Union Territory
Administrations only on the morning
of 26th June, 1975 after the said Cabi-
net meeting to make preventive
arrests to the extent necessary to pre-
vent formation of crowds or proces-
sions or any form of agitation likely
to lead to violence. The question how
the orders of arrest were made prior

to the issue of these instructions is
under examination and will also fall
within the purview of the Commission
of Inquiry headed by Justice J.C.
Shah.

**Installation of Equipments in the
Cochin Shipyard**

462. SHRI VAYALAR RAVI: Will
the Minister of SHIPPING AND
TRANSPORT be pleased to state:

(a) whether some of the vital
equipments necessary for ship-build-
ing have not so far been installed in
the Cochin Shipyard; and

(b) if so, the details and the rea-
sons therefor and what steps Govern-
ment propose to take in this matter?

THE MINISTER OF DEFENCE
(SHRI JAGJIVAN RAM): (a) Yes
Sir.

(b) The 105-Tonne Gantry Crane is
such an item of vital equipment. The
crane of this span and size is being
manufactured indigenously for the first
time in India in collaboration with a
West German firm. The preparation of
all working drawings and fabrication
and erection of the crane is being done
under Lloyds rigorous inspection. But
owing to inexperience of manufacturers,
requirement of a variety of high
quality items and materials and rigid
quality control, the commissioning of
this crane has got delayed. Now practi-
cally all the components have arrived
on site and with the strengthening of
supervision and direction of erection
work, the pace of work has lately
quickened.

**Demands of the Cochin Shipyard
Employees**

463. SHRI VAYALAR RAVI: Will
the Minister of SHIPPING AND
TRANSPORT be pleased to state:

(a) whether the employees of the
Cochin Shipyard have submitted any
demands to the management; and

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

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir.

(b) These relate to revision of wage structure and other service conditions of the employees. These are under consideration of the Board of Directors of Cochin Shipyard Limited.

एकचाटी-महगामा सड़क का निर्माण

464. डा० राम जी सिंह: क्या नौवहन और परिवहन मंत्री यह बताने की क्रिया करेंगे कि-

(क) एकचाटी-महगामा संथाल परगना, (विहार) सड़क के निर्माण के लिये केन्द्रीय सरकार ने अनुदान के रूप में कितनी धनराशि दी है और इन्हें वर्षों से कार्य पूरा न होने के क्या कारण हैं?

(ख) क्या सरकार उस सड़क की उपयोगिता ममता है; और

(ग) यदि हां तो इसको पूरा करने में सरकार को किन किन प्रदेशों का सामना करना पड़ रहा है?

राजा मंत्री (श्री जगजीवन राम): (क) से (ग). सम्मवनया माननीय सदस्य लिमोहन-एकचाटी-धनपुरा-महाजया मार्ग का उत्स्थेत्त कर रहे हैं जो एक राज्य मार्ग है। इस मार्ग के महत्व को ममता है भारत सरकार राज्य सरकार को काम की 50 प्रतिशत लागत के रूप में केन्द्रीय सड़क निधि से 17,355 लाख रुपये के बराबर राशि देने को सहमत हुई है और ऐसे व्यय राज्य सरकार अपने संसाधनों से पूरा करेगी। राज्य सरकार जो इस राज्य मार्ग पर कार्य कर रही है से प्राप्त सूचना के अनुसार अब तक मार्ग

पर कुल 38.57 लाख रुपये व्यय हो चुका है और परिणामस्वरूप निम्नलिखित वास्तविक प्रगति हुई है:

(i) 33.6 कि० मी० में से 21 किलोमीटर के भाग में सड़क कार्य पूरे हो गये हैं।

(ii) 3 छोटे पुलों तथा हृदूम पाइप पुलियों की एक बैटरी (लाइन) को स्टोडकर सभी पुलियों व पुलों का काम पूरा हो गया है।

काम को शुरू करने में बिलम्ब का मुख्य कारण भूमि प्राप्त करने में कठिनाई तथा राज्य योजना के अन्तर्गत वित्तीय कठिनाई बताया गया है। इस बीच, काम की लागत भी बढ़ गई है और अब यह 82.33 लाख रुपये हो गई है। राज्य सरकार एक संशोधित अनुमान तैयार कर रही है और संशोधित अनुमान को स्वीकृत करने के बाद उन्हें ऐसे कार्यों को पूरा करने की आशा है।

कर्नाटक के मुख्य मंत्री के विरुद्ध आरोप

465. श्री ईश्वर चौधरी: क्या गृह मंत्री यह बताने की कृपा करेंगे कि-

(क) क्या कर्नाटक के कुछ विधायिकों द्वारा राज्य के मुख्य मंत्री के विरुद्ध कुछ आरोप लगाये गये थे और केन्द्रीय सरकार ने मुख्य मंत्री से इस सम्बन्ध में अपना स्पष्टीकरण देने को कहा था; और

(ख) क्या मुख्य मंत्री ने केन्द्रीय सरकार को सूचित किये बिना एक आयोग नियुक्त किया है और केन्द्रीय सरकार को विश्वास में नहीं लिया है?

गृह मंत्री (चौधरी चरण सिंह):

(क) जी हां, श्रीमान।

(ख) कर्नाटक सरकार द्वारा कर्नाटक उच्च न्यायालय के सेवानिवृत्त न्यायाधीश श्री मीर इकबाल हुसैन की अध्यक्षता में जांच आयोग नियुक्त किये जाने के बाद ही, केन्द्रीय सरकार को मूलित किया गया था।

**Extortion from released prisoners
by Delhi Police**

466. SHRI MAHI LAL:

SHRI SHEO SAMPAT:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of Government has been drawn to the news item appearing in the 'Times of India' dated the 26th April, 1977 regarding large scale extortion by Delhi Police from the released prisoners during the emergency;

(b) if so, the action taken or being taken against the Police Officials who were causing unprecedented harassment to the public; and

(c) whether the Chief of the Anti-Corruption prepared a report regarding the raids conducted, if so, the main features thereof?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). Government have seen the relevant news item. The allegations contained therein are being looked into.

(c) In a letter addressed to the Delhi Administration, the Supdt. of Police, Anti-Corruption, Delhi Admn. had mentioned about the complaints received by his branch regarding illegal arrest and detention of persons released from the Central Jail. Two specific cases were also mentioned in his letter. The matter is being looked into by the Vigilance Branch of Delhi Police.

आपात स्थिति के दौरान सेवा निवृत्त किये गये सरकारी कर्मचारियों को बहाली

467. श्री ईश्वर चौधरी :

श्री नवाब सिंह बहाल :

क्या गृह मंत्री यह बताने की कृपा करेने कि:

(क) क्या आपात स्थिति के दौरान कुछ सरकारी कर्मचारियों को जबरदस्ती सेवा निवृत्त कर दिया गया था;

(ख) यदि हां, तो ऐसे कर्मचारियों की संख्या कितनी है;

(ग) क्या इन कर्मचारियों ने सेवा में पुनः लिये जाने के बारे में सरकार को अध्यावेदन दिया है; और

(घ) यदि हां, तो इस मम्बन्ध में सरकार की क्या प्रतिक्रिया है ?

गृह मंत्री (चौधरी चरण सिंह): (क) तथा (ख). अनुमानतः प्रश्न का संदर्भ समय-पूर्व सेवा-निवृत्ति से है, यदि ऐसा है तो आपात काल के दौरान 5477 केन्द्रीय सरकारी कर्मचारी समय से पूर्व सेवा निवृत्त किए गए थे।

(ग) सेवा में बहाल किए जाने के लिए, इनमें से कुछ कर्मचारियों से अध्यावेदन प्राप्त हुए हैं।

(घ) समय-पूर्व सेवा-निवृत्ति के विरुद्ध अध्यावेदनों पर, उनके लिए निर्धारित कार्य विधि के प्रनुसार विचार किया जा रहा है।

Improvement in condition of people living in backward areas

468. SHRI YAGYA DATT SHARMA: Will the Minister of PLANNING be pleased to state:

(a) the special steps taken by Central Government with a view to ameliorating the lot of the people living in the areas declared as backward by State Governments;

(b) the broad outlines thereof; and

(c) if not, whether Government have under consideration any scheme in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (c). With a view to avoiding non-uniformity in approach, and the criteria for the identification and development of certain areas requiring special and accelerated development, the Central Government have not automatically adopted the classification of backward areas by the State Governments. However, the Central Government are providing assistance for specific area development programmes as outlined in the enclosed statement. These programmes over large areas declared as backward by State Governments.

Statement

Development of backward areas is being viewed as a collective endeavour in which the primary responsibility rests with State Governments whose efforts are being supplemented by the Central Government, financial institutions, research organisations etc. It has been impressed upon the State Governments to evolve suitable strategies and give special attention to the backward areas in their development Plans. The special steps taken in this direction by the Central Government are enumerated below:—

(1) Drought Prone Areas Programme: (DPAP)

Since drought prone areas in the country constitute about 19 per cent of area and 12 per cent of population, particular attention has been given to them. The Drought Prone Areas Programme was initiated in 1970-71. In the Fifth Five Year Plan, the programme has been made more comprehensive and integrated incorporating the schemes of development and management of irrigation resources, soil and moisture conservation, afforestation, restructuring of agro-nomic practices, livestock development and development of small farmers and agricultural labour. 56 districts (54 projects) and 18 areas of other contiguous districts have been selected for this programme. The programme involves 50:50 contribution from the Central and the concerned State Governments.

(2) Hill and Tribal Areas:

Integrated sub-Plans for the development of selected hill and tribal areas are being prepared for which additional Central assistance is being provided in the Fifth Plan to supplement the efforts of the State Government.

(i) Tribal Sub-Plans

The long-term objectives of these Sub-plans are (1) to narrow the gap between the levels of development of tribal and other areas, and (2) to improve the quality of life of tribal communities.

At present Tribal Sub-Plans are being prepared for identified tribal areas in 16 States and two Union Territories.

The resources for the Tribal Sub-Plans come from four major sources viz. flow from the normal State Plans, Special Central assistance, Central sector programmes and institutional finance. In the Fifth Plan period special Central assistance of Rs. 190 crores has been provided for this purpose.

(ii) Hill Area Sub-Plans

Development according to a properly conceived Sub-Plan has been envisaged for the hill areas of U. P., Tamil Nadu, Assam and West Bengal. Special Central assistance intended as additive to the normal State Plans is being provided for these sub-plans. Besides, Special Central assistance is also being provided to the development of Western Ghats in the States of Maharashtra, Goa, Karnataka, Tamil Nadu and Kerala. In the Fifth Plan, Central assistance of Rs. 170 crores has been provided for the development of these hill areas.

In addition to the Sub-Plans for tribal and hill areas the following specific development projects have also been taken up in selected tribal and hill areas.

(iii) Tribal Development Agency Projects.

In selected sensitive backward tribal areas, special programmes in central sector for the Small and Marginal Farmers are being implemented on pilot basis. At present there are 8 Tribal Agency Projects in Andhra Pradesh, Bihar, Madhya Pradesh and Orissa. In the Fourth Plan period, an expenditure of Rs. 4.12 crores was incurred on these projects in the Central Sector. An outlay of Rs. 12.03 crores has been provided in the Fifth Plan for these projects.

(iv) Hill Area Development Projects

Under the Indo-German Assistance Programme, four agricultural development projects on "watershed" basis have been taken up in selected hill areas of Himachal Pradesh, Uttar Pradesh and Tamil Nadu. On similar basis three Projects are being implemented in Manipur and Uttar Pradesh. In the Fourth Plan period an outlay of Rs. 3.00 crores has been envisaged.

(3) Assistance to the North Eastern Council:

The North Eastern States of the country which are backward are being provided special Central assistance to the tune of Rs. 90 crores during the Fifth Plan period. This Central assistance is being administered by the North Eastern Council for funding important regional projects.

(4) Six Point Formula assistance to Andhra Pradesh:

In order to accelerate the development of identified backward areas in Andhra Pradesh, Special Central assistance of Rs. 90 crores has been provided during the Fifth Plan period.

(5) Small Farmers Development Agencies/Marginal Farmers and Agricultural Labour:

With a view to taking the benefits of economic development to the weaker Sections in rural areas and to improve their economic conditions, SFDA/MFAL projects have been started. The Project Agencies draw up suitable programmes for improved agricultural and subsidiary occupations, arrange credit and get the programme executed through the existing development and extension agencies. At present there are 155 SFDA/MFAL projects, spread over all States.

(6) Incentive Schemes for industrial development:

Special attention is being given to the development of industrially backward areas which have been indentified according to the norms evolved by the National Development Council. Concessional financial assistance is being provided to industrial units in these areas by the All India Terms Lending Institutions like Industrial Finance Corporation, Industrial Development Bank of India and Industrial Credit and Investment Corporation of India. Industries in these areas are also eligible for income tax relief. So far, 247 districts

have been selected to qualify for assistance under this scheme.

Besides the concessional finance scheme, Investment Subsidy at the rate of 15 per cent of the fixed capital investment of new units and additional investment by the existing units undertaking substantial expansion (subject to a maximum of Rs. 15 lakhs) is also being provided to selected backward districts. 101 districts/areas are covered by this subsidy schemes.

Small Scale units qualifying for the grant of subsidy are also accorded (a) preference for imports of raw materials, machinery and components and (b) priority in the supply of machines on hire-purchase by the National Small Industries Corporation.

Under the Central Scheme of transport subsidy, 50 per cent of transport cost from the nearest rail head of raw materials as well as finished products for all new industrial units is given as subsidy in the selected hill areas.

(7) *The National Programme of Minimum Needs:*

This programme seeks to provide a minimum of social consumption and infrastructure development to different areas and sections of the community in the whole country. The priority and preferential treatment accorded to this programme for backward areas in the national context is reflected in certain relaxed norms applied to certain specific types of backward classes and backward areas in the country. For instance, Rural Electrification Corporation has made various relaxations in backward areas, hills areas, desert and tribal areas in regard to viability norms as well as more liberal conditions with regard to terms of loan payment.

गांवों के उत्थान के लिए योजना

469. श्री यशदत्त शर्मा : क्या योजना मंत्री यह बताने की हुपा करेंगे कि :

(क) क्या सरकार गांवों के उत्थान को प्राथमिकता देते हुए कोई योजना बना रही है; और

(ख) यदि हां, तो उसके तथ्य क्या हैं?

संसदीय कार्य तथा श्रम मंत्री (श्री रविन्द्र वर्मा) : (क) यामीण विकास के लिए अब तक किए गए उपायों और भविष्य में अपनाई जाने वाली नीति का सरकार द्वारा अध्ययन किया जा रहा है।

(ख) अध्ययन वे बाद इस संबंध में स्थिति स्पष्ट हो सकेंगी।

देश में बिजली की कमी

470. श्री यशदत्त शर्मा :

श्री भृत्युंजय प्रसाद वर्मा :

क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश के विभिन्न भागों से बिजली की कमी के समाचार प्राप्त हो रहे हैं;

(ख) यदि हां, तो देश के किन भागों में बिजली का यह संकट है; और

(ग) इस संकट से निपटने के लिये सरकार ने क्या प्रभावी कदम उठाये हैं तथा उनका क्या परिणाम निकला ?

ऊर्जा मंत्री (श्री पी० राम चन्द्रन) :

(क) जी, हां।

(ख) इस समय निम्नलिखित राज्यों में बिजली की भारी कमी है :—

(1) उत्तर प्रदेश

(2) आनंद प्रदेश

(3) तमिल नाडु

(4) कर्नाटक
 (5) महाराष्ट्र
 (6) पश्चिम बंगाल

इससे पूर्व मई, 1977 में पंजाब, हरियाणा तथा दिल्ली संघ राज्य क्षेत्र भी इससे प्रभावित थे परन्तु स्थिति अब सुधार गई है।

(ग) लवुकालीन उपायों में निम्नलिखित उपाय शामिल हैं:—

(1) जो यूनिट या तो जबरन बन्दी (फोर्ट आर्टेज) पर है अथवा जो, आयोजित अनुरक्षणाधीन हैं, उनको पुनः चालू करने के लिए भारत हैवी इलेक्ट्रिकलज लिमिटेड और संचालित विद्युत बैंड जोरों से कार्रवाई कर रहे हैं। संथालीह का 120 मेंगावाट की यूनिट, दामोदर घाटी निगम की चन्द्रपुर की 120 मेंगावाट की एक यूनिट, बदरपुर की 100 मेंगावाट की एक यूनिट जैसी कुछ यूनिटों को अभी हाल में पुनः चालू कर दिया गया है। बदरपुर की 100 मेंगावाट की एक और यूनिट तथा एन्नीर में 100 मेंगावाट की एक यूनिट निकट भवित्य में पुनः चालू किए जाने की आशा है।

(2) बर्नमान विद्युत बैंडों से यथा संभव अधिकतम विद्युत उत्पादन किया जा रहा है।

(3) जहां भी अन्तर्राष्ट्रीय तथा अन्तः क्षेत्रीय पारेक्षण साइनों के जरिए अधिकता वाले राज्यों में कमी वाले राज्यों को बिजली का अन्तरण संभव है, वहां इस प्रकार का विनियम करने के लिए बैंड तथा राज्य सरकारों द्वारा आवश्यक उपाय किए जा रहे हैं।

(4) भारत सरकार द्वारा सूचित कमबद्ध प्रायोगिकताओं¹ के अनुसार विद्युत उपत की राशनिंग शुरू कर दी गई है।

दीर्घकालीन उपाय के रूप में:—

(1) जिन यूनिटों को पहले स्वीकृति मिल चुकी हैं, उन्हें शीघ्रता से चालू करने के लिए कदम उठाए जा रहे हैं।

(2) बिजली की मांग को पूरा करने के लिए विभिन्न राज्यों में अतिरिक्त उत्पादन क्षमता के प्रस्तावों को अंतिम रूप दिया जा रहा है।

Duty hours of Staff in D.E.S.U.

471. SHRI YAGYA DATT SHARMA: Will the Minister of ENERGY be pleased to state:

(a) the duty hours of the staff working in DESU;

(b) whether the staff working in DESU has been forced to work beyond duty hours;

(c) rules under which compensation is to be paid to the staff if asked to work beyond duty hours; and

(d) whether the staff has been paid overtime for working beyond duty hours?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Duty hours of staff of Delhi Electric Supply Undertaking are as follows:—

(i) Field staff—from 8.00 A.M. to 4.30 P.M. with $\frac{1}{2}$ hour rest.

(ii) Staff working in shifts—8 hours.

(iii) Ministerial staff—10.00 A.M. to 5.00 P.M. with $\frac{1}{2}$ hour break.

(b) No, Sir.

(c) In so far as staff of the power station is concerned, compensation for working beyond duty hours is given under the provisions of Factories Act. In so far as other staff of Delhi Electric Supply Undertaking (except

Ministerial Staff) is concerned, this compensation is given under regulation 17 of the Service Regulations framed under Section 79(c) of Electricity (Supply) Act, 1948. The Ministerial staff is, however, governed for this purpose by the orders based on similar orders issued on the subject from time to time by Government of India.

(d) Compensatory rest is given to the staff whenever they work beyond the specified period of duty.

वरिष्ठ पुलिस प्रधिकारियों के लिए प्रशिक्षण पाठ्यक्रम

472. श्री शिव नारायण सरसूणिया : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने पुलिस प्रधिकारियों के प्रशिक्षण के लिये 'सीनियर प्राफिसर्स ट्रेनिंग कोर्स' प्रारम्भ किया है; और

(ब) दिल्ली प्रशासन में नियुक्त शासनीय पुलिस सेवा के प्रधिकारियों में से अब तक कितने प्रधिकारियों ने उक्त प्रशिक्षण प्राप्त किया है ?

गृह मंत्री (चौधरी चरण सिंह) :

(क) जी हाँ, श्रीमान् ।

(ब) दो प्रधिकारी ।

डॉ. आई० एस० आई० आर० में बन होने वाले लोगों की जेल से रिहाई होने पर उनकी पुनः गिरफ्तारी की जांच

473. श्री शिवनारायण सरसूणिया : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आपातकालीन स्थिति में डॉ. आई० एस० आई० आर० में बन होने

बालं लोगों को उनकी जमानत पर रिहाई होने पर जेल के दरवाजे से पुनः गिरफ्तार कर लिया जाता था;

(ख) क्या इन घटनाओं के बारे में आपत्ति की जाने पर उन मामलों में जांच के आदेश हुए थे;

(ग) क्या ऊपर के अधिकारियों ने ऐसी जांच को बीच में ही रोक देने के आदेश दिये थे; और

(घ) यदि जांच की गई थी, तो उसके क्या परिणाम रहे ?

गृह मंत्री (चौधरी चरण सिंह) : (क) से (घ). आनंद प्रदेश, हरियाणा, हिमाचल प्रदेश, मध्यालय, नागालैंड, तमिलनाडु, त्रिपुरा और मिक्किम तथा संघ शासित क्षेत्र अंडमान और निकोबार द्वीप समूह, अरुणाचल प्रदेश, गोवा, दमन और दीव, नागर हवेली और लक्ष्मीपुर राज्यों ने सूचित किया है कि ऐसी कोई फिर से गिरफ्तारी नहीं हुई। शेष राज्यों तथा शासित क्षेत्रों से सूचना प्राप्त होनी है और यथासमय प्रस्तुत कर दी जाएगी।

Unsolved cases of murder in Delhi

474. SHRI A. BALA PAJANOR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number and nature of unsolved cases of murder in Delhi during the last three years;

(b) whether it is proposed to carry on with the investigation of the cases; and

(c) the reasons for not detecting the criminals in these cases so far?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c). Facts are being ascertained.

News Item "Many Innocents Tortured in Kerala Jails"

475. SHRI SAMAR MUKHERJI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government's attention has been drawn to the news item appeared in "Times of India" Delhi edition dated the 16th April, 1977 under the Caption "Many Innocents tortured in Kerala Jails";

(b) if so, the reaction of Government thereto; and

(c) whether Government propose to institute an enquiry into the torture and killings, in Jails and in police custody in Kerala?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Yes; Sir.

(b) and (c). The Government of Kerala have initiated enquiries into the instances mentioned in the news item. The Shah Commission of Inquiry will also go into, *inter alia*, specific instances of mal-treatment and/or atrocities on persons arrested or detained during emergency.

Setting up of an Atomic Power Station in Gujarat

476. SHRI F. P. GAEKWAD: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether the Site Selection Committee appointed by Government to recommend location of an Atomic Power Station in Western Region visited certain sites in Gujarat and made a favourable recommendation; .

(b) whether there is a wide gap between the actual generation of power and the demand for it in Gujarat;

(c) whether as a result of shortage and high cost of thermal power generation in Gujarat, the progress of industrialisation has slowed down; and

(d) if so, whether Government consider it expedient to take an early decision on the issue of establishing an Atomic Power Station in Gujarat?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) Yes, Sir. The Site Selection Committee appointed by Government for selecting suitable sites for location of an Atomic Power Station in the Eastern Region has, in its report, recommended some sites in the States of Gujarat & Maharashtra.

(b) There is at present no gap between the generation of power and the demand in Gujarat.

(c) Does not arise.

(d) The report submitted by the Site Selection Committee is under active consideration of Government.

Sale of Bailey Bridges to Tehran

477. SHRI F. P. GAEKWAD: Will the Minister of DEFENCE be pleased to state:

(a) whether India-made bailey bridges, an important defence equipment, sold to a Tehran-based firm supposedly for use by Iran, found their way into a neighbouring country not well disposed towards India;

(b) if so, steps taken to safeguard country's interest;

(c) when the order for bailey bridges was received and through which sources; and

(d) whether the tenders were invited for the purchase of the bridges?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) No, Sir, to the best of our information.

(b) Does not arise.

(c) The enquiry in this regard was received from a Tehran-based Indian firm in August, 1974 and the contract was subsequently finalised between a

public sector undertaking under the Ministry of Defence and an associate of the above mentioned Tehran based firm in November, 1974.

(d) No, Sir.

Ship Building Yard at Hajira, Gujarat

478. SHRI F. P. GAEKWAD: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have taken a decision to set up a ship-building yard at Hajira in Gujarat;

(b) if so, when Government propose to make an announcement of the same; and

(c) if not, the reasons for delay in taking the decision?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b) No, Sir. The issue of selection of a suitable site for location of a new shipyard is under examination.

(c) In a matter such as this which involves a very large investment and other complex problems, various aspects of the proposal have to be examined in detail by Government before taking a decision.

Anti-Defection Bill

479. SHRI F. P. GAEKWAD:

SHRI SATYENDRA NARAYAN SINHA:

Will the Minister of HOME AFFAIRS be pleased to state whether Government propose to bring forward Anti-Defection bill in the current Lok Sabha session?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Yes, Sir.

Complaints of Excesses during Emergency

480. SHRI R. K. MHALGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many complaints of 'excesses' during last emergency have been received by Government upto now;

(b) the state-wise break-up thereof; and

(c) whether these complaints have been forwarded to the Commission appointed for the purpose if so, when?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). Considering the wide range and volume of complaints of excesses during the last 'Emergency', that have been and are being made to various authorities at the Centre and in the States, it is difficult to furnish statistical data of such complaints.

(c) The Government have been instituting inquiring into individual complaints as and when they have been received. The Commission of Inquiry has headed by Justice Shah has recently been appointed and further action in respect of the complaints received by the Government will be taken as per the advice of the Commission.

Arrest of Journalists under MISA and DIR during Emergency

481. SHRI R. K. MHALGI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of journalists arrested under MISA and DIR during last emergency throughout the country; and

(b) whether all of them have been taken into service after their release?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) 110 Journalists were detained under MISA and 60 Journalists were arrested under DIR during the last emergency.

(b) Government do not have any information.

विभिन्न उद्योगों में बैकार निकलने वाले उत्पादों का उपयोग

482. श्री मृत्युजय प्रसाद वर्मा : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न उद्योगों से निकलने वाले बैकार उत्पादों का पता लगाकर उनका सदुपयोग करने, वायु तथा जल प्रदूषण को रोकने और देश में उपयोगी उत्पादन बढ़ाने के उद्देश्य से कोई योजना अथवा अनुसंधान कार्य चल रहा है ; और

(ख) यदि हां, तो तत्संबंधी तथ्य क्या है ?

उद्योग मंत्री (श्री बृजलाल वर्मा) :

(क) जी, हां ।

(ख) अपशेषों तथा प्रदूषणों का उपयोग करने की दिशा में अनेक अध्युपाय प्रारम्भ किये गये हैं ; यथा :—

(1) विभिन्न उद्योगों के अपशेषों के समुचित उपयोग द्वारा और प्रदूषण नियंत्रण सम्बंधी कार्यकलाप द्वारा समस्याओं का पता लगाने तथा परिस्थितियों में सुधार लाने के लिए मरकार द्वारा पर्यावरण योजना तथा समन्वय पर एक राष्ट्रीय समिति की स्थापना की गई है ।

(2) जल (निवारण तथा प्रदूषण नियंत्रण) अधिनियम, 1974 के अधिनियमित किए जाने के परिणामस्वरूप अनेक राज्य

सरकारों ने मानक निर्धारित करने तथा प्रदूषण रोकने के लिए निवारक अध्युपायों को अपनाने हेतु प्रदूषण मंडलों की स्थापना की है ।

(3) अपनी विभिन्न समितियों के माध्यम से विज्ञान तथा श्रीदयोगिकी विभाग तथा भारतीय मानक संस्था इस समय प्रदूषण नियंत्रण के लिए अनेक परियोजनाओं तथा मानकों पर काम कर रही है ।

(4) श्रीदयोगिक लाइसेंसिंग में यह एक आदेशात्मक शर्त है कि जो उपमकर्ता श्रीदयोगिक गैसे बनाने जिनमें गन्दा जल या गैसे निकलनी हैं । ऐसे श्रीदयोगिक संयंत्र स्थापित करना चाहने हैं उन्हें इस प्रकार के गंदे जल तथा गैसों को निर्धारित समय सीमा के भीतर निपटाने की क्षमता तथा साधनों के बारे में सरकार का समाधान करना चाहिए ।

(5) अपशेषों के पुन : काम में लेने तथा पुन : प्रयोग पर जोर दिया गया है जिससे अर्थव्यवस्था में उत्पादक वस्तु बढ़ेगी । इसके उदाहरण धमन भट्टियों से निकलने वाली स्लिंग तथा पावर संयंत्रों आदि से उड़ी हुई गाढ़ है जो सीमेंट उत्पादन में काम में आती है तथा कृषीय अवशेषों का उपयोग कागज बनाने में कांयले की जैसों का उपयोग रसायन आदि बनाने में किया जाता है ।

(6) अनेक विकास परिषदें, इंडीनियम इंडिया निमिटेड, तथा अन्य संगठन विशिष्ट क्षेत्रों तथा उद्योगों की समस्याओं का पता लगाने में लगे हैं ।

(7) प्रदूषण नियंत्रण उपकरण तथा यहाँ के उत्पादन के लिए क्षमताएं स्थापित की जा रही है ।

Appointment of Commissions of Inquiry

483. SHRIMATI MRINAL GORE:

DR. BAPU KALDATE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have appointed a number of commissions of investigations to enquire into charges against the Chief Ministers of dissolved State Assemblies in States;

(b) if so, the names of the commissions, their terms of reference; and

(c) the names of the Chief Ministers against whom such commissions are appointed?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) No, Sir. Memoranda of allegations were received against a number of former Chief Ministers of States in which State Assemblies were dissolved recently. For examining the question whether it is necessary, *prima facie*, to appoint Commissions of Inquiry in respect of those matters, the allegations have been referred to the concerned Governors for ascertaining facts.

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

Alleged Interference by State Ministers in Karnataka High Court

484. SHRIMATI MRINAL GORE:
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the Chief Justice of Karnataka High Court has alleged interference by State Ministers;

(b) whether the Chief Justice has recently communicated the names of the State Ministers to Government; and

(c) the steps taken by Government to prevent such actions of the State Ministers?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Yes, Sir.

(b) No, Sir.

(c) Courts have adequate powers under the Law, like the Contempt of Courts Act, to deal with any interference.

Meeting with Rebel Naga Leader Mr. A. Z. Phizo

485. SHRIMATI MRINAL GORE:
SHRI K. MALLANNA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have decided to meet the self-exiled rebel leader of Nagas, Mr. A. Z. Phizo;

(b) if so, whether there has been any discussion with Mr. A. Z. Phizo; and

(c) the main points of the talks?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c). In response to a request made by Shri A. Z. Phizo, the Prime Minister has agreed to meet him during his current visit to U.K. The meeting was to take place on the evening of the 14th June, 1977 in London. Details have not yet been received.

Suicide by an Individual at Wardha against Imposition of Emergency

486. SHRIMATI MRINAL GORE:
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Shri Prabhakar Sharma committed suicide at Wardha as a protest against the imposition of internal emergency; and

(b) if so, the facts of the incident?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). Shri Prabhakar Sharma aged 66, and artist and social worker, had neglected his health and was suffering from a chronic stomach ailment. Emotional by nature, he was critical of the 'Emergency' and is said to have expressed his intention to end his life. He committed suicide by burning himself on the night of 13/14-10-1976. While it cannot be said with any definiteness that he was driven to suicide by the 'Emergency', it is apparent that his reaction to the 'Emergency' was a contributory cause to his state of unhappiness, leading to the tragedy.

Dismissal of Government Employees during Emergency

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

(a) how many Central Government employees have been dismissed or removed from service under Article 311 of the Constitution during emergency;

(b) how many employees have been made to retire before attaining 58 years during the same period; and

(c) how many of them were involved in lawful trade union activities?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) On the assumption that what the Honourable Member has in mind is proviso (c) to Article 311 (2) of the Constitution, 71 Central Government employees were dismissed or removed from service during the internal emergency by invoking the above mentioned proviso of the Constitution.

(b) 5477 Central Government employees were made to retire before attaining 58 years of age during the said period in accordance with Fundamental Rule 56(j).

(c) Lawful trade union activities are not prohibited under the Conduct Rules applicable to the employees

concerned and, therefore no one is penalised specifically for taking part in lawful trade union activities.

Dissolving of nine State Assemblies

488. SHRI B. C. KAMBLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the facts leading to the reported delay of signing the proclamations of action by the Union Government of dissolving the nine State Assemblies and holding elections there by the Vice-President, acting as President, Hon'ble B. D. Jatti; and

(b) what clarifications of information if any, had been called by the Vice-President, acting as President?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). On the evening of 29th April, 1977 the Government of India considered the situation obtaining, in the States of Bihar, Haryana, Himachal Pradesh, Madhya Pradesh, Orissa, Punjab, Rajasthan, Uttar Pradesh and West Bengal. On the same day, the proposal to issue a Proclamation under Article 356 of the Constitution in relation to each of these States dissolving the State Assemblies was placed before the Vice-President acting as the President. The Vice-President sought clarifications on the Constitutional implication which were furnished in the course of personal discussion by me and the Law Minister. The Vice-President, acting as President was pleased to issue the Proclamations and Orders on the evening of 30th April, 1977.

Use of I.A.F. Planes by former Prime Minister and her Family Members

489. SHRI JYOTIRMOY BOSU: Will the Minister of DEFENCE be pleased to state:

(a) total mileage and flying hours covered by I.A.F. planes and helicop-

ters between 25-6-75 and 25-3-77 for Mrs. Indira Gandhi, the erstwhile Prime Minister and her family members;

(b) what was the cost for the above; and

(c) how much of it was borne by the State, her party and how much by herself?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The total mileage/hours flown are as under:—

- (i) Mileage flown 2,28,149 miles
(Official tours—1,11,913 miles
unofficial tours 1,16,236 miles)
- (ii) Hours flown 1487.10 hours
(Official tours—688.00 hrs.
Unofficial tours 799.10 hrs.)

The IAF has not provided any aircraft or helicoperte exclusively for the members of Mrs. Indira Gandhi's family. However, family members of Mrs. Gandhi did travel as members of the entourage with the erstwhile Prime Minister, Central Ministers and Chief Ministers of certain States on their indents.

(b) (i) According to the Rules for the use of IAF aircraft, official flights of the Prime Minister are not costed.

(ii) The total charge leviable in respect of the unofficial flights of the erstwhile Prime Minister Mrs. Indira Gandhi, between 25th June 1975 and 25th March, 1977 is Rs. 14,12,875.73 P.

(c) Against the bills amounting to Rs. 36,113.35 sent earlier, payment of Rs. 18,501.16 was made and credited to Defence Accounts, out of which Rs. 14,040.14 were recovered from the A.I.C.C. The remaining bills amounting to Rs. 13,76,762.38 have been sent to Prime Minister's office on 3rd June 1977 for the unofficial tours of the erstwhile Prime Minister for payment.

Mobilization of Troops by Former Prime Minister

490. SHRI JYOTIRMOY BOSU: Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Service Chiefs were approached by the erstwhile Prime Minister Smt. Indira Gandhi for mobilization of troops when she realised that the recent Lok Sabha election results were not going in her favour;

(b) if so, facts thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) No, Sir.

(b) Does not arise.

Allegations against the General Manager of D.E.S.U.

492. SHRI K. A. RAJAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the allegations levelled against the D.E.S.U. General Manager by its former Chairman;

(b) if so, the facts thereof;

(c) whether any investigation has been made into these allegations; and

(d) if so, the findings thereof?

THE MINISTER OF HOME AFFAIRS (CHAUDHRI CHARAN SINGH): (a) and (b): Yes, Sir, Government have seen the press report appearing in Times of India on 28 April, 1977 regarding the allegations made by Shri Chandi Lal Goel, former Chairman of the Delhi Electric Supply Committee against Shri N. S. Vasant, General Manager, D.E.S.U. According to the press reports. Shri Goel has levelled charges against Shri Vasant of collecting money for Shri Sanjay Gandhi and the Congress

Party, victimising DESU employees, misusing his authority, causing loss to DESU, and helping Congress candidates during the last Lok Sabha elections etc.

(c) and (d). The matter is being looked into by the Municipal Corporation of Delhi.

Nationalisation of Industries

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

(a) names of the industrial houses with assets exceeding Rs. 100 crores; and

(b) whether Government have a proposal under consideration to nationalise these industries?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) A statement is attached.

(b) No, Sir.

Statement

Names of industrial houses with assets exceeding Rs. 100 crores:

1. Tata
2. Birla
3. Mafatlal
4. J. K. Singhania
5. Thapar
6. I. C. I.
7. Scindia
8. Bangur
9. A. C. C.
10. Shri Ram
11. Walchand
12. Larsen & Toubro
13. Kirloskar
14. Khatau
15. Sarabhai
16. Kasturbhai Lalbhai.

Experts on conversion of Radio, TV and Films Division into Autonomous Bodies

494. SHRI K. MALLANNA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government has appointed a group of official and non-official experts to study All India Radio, Doordarshan (TV) and the Films Division to be converted into autonomous bodies; and

(b) if so, its composition and when its report is likely to be submitted?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). The Government is proposing to set-up a Group of officials and non-officials to prepare a Working Paper for suggesting recommendations on the grant of autonomy to All India Radio, Doordarshan and the Films Division.

Meeting of a Delegation of Federal Government of Nagaland with Prime Minister

495. SHRI K. MALLANA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any delegation of the Federal Government of Nagaland has recently met the Prime Minister; and

(b) if so, the main points on which the discussion was held?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b): Five representatives of the Naga ex-Underground met the Prime Minister on the 25th April, 1977. They requested that the Prime Minister should agree to meet Mr. A. Z. Phizo. Such a meeting, they said, would help in finding a lasting and peaceful solution of the Naga problem. They (ex-UG) were told that the Prime Minister would be prepared to meet him provided

such a request came from Mr. Phizo himself. It was also clarified that issues relating to Nagaland being an internal matter could not be discussed with Mr. Phizo unless he first chose to become a citizen of India and accepted the position of Nagaland as integral part of India, i.e. gave up his demand of independence for Nagaland and accepted the Shillong Agreement of 11th November, 1975.

Complaints against Shri Sanjay Gandhi and his companies

496. SHRI KANWAR LAL GUPTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of complaints received by the Government against Shri Sanjay Gandhi and his companies and his family members in the last two months;

(b) the nature of complaints and the names of the officers and public men alleged to be involved with them;

(c) what action has been taken against such officers and public men;

(d) whether Shri Sanjay Gandhi or any member of his family has been interrogated by any investigation authority; and

(e) if so, the particulars thereof?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c): A number of complaints have been received against Shri Sanjay Gandhi and the companies with which he is associated. These are being examined with a view to ascertain whether there is any infringement of law which would warrant action on the part of the Government. Some of the complaints will also fall within the purview of the Commissions of Inquiry headed by Justice J. C. Shah and Justice D. S. Mathur appointed by the Government recently. It may not be in public

interest to disclose further information at this stage.

(d) No.

(e) Does not arise.

Complaints against former Defence Minister

497. SHRI KANWAR LAL GUPTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have received any complaint against Shri Bansi Lal, former Defence Minister or against his personal staff in the last two months and regarding his functioning as Defence Minister;

(b) if so, the details thereof;

(c) what is the result of inquiry made by the Government over those complaints so far; and

(d) whether he has been interrogated by any investigating agency so far; if so, the details thereof?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Yes, Sir.

(b) and (c). The complaints relate to allegations of corruption, misuse of official position, etc. These are being verified.

(d) Shri Bansi Lal has not been examined by any investigating agency yet.

Complaints against officers of Akashvani and Doordarshan

498. SHRI KANWAR LAL GUPTA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names of the officers of Akashvani and Doordarshan against whom complaints have been received by the Government in the last two months;

(b) the complaints against each officer and the action taken by Government on each complaint;

(c) the reasons why no action has been taken against some officers who were mixed up with Sanjay-Shukla Caucuses; and

(d) the names of the officers who have been transferred so far?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) to (d). A Committee on Misuse of Mass Media has been set up under the Chairmanship of Shri K. K. Das formerly Secretary of the Ministry of Information and Broadcasting. The Committee is currently processing the complaints received and also relevant records in this Ministry and Media Units having a bearing on misuse of mass media. These include complaints with regard to officers of the Ministry. The Committee is expected to complete its work by this month end. Further course of action will depend on the findings of the Committee.

Minorities Commission

499. SHRI KANWAR LAL GUPTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to set up a Minorities Commission to remove the apprehensions of insecurity in the minds of the minorities;

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

(c) the time by which this Commission will be set up and what will be its constitution?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) A decision to set up a Civil Rights Commission to ensure that the minorities, Scheduled Castes and Scheduled Tribes and other backward classes do not suffer from discrimination or inequality has already been taken by the Government.

(b) and (c). The details are being worked out.

Extension of Services of Class I Officers

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

(a) the number of cases of extension of services of Government of India Class I officers after superannuation during the last three years;

(b) the grounds for extension; and

(c) whether Government propose to review all such cases?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c). The information is being collected from Ministries/Departments and will be laid before the House as soon as it is available.

Estimated reserve of Coking Coal in the Country

501. SHRI S. D. SOMASUNDARAM: Will the Minister of ENERGY be pleased to state:

(a) the estimated reserve of coking coal in the country;

(b) the estimated consumption of coking coal by the expanding steel industry;

(c) the period for which the reserve of coking coal is expected to last at the anticipated rate of consumption; and

(d) steps for tapping alternative energy sources?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The estimated reserves of coking coal in the country are as follows:

Prime 5149 million tonnes

Medium 9656 million tonnes

Semi Coking 1379 million tonnes

(b) and (c). The estimated consumption of coking coal in 1983-84 is around 35 m.t. At the anticipated rate of consumption, and with present technology for mining and beneficiation, these reserves of coking coal may last another 50 years. However, the life of coking coal may be prolonged with improvement in the technology for extraction of coal and its optimum utilisation in metallurgical industry.

(d) As an alternate source of energy for metallurgical purposes, a Formed Coke Plant using non-coking coal is being set up. Besides, projects like coal dust injection and stack gas injection in Blast Furnace is under consideration. The production of sponge iron by using non-coking coal is also being developed.

Coal Mines

502. SHRI K. RAMAMURTHY: Will the Minister of ENERGY be pleased to state whether the Government of India has decided to denationalise all the coal mines in the country?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): No, Sir.

Mananthavadi Project in Kerala

503. SHRI C. K. CHANDRAPPAN: Will the Minister of ENERGY be pleased to state:

(a) whether Central Government has been approached by Kerala Government for clearance of Mananthavadi Project, a hydro-electric scheme;

(b) the reasons for delay in sanctioning this project; and

(c) the details regarding its scope and expenditure?

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

(b) The proposed scheme is located on the tributary of the Cauvery which is an inter-State river between the States of Kerala, Karnataka and Tamil Nadu and it contemplates the westward diversion of waters of the Cauvery for irrigation and power generation.

As the proposed scheme will affect the use of waters in the Cauvery basin and has inter-State implications, it cannot be finalised till an agreement is reached on the scope and size of the scheme in consultation with the concerned State Governments.

(c) The project is estimated to afford an annual energy generation of 578 GWH (million units). Details of expenditure likely have not been finalised and no expenditure has been incurred.

Nationalisation of Foreign owned Plantations in Kerala

504. SHRI C. K. CHANDRAPPAN: Will the Minister of HOME AFFAIRS be pleased to state whether Government propose to give clearance to the Kerala Government to issue an Ordinance for the nationalisation of foreign owned plantations which is pending with the Government for the last five years?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI, CHARAN SINGH): No, Sir. The State Government was informed accordingly in June, 1976 and no such Ordinance is now pending with the Government of India.

Grant of pension to Freedom Fighters

505. SHRI C. K. CHANDRAPPAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to take a decision on the question of providing freedom fighters pension to the participants of Punr.apra-Vayalar struggle of 1946 and Telengana armed insulation against the former Nizam of Hyderabad;

(b) if so, when it is likely to be finalised; and

(c) whether Government are aware of the fact that many of the participants in these struggles are now very old and ill and a few of them have already died?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c). The matter is still under consideration.

Mini Paper Mills

506. SHRI G. Y. KRISHNAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to encourage Mini Paper Mills based on agricultural residues and waste;

(b) whether import of machinery on deferred rupee payment and export of paper by Mini Paper Mills will be allowed; and

(c) the position of Letters of Intent issued for Mini Ten Tonne Plants based on Jute Sticks in Srikanthapuram District?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) Yes,

Sir. In order to encourage the establishment of small paper mills based on agricultural residues and waste, the Government have exempted such schemes from the licensing provisions of the Industries (Development and Regulation) Act, 1951.

(b) Import of such equipment on the basis of deferred payment and promise of export of paper is not permitted.

(c) A letter of intent issued on 7-3-1975 for setting up a new undertaking in Srikakulam District for the manufacture of paper (from jute sticks) with a capacity of 3,000 tonnes per annum. Subsequently, the entrepreneur was informed that the manufacture of paper from agricultural residues and waste materials based on indigenous capital goods/raw material and without any need for foreign collaboration, has been exempted from the licensing provisions of the Industries (Development and Regulation) Act, 1951. The exact status of implementation of the project is not known.

Revision of the Fifth Five Year Plan

507. SHRI CHITTA BASU:

SHRI R. KOLANTHAIVELU:

SHRI P. G. MAVALANKAR:

SHRI DURGA CHAND:

Will the Minister of PLANNING be pleased to state:

(a) whether the Government contemplate to revise the Fifth Five Year Plan;

(b) if so, the principles underlying such proposed revisions;

(c) the major departure envisaged from the existing Plan concept; and

(d) the time by which the revised Plan is expected to be brought before Parliament?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (d). The Planning Commission which has recently been reconstituted is devoting its attention to the related questions of revising the existing Plan and formulation of new Plans in accordance with the policies of the new Government. Efforts would no doubt be made to bring the issues before Parliament as early as possible.

Journalists disaccredited on political grounds during Emergency

508. SHRI CHITTA BASU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government disaccredited many journalists on political grounds during the Emergency;

(b) if so, the names of these journalists; and

(c) the steps taken or proposed to be taken to provide relief to them?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) to (c). During the period of the Emergency, the accreditations of a total number of 51 Pressmen were discontinued by Government. The particulars are given in the list placed on the Table of the House. (Placed in Library. See No. LT-343/77). The Inquiry Committee on Misuse of Mass Media headed by Shri K. K. Das ICS (Retd.) is at present looking into the circumstances under which their accreditations were

discontinued. Out of these Pressmen 26 have since received fresh accreditations. A list showing their particulars is also placed on the Table of the House. (Placed in Library. See No. LT-343/77).

Release of political prisoners

509. SHRI CHITTA BASU:

SHRI M. N. GOVINDAN NAIR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of political prisoners released following his statement on 5th April, 1977 in the Lok Sabha, State-wise, and organisation-wise; and

(b) the number of political prisoners in the jail till date, State-wise and organisation-wise?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). The statement of the Home Minister on 5th April in Lok Sabha related to the detentions under the Maintenance of Internal Security Act and Naxalites. In pursuance of the advice given by the Central Government, the number of detenus under MISA has been reduced from 6851 on 25th March, 1977 to 1796 on 4th June, 1977. The number of Naxalite detenus has also come down from 645 on 25th March, 1977 to only 66 on 4th June, 1977. The State-wise and category-wise break-up of the detenus as on 4th June, 1977 is given in the attached statement.

STATEMENT

Category-wise break up of number of persons in Detention under the Maintenance of Internal Security Act of 1971 in various States as on 4th June 1977

Name of the State/UT.	Number of detenus who are Naxalites	Number of detenus who are spies	Number of detenus who are having political affiliation in the North Eastern Region	Number of detenus connected with in- surgency	No. of other detenus	Total
	1	2	3	4	5	6	7
Gujarat	..	..	..	..	20	20
Jammu & Kashmir	..	139	6*	..	..	145
Kerala	4	..	..	..	..	4
Maharashtra	..	..	..	..	6	6
Manipur	..	..	..	2	..	2
Meghalaya	..	..	..	..	1	1
Punjab	..	..	..	..	224	224
Tamil Nadu	5	..	..	..	..	5
Tripura	..	..	..	..	1	1
West Bengal	57	..	34@	..	1242	1333
Delhi	..	10	..	..	5	15
Mizoram	..	..	..	40	..	40
TOTAL	66	149	40	42	1499	1796

@CPI(M)	..	..	..	..	20	•Peoples Political League	5
Congress	..	..	..	..	11	National Liberation Front	1
CPI	..	..	..	..	3	Total	6
Total	..	..	..	..	34		

The information in respect of the remaining States and Union Territories is Nil.

Probe into excesses committed during Emergency

510. SHRI CHITTA BASU:
SHRI SUSHIL KUMAR
DHARA:
SHRI KALYAN JAIN:

Will the Minister of HOME AFFAIRS be pleased to refer to the statement made in the Lok Sabha on the 7th April, 1977 regarding the proposal of the Government to order inquiry into excesses committed during the period of the Emergency and state:

- (a) the terms of reference of the probe body; and
- (b) the manner of the probe?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) A copy of the notification S.O. 374(E) dated 28-5-1977 containing the terms of reference of the Commission is laid on the Table of the House. [Placed in Library See SOLT—344/77].

(b) The Commission is free to conduct the Inquiry in such manner as it may deem appropriate, subject to the provisions of the Commissions of Inquiry Act, 1952 and the Rules made thereunder.

CPI(M) Workers arrested and killed during Emergency

511. SHRI BIJOY KUMAR MONDAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether 11000 persons belonging to the C.P.I.(M) were arrested and 40 killed during the Emergency as stated by Shri Jyoti Basu, spokesman of the party on or about 23rd May, 1977;

(b) whether those alleged to have been killed, lost their lives due to torture, inhuman behaviour, murderous attack or illness; and

(c) whether facts available will be laid on the Table of the House?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (c). Excepting the Governments of Assam, Bihar, Haryana, Jammu and Kashmir, Kerala, Madhya Pradesh, Manipur, Orissa, West Bengal and Uttar Pradesh, whose reports are awaited, the other State Governments and Union Territory Administrations have not reported any large scale arrest of CPM workers nor the death of any CPM worker while in custody as reportedly alleged by a spokesman of the party. The complete information will be laid on the Table of House in due course after obtaining the same from all States/Union Territories.

Burglaries and Robberies in Delhi

512. SHRI D. B. CHANDRAGONDA
 Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of complaints registered with the Delhi Police regarding violent burglaries and robberies during last three months;

(b) whether any team has been formed by police to detect and to hunt down the criminals; and

(c) if so, the number of persons arrested in this regard so far?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Eight cases of violent burglaries and 11 cases of violent robberies were registered with the Delhi Police during March, April and May this year.

(b) Special staff is functioning in each district of the Delhi Police. It has been specially instructed to hunt such criminals. Investigation of complicated cases is also taken up by the anti-burglary squad of the Crime Branch of the Delhi Police.

(c) 15 persons were arrested in connection with violent burglaries while the number of persons arrested in connection with violent robberies was 11. Eight persons arrested in April, 1977 in connection with violent burglaries were also involved in cases of violent robberies in the South Distt.

Re-Settlement of Ex-Servicemen in Andaman and Nicobar Islands

513. SHRIMATI PARVATHI KRISHNAN: Will the minister of DEFENCE be pleased to state:

(a) whether Cambell Bang of the Andaman and Nicobar Islands will be an ideal place for the resettlement of army ex-servicemen; and

(b) if so, facts thereof?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). With the facilities created and proposed to be created, this area will be a suitable place for the resettlement of ex-servicemen. Already, there is an ex-Servicemen's colony in this area and 231 ex-servicemen's families have been resettled here. It is the intention to resettle more families in the Island in stages.

Supply of Atomic Fuel by USA for BARC and Tarapur Atomic Power Station

514. SHRIMATI PARVATHI KRISHNAN:

SHRI DINESH JOARDER:

SHRI UGGRASEN:

Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether Bhabha Atomic Research Centre Trombay and Tarapur Atomic Power Station have still not got the atomic fuel from U.S.A.; and

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

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) The Bhabha Atomic Research Centre does not use atomic fuel supplied by U.S.A. Enriched uranium from U.S.A. for the Tarapur Atomic Power Station has not been cleared for export so far.

(b) The Government have informed the U.S. authorities of the adverse effects such delay can have on the availability of power in the western region and have also emphatically conveyed that such delays are not in consonance with the contractual obligations of the Government to Government agreement on the supply of fuel to the Tarapur Atomic Power Station. The Government is pursuing the matter with the Government of U.S.A.

Formulation of new Plans to replace earlier Plans prepared by the Planning Commission

515. SHRI NIHAR LASKAR: Will the Minister of PLANNING be pleased to state:

(a) whether the work of the Planning Commission in regard to the earlier Plans has been at a standstill due to the change of Government;

(b) whether all the earlier Plans prepared by the Planning Commission have been set aside and new Plans are being formulated;

(c) if so, when the new Plans are likely to be prepared;

(d) the fate of the Fifth Five Year Plan; and

(e) whether State Governments will be consulted in preparing the Plans?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (e). The Planning Commission which has recently been reconstituted is continuing with its work on economic development and planning without any interruption. The Commission will, in

the course of its work, give due attention to questions of the revision in the existing Plan and preparation of new Plans in the light of the policies of the new Government, in active consultation with the State Governments.

Opposition Leaders called by A.I.R. and Doordarshan to express their view point

516. SHRI NIHAR LASKAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether All India Radio has now started giving much publicity to the new Government and no proper reporting is given to the opposition view point;

(b) if so, whether the present Government has always been accusing the previous Government of misusing the Doordarshan and All India Radio; and

(c) how many opposition leaders have so far been called by the All India Radio and Doordarshan to express their view point and on how many occasions?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) No, Sir.

(b) Does not arise.

(c) One hundred and thirty members of the parties in the opposition broadcast on 125 occasions from various stations of Akashvani during the period 24-3-1977 to 15-5-1977. Twenty opposition leaders were invited by various Doordarshan Kendras to express their view point in various programmes during the period 23-3-1977 to 5-6-77.

Besides, various recognised political parties were afforded facilities to make election broadcasts on Akashvani and Doordarshan in connection with the recent elections to various State legislative Assemblies.

Clashes along Indo-Bangladesh Border

517. SHRI NIHAR LASKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether border incidents and clashes along the Indo-Bangladesh border have again started at an increasing rate;

(b) if so, how many border clashes took place on this border during the last three months;

(c) the losses suffered by the Indian Security Forces;

(d) whether Government have taken up this issue with Bangladesh; and

(e) if so, results thereof?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). No Sir. There have been no border incidents or clashes between the security forces of the two countries on the Indo-Bangladesh border, during the last three months.

(c) to (e). Questions do not arise.

Landing of the Plane by Shri D. Brahmchari on Defence Air Strips

518. SHRI MUKHTIAR SINGH MALIK: Will the Minister of DEFENCE be pleased to state:

(a) whether it has come to the notice of the Government that Shri D. Brahmchari was permitted by the Congress Government for landing plane on Defence Air Strips during emergency which are prohibited to use by general public and are utilised for military purposes only;

(b) if so, the names of the authorities who granted permission to that person;

(c) the circumstances under which he was granted permission; and

(d) whether Government propose to take any action against the authority who granted permission?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c) Shri D. Brahmchari was not given permission for landing plane on any Defence Airstrip which is prohibited to general public and meant to be utilised for military purposes only. He was permitted to land his aircraft at Chandigarh, Jammu and Srinagar airfields where Indian Airlines are permitted to operate their regular flights. He was also permitted to land at IAF airfield at Bamrauli (Allahabad) during Kumbh Mela when Indian Airlines were also allowed to operate their non-schedule flights. Other civil operators have also been given clearance to land at the four IAF airfields referred to above. The permission to land at the above mentioned IAF airfields was granted by Air Headquarters.

(d) The question does not arise.

Tank Manufacturing Factory in Karachi

519. SHRI MUKHTIAR SINGH MALIK: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have seen the press reports in the Nav. Bharat Times dated the 22nd May, 1977 wherein it has been stated that Pakistan has set up a tank manufacturing factory near Karachi with the aid and knowhow of U.S.A; and

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

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). The Press report has been seen by the Government. However, we have no authentic information regarding

Pakistan having set up a tank manufacturing factory near Karachi with the aid and knowhow of the U.S.A.

Building of Bus Bodies by the M/s Maruti Ltd.

520. SHRI MUKHTIAR SINGH MALIK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state.

(a) whether an order was placed by the D.T.C., Delhi for the preparation of Bus bodies with M/s. Maruti Ltd.;

(b) whether, prior to the placing of order with Maruti, tenders were called from other parties also;

(c) whether the tender of the Maruti was the highest;

(d) the reasons for sanctioning the tender of Maruti Ltd.; and

(e) the number of bodies of the buses that were got prepared for the D.T.C. during the last 2 years and amount so far paid to Maruti Ltd.?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). Yes, Sir.

(c) No. Sir.

(d) The decision to place the order on M/s. Maruti Ltd., was taken after considering the tender of this firm and those of the others who had quoted in response to the Tender Notice issued by the DTC and on the basis of a Report submitted by some Members of the DTC Board who visited the various firms concerned to make an assessment of their capacity to fabricate bus bodies as per the specifications of the Corporation and within the time required by it.

(e) 55. A sum of Rs. 24,97,089 has been paid to the firm so far.

Closure of Maruti Concerns

521. SHRI MUKHTIAR SINGH MALIK:

SHRI G. M. BANATWALA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Maruti Limited and its allied concerns have been facing closure;

(b) number of persons likely to be affected by the closure of these concerns; and

(c) whether Government propose to take over the management of all the Maruti concerns?

THE MINISTER OF INDUSTRY (SHRI BRIJLAL VERMA): (a) Yes. Sir.

(b) About 500.

(c) There is no proposal under the consideration of the Government for taking over the management of the Maruti concerns.

**Investigation into Alleged Assault on
Shri Sanjay Gandhi**

522. SHRI HARI VISHNU KAMATH:

SHRI JANESHWAR MISHRA:

Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 150 on the 6th April, 1977 and state:

(a) whether the investigation into the alleged assault on Shri Sanjay

Gandhi on the 16th March, 1977 has been completed; and

(b) if so, the upshot thereof?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) No Sir.

(b) Does not arise.

Persons detained in Jails without Trial

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

(a) whether a large number of people are still detained without trial in different prisons throughout India;

(b) if so, how many;

(c) the break-up of the total figure, State-wise; and

(d) the grounds on which or the laws under which they are detained?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). According to information furnished by State Governments there were 1796 persons in detention under the Maintenance of Internal Security Act, 1971, as on 4th June, 1977.

(c) and (d). The State-wise break-up together with broad grounds of detention is given in the attached statement.

STATEMENT

Number of persons in detention under Maintenance of Internal Security Act and broad grounds of detention in various states as on 4th June, 1977.

Name of State/Union Territory	No. of persons in detention for reasons connected with the Defence of India, the relations of India with foreign powers, or the security of India	No. of persons in detention for reasons connected with the security of the state or the Maintenance of Public order	No. of persons in detention for reasons connected with the Maintenance of Supplies and Services essential to the community	No. of persons in detention with a view to regulating continued presence of foreign or for making arrangements for his expulsion from India	Total
1	2	3	4	5	6
Gujarat	20	20
Jammu & Kashmir	52	..	93	145
Kerala	4	..	..	4
Maharashtra	3	..	3	6
Manipur	2	..	..	2
Meghalaya	1	1
Punjab	224	224
Tamil Nadu	5	..	..	5
Tripura	1	1
West Bengal	1042	291	..	1333
Delhi	13	2	..	..	15
Mizoram	40	..	..	40
TOTAL	13	1150	291	342	1796

The information in respect of remaining States/Union Territories is 'Nil'.

Probe into excesses committed by Shri Bansi Lal

(c) when the report of the enquiry is expected to be available?

525. DR. BAPU KALDATE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have instituted an enquiry into the excesses committed by Shri Bansi Lal, former Chief Minister of Haryana;

(b) if so, the terms of reference of the enquiry; and

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Yes, Sir.

(b) and (c). A copy of the notification appointing the Commission of Inquiry is laid on the Table of the House. [Placed in Library. See No. LT-345/77].

Deterioration of Law and Order situation in Delhi

526. SHRI SUKHDEO PRASAD VERMA:

SHRI K. LAKKAPPA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the fact that law and order and crime situation in the Union Territory of Delhi have further deteriorated;

(b) if so, the necessary steps Government have taken so far in this direction; and

(c) the number of incidents of murder and attempted murder that took place in May, 1977 in Delhi?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). The crime figures in Delhi have shown an upward trend. A number of measures were taken to improve the situation. These, *inter alia*, included intensification of patrolling in the city, posting of police pickets at strategic points, preventive action under the Cr. P.C. deployment of plain clothes detectives and enlistment of public support. As a result, there was a substantial decrease in the number of cases of looting, thefts and cheating in Delhi during May, 1977 as compared to April, 1977.

(c). 15 cases of murder and 21 cases of attempt to murder were reported in Delhi during the relevant period.

Release of Naxalites

527. SHRI SUKHDEO PRASAD VERMA:

SHRI PRADYUMNA BAL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of Naxalites released during the last three years; and

(b) the number of Naxalites still in prison in each of the States as on 30th May, 1977?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). The information is being collected and will be laid on the table of the House.

राज्यों द्वारा श्री संजय गांधी के दौरों
पर किये गये प्रबन्ध

528. श्री घण्टा सिंह गुलशन : क्या
गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या युवा कांग्रेस नेता के रूप में
श्री संजय गांधी द्वारा 1976-77 के दौरान
दौरों के समय राज्य सरकारें सुरक्षा के लिये
और अन्य मुविधाएं देने के लिए प्रबंध करती
थीं ; और

(ख) यदि हां, तो पुलिस तथा सुरक्षा
प्रबंधों पर कितना व्यय किया गया और उसने
प्रत्येक राज्य की कितनी बार यात्रा की ?

गृह मंत्री (चौधरी चरण सिंह): (क)
जी हां, श्रीमान् ।

(ख) आनंद प्रदेश, गुजरात, हिमाचल
प्रदेश, हरियाणा, जम्मू व कश्मीर, केरल,
मणिपुर, मेघालय, नागालैंड, पंजाब, सिक्किम,
तमिलनाडु तथा निपुरा राज्यों के संबंध में
सूचना संलग्न विवरण में दी गई है। शेष
राज्यों से संबंधित सूचना एकलित की जा रही है
और प्राप्त होने पर सदन के पटल पर रख
दी जायेगी ।

विवरण

युवा कांग्रेस नेता के रूप में श्री संजय गांधी ने 1976-77 के दौरान गुजरात, केरल, मणिपुर, मेघालय, नागालैंड, सिक्किम तथा विपुरा राज्यों का दौरा नहीं किया था । उन के द्वारा राज्यों के किये गये दौरों से संबंधित मूल्यांकन इस प्रकार है :—

क्रम सं०	राज्य का नाम	1976-77 के दौरान श्री संजय गांधी के दौरों की संख्या	पुलिस सुरक्षा पर खर्च	अन्य विवरण
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रु०

1. आनंद प्रदेश	2	88,820. 55	श्री संजय गांधी के साथ संसदीय कार्य तथा नागरिक विमानन के भूतपूर्व केन्द्रीय मंत्री तथा आनंद प्रदेश के मुख्य मंत्री गये थे । इसलिए श्री संजय गांधी की सुरक्षा के लिए अलग से आंकड़े उपलब्ध नहीं हैं ।
2. हरियाणा	4	1,03,380. 51	
3. हिमाचल प्रदेश	1	23,594. 30	
4. जम्मू व कश्मीर	1	शून्य	कोई खर्च नहीं किया गया था क्योंकि 1-1-77 को श्री संजय गांधी ने केवल निजा तौर पर राज्य का दौरा किया था ।
5. पंजाब	4	6,01,245. 00	संजय गांधी की सुरक्षा के लिए अलग से कोई खर्च नहीं किया गया क्योंकि वे श्री ग्रोम मेहता भूतपूर्व केन्द्रीय मंत्री के साथ गए थे ।
6. तमिलनाडु	1	शून्य	

Pandiyar Punnapuzha Hydro-Electric Project in Kerala

529. SHRI P. K. KODIYAN: Will the Minister of ENERGY be pleased to state:

(a) whether the Project report on the Kerala Pandiyar Punnapuzha Hydro-Electric Scheme was forwarded to Central Water and Power Commission by Kerala State Electricity Board long back for technical clearance;

(b) if so, whether any decision has been taken thereon; and

(c) if not, by when it is expected?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The scheme Report originally submitted in February, 1973 was resubmitted in January, 1976 after modifications in the light of comments by Central Electricity Authority, Central Water Commission and Ministry of Finance. The cost estimates of scheme were re-cast by Kerala State Electricity Board on the basis of comments of Central Electricity Authority and Central Water Commission and submitted to Central Electricity Authority in February, 1977.

(b) No, Sir.

(c) Since the project would utilize tail race releases from the Tamil Nadu Pandiyar Punnapuzha Project, the decision can be finalised only after the technical clearance of the upstream Tamil Nadu Pandiyar Punnapuzha Project.

Naxalites killed in alleged encounters during Emergency

530. SHRI R. K. AMIN:

SHRI SATYENDRA NARAYAN SINHA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of Naxalites killed in alleged encounters during the Emergency in the country;

(b) whether attention of Government has been drawn to the interim report of the Enquiry Committee headed by Shri V. M. Tarkunde to investigate into the deaths of Naxalites in alleged encounters with police in Andhra Pradesh during Emergency; and

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

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) 31. This does not include information relating to the States of Andhra Pradesh; J & K; Karnataka; Kerala; Madhya Pradesh Orissa; Rajasthan; Uttar Pradesh and West Bengal. Information relating to these States is being collected and will be laid on the Table of the House.

" (b) Yes.

(c) A statement is being made on this matter in response to a Calling Attention Notice later today.

सरकारी अधिकारियों द्वारा राजस्थान में मूतियों की चोरी

531. श्री सुरेन्द्र विक्रम: क्या गृह मंत्री यह बताने की कृपा करेंगे कि राजस्थान में बहुत से सरकारी अधिकारियों द्वारा 1 मई, 1977 से 30 मई, 1977 के दौरान मूतियों की चोरी की कितनी शिकायतें उन्हें मिली और उन पर क्या कार्यवाही की गई ?

गृह मंत्री (चौधरी चरण सिंह): ऐसी कोई शिकायत प्राप्त नहीं हुई है।

Study Leave for Army Officers

532. SHRI P. G. MAVALANKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the officers and other senior personnel in the Army are unable to enjoy necessary study-leave for improvement and strengthening of their qualifications at home and abroad;

(b) if so, the facts thereof; and

(c) the number of officers who availed themselves of such facilities during the year 1976?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c). Study Leave is admissible only to Permanent Commissioned Officers of the Army Medical Corps, the Army Dental Corps, Veterinary Officers of the Remount and Veterinary Corps, and officers of the Military Farms.

Officers of the other Corps of the Army or JCOs/NCOs or OR of any Corps are not entitled to Study Leave.

The Study Leave is granted, where admissible, for a period not exceeding 24 months during the entire service; however, the Study Leave is not allowed for a period of less than six months. During Study Leave full pay of Substantive Rank is admitted.

In 1976, 33 officers of the Army Medical Corps, 2 officers of the Remount and Veterinary Corps, and one officer of the Military Farms availed of this facility of Study Leave; out of them 4 AMC officers were granted Study Leave for studies in U.K.

सरकारी विभागों तथा सरकारी उपकरणों द्वारा संसदीय चुनावों के दौरान विज्ञापन

533. श्री मोठालाल पटेल क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पिछली सरकार ने हाल के संसदीय चुनाव के दौरान किन्हीं समाचार पत्रों तथा पत्रिकाओं को विज्ञापन दिये थे ; और

(ख) यदि हां, तो किन-किन विभागों तथा सरकारी उपकरणों द्वारा यह विज्ञापन किस-किस पत्र तथा पत्रिका को किस-किस दर पर दिये गये थे ?

सूचना और प्रसारण मंत्री (श्री साल हृष्ण आडवाणी) : (क) जी, हां। विज्ञापन और दृश्य प्रचार निदेशालय ने 18 जनवरी, 1977 से 20 मार्च, 1977 तक की अवधि के दौरान वर्गीकृत विज्ञापनों सहित अपने विभिन्न विज्ञापन अभियानों के लिए 2014 समाचार पत्रों नियन्त्रकालिक पत्रों का उपयोग किया।

(ख) विज्ञापन और दृश्य प्रचार निदेशालय, रेलवे को छोड़कर विभिन्न मंत्रालयों और सरकारी विभागों की ओर से विज्ञापन जारी करने वाली के द्वायकृत एजेंसी है। कुछ स्वायत्तशासी निकाय और सरकारी उपकरण भी अपने विज्ञापनों को, विज्ञापन और दृश्य प्रचार निदेशालय के माध्यम से जारी करते हैं।

विज्ञापन और दृश्य प्रचार निदेशालय द्वारा जिन मंत्रालयों, सरकारी विभागों, स्वायत्तशासी निकायों और सरकारी उपकरणों की ओर से विज्ञापन जारी किए गए हैं। उनके नाम विवरण 1 में दिये गये हैं जो सभा पट्टन पर रखा गया है। [प्रस्ताव नं. 346/77] इस प्रकार जिन समाचार पत्रों को विज्ञापन दिए गए, उनके नाम विवरण 2 में दिए गए हैं। उनको विज्ञापन उस समय लागू दरों पर दिये गये थे।

Celebration of Shri Sanjay Gandhi's Birthday in Delhi Schools

534. SHRI G. M. BANATWALLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Delhi Administration passed orders for all Government Schools under Delhi Administration to hold functions to celebrate Shri Sanjay Gandhi's birthday during December 1976;

(b) if so, whether any approval of the Central Government was obtained; and

(c) if not, the action Government propose to take against the persons concerned who passed such orders?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) According to the information received from Delhi Administration, no such orders were passed by them.

(b) and (c) Does not arise.

Reinstatement of Government Employees

535. SHRI G. M. BANATWALLA: Will the Minister of HOME AFFAIRS be pleased to state

(a) the number of employees whose services have been terminated during the Emergency from each Ministry of the Government of India; and

(b) whether all such employees have since been reinstated?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) and (b). A Statement is attached.

Statement

The Department of Personal and Administrative Reforms has no information regarding number of Government servants whose services could

have been terminated under the provisions of C.C.S. (Temporary Services) Rules, 1965, during the period of emergency. However, 71 Central Government employees were either dismissed or removed from service by invoking the provisions of proviso (c) to article 311 (2) of the Constitution during the period of internal emergency. The Ministry-wise break-up is given below:—

(1) Ministry of Communications	21
(2) Ministry of Finance	18
(3) Ministry of Railways	12
(4) Ministry of Home Affairs	6
(5) Ministry of Defence	4
(6) Department of Supply	2
(7) Ministry of External Affairs	2
(8) Ministry of Law	1
(9) Ministry of Commerce	1
(10) Ministry of Information and Broadcasting	1
(11) Department of Official Language	1
(12) Ministry of Works & Housing	1
(13) Department of Agriculture	1
Total:	71

The cases of the above mentioned employees have been reviewed and the Ministries/Departments concerned have been advised to reinstate immediately those employees whose services were dispensed with on account of their alleged participation in the activities of the previously banned Organisations. These instructions do not apply to those Central Government employees whose services were dispensed with on account of their participation in espionage and similar objectionable and illegal activities.

Closure of Maruti Concerns

536. SHRI G. M. BANATWALLA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news reports in the Blitz dated 23rd April, 1977 wherein it has been stated that Rs. 32 crores loss was suffered by Haryana Government under the Ministry headed by Shri Bansi Lal; and

(b) if so, whether Government propose to inquire into this loss.

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH):

(a) The report in the Blitz Weekly's issue of April 23 1977, which refers to certain matters relating to the purchase transactions of Haryana State Electricity Board, has come to the notice of Government.

(b) Matters arising out of the report of special audit of the purchase transactions of Haryana State Electricity Board, which appeared, *prima facie*, to warrant a further probe have been referred for inquiry, amongst other matters, to the Commission of Inquiry appointed to inquire into the allegations against Shri Bansi Lal.

Review of jail manual

537. SHRI D. D. DESAI:

SHRI PRADYUMNA BAL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether many reports of ill treatment of detenus in jails in the last few years have come to Government's notice; and

(b) if so, whether Government propose to undertake a review of jail manuals to bring them up to date and in line with modern concepts of humane treatment in jails?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH):

(a) Allegations of illtreatment of

detenus in jails have come to the notice of government. Cases of such illtreatment during the period of Emergency will come within the purview of the Shah Commission.

(b) The Government of India have prepared a Model Prison Manual and in 1964, recommended it to the States for adoption. This manual takes care of the aspect of humane treatment also. The States are being persuaded to revise their manuals accordingly.

Pollution from Nuclear Power Plants

538. SHRI D. D. DESAI: Will the Minister of ATOMIC ENERGY be pleased to state whether in view of the recent debate in the Western countries over possible pollution fears from nuclear power plants, Government will reconsider their utility?

THE PRIME MINISTER (SHRI MORARJI DESAI): No, Sir. Utmost precautions are taken to ensure that the environment is protected from any possible pollution.

Paradeep Port

539. SHRI SHARAT KUMAR KAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Paradeep Port is having a master plan;

(b) if so, what was the emergent necessity to deviate from the master plan to construct Gopabandhu Stadium at a site not fit for stadium;

(c) whether all the tender formalities were not observed for the construction of this stadium; and

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

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes.

(b) The Port Trust decided to locate Gopabandhu Stadium in its present site in preference to the one earmarked for playground in the master plan

on account of its proximity to other recreational facilities like library and Drama Pandal and the smaller quantity of earth filling required.

(c) and (d). The Port Trust has confirmed that the tender formalities for the construction of the stadium were observed. The question of Government taking any action does not therefore arise.

Complaints against Directors of Central Government Employees Consumer Cooperative Society

540. **SHRI SHEO SAMPAT:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there have been many complaints of various nature against the elected Directors of the Central Government Employees Consumer Co-operative Society Ltd., New Delhi from various sources made to the Chairman, Board of Directors of the Society;

(b) the steps taken in the matter; and

(c) the justification of the present Board of Directors continuing against the wishes of the General Body?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) Yes, Sir, a few complaints were received against the elected Directors.

(b) These were considered by the Board of Administration and appropriate action taken where deemed fit.

(c) The Board of Directors is already in the process of being re-constituted according to the provisions of the bye-laws of the Society. As such, the question of its continuing against the wishes of the General Body does not arise.

Manufacture of T.V. Sets

541. **SHRI SHEO SAMPAT:** Will the Minister of ELECTRONICS be pleased to state:

(a) the names and number of factories manufacturing television sets in the country;

(b) the various models and brand names of television sets and their price-range;

(c) whether Government exercises any control over the price and quality of these television sets; and

(d) the extent to which the price of E.C. television sets have been reduced during the last one year and the efforts made to produce the Janta model television sets by EC for the use of a common man?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a). The total number of manufacturers licensed/approved for production of TV sets in the country is 63. The list of these manufacturers is given in statement I laid on the Table of the House. [Placed in library. See No. LT-347/77].

(b) TV sets with a screen size of 51 cm. and based on either hybrid or solid state circuitry are available in the market. 31/36 cm screen size TV sets based on solid state circuitry are also being marketed. The number of brand names in the market is about 34 while the number of models is much larger. The brand names are indicated in statement I laid on the Table of the House. [Placed in Library. See No. LT-347/77]. However, the brand names listed are not exhaustive. The customer prices of the different models of TV sets with a screen size of 51 cm range from Rs. 1,925 to Rs. 3,250 depending on the extent to which the set is dressed up as a luxury model.

(c) To bring down prices a differential excise duty structure on TV sets was introduced in the Union Budget for 1976-77, whereby sets with an

ex-factory price of Rs. 1,800 and less had to pay an excise duty of only 5 per cent, while those above that level carried a duty of 20 per cent. As a result, a single channel set by itself was available during 1976-77 at a price which was Rs. 700 less than that at which such a set would have been purchased by a customer prior to March 1976. Furthermore, in mid-1976, the Department of Electronics appointed two techno-economic Panels of experts, one on TV sets and the other on TV picture tubes, to review the cost and price structure of those products. Both Panels have since submitted their reports and these are under the consideration of the Electronics Commission for formulation of Government policy in this regard. To assist manufacturers to upgrade the quality of their sets, the Department of Electronics is promoting the setting up of Test & Development Centres in several States/Union Territories and also a Test & Evaluation Centre at the National Physical Laboratory, New Delhi. The Government does not exercise any direct control on the quality of these sets.

(d) There has been a reduction of about Rs. 200 in the consumer price of an EC TV set during 1976-77. ECIL has developed a hybrid, single channel, 51 cm TV set which it is intending to market at an *ex-factory* price of Rs. 1,800.

Key Prosecution Witness In Baroda Dynamite Case

542. SHRI PRASANNBHAI MEHTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the progress of action taken on Shri Sharad Patel against whom a CBI case was in progress; and

(b) whether Shri Sharad Patel was a key prosecution witness in what is called the Baroda Dynamite Case?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH):

(a) A charge-sheet was filed by the C.B.I. in a case against Shri Sharad

Patel and 3 others before the Sub-Divisional Magistrate, Alipur, Calcutta, on 30th December, 1975. The case is pending trial in the court.

(b) Shri Sharad Patel was one of the prosecution witnesses in the Baroda Dynamite Case.

Progress of Hydel Projects

543. SHRI DURGA CHAND: Will the Minister of ENERGY be pleased to state:

(a) the number of hydel projects together with their names on which work is at present in progress;

(b) the progress made so far in each of these projects;

(c) by when each project will be completed and commissioned; and

(d) outlines of the benefits to be derived from each project on completion?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) to (d). The total number of hydro-electric projects on which work is in progress is 39. The names of these projects alongwith the progress made so far on each of them, the likely date of their commissioning and benefits to be derived from them on their completion are given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-348/77].

Censorship of Films

544. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Central Board of Film Censors did not meet during the year 1976;

(b) whether films were called to Delhi and decisions about censorship were taken at Ministerial level; and

(c) if so, the particulars thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) No meeting of the Board of Film Censors took place during 1976.

(b) and (c). All films presented for censorship were examined and dealt with by the prescribed authority after they were seen by the Examining Committees and, in some cases, by Revising Committees of the Board of Film Censors constituted in accordance with the provisions of the Cinematograph Act, 1952 and the Rules made thereunder. However, on the basis of complaints received either in writing or otherwise, some films were called for and dealt with by the Central Government in accordance with the provisions of the Cinematograph Act and the Rules made thereunder.

Capacities of Industrial Units

545. SHRI S. R. DAMANI: Will the Minister of INDUSTRY be pleased to state:

(a) a list of new industrial units that came into production during 1976-77 together with the items and their capacities;

(b) what were the dates of their licensing and whether causes have been ascertained where the delay of implementation has been more than two years; and

(c) if so, the facts thereof?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) to (c). A statement showing the details of new industrial units which came into production during 1976-77 together with the items of manufacture, licensed capacity and the date of licence issued, is enclosed. Those units which have taken more than two years for implementation have been indicated in the statement laid on the Table of the House. [Placed in Library. See No. LT-349/77.]

An industrial licence is generally issued with an initial validity period of 2 years, which can normally be

extended for a period of another 2 years. Any extension after four years, is granted only if there is strong justification.

Generally large projects have a greater period of gestation. Reasons for abnormal delay in the implementation of industrial units given in the statement are delay in fabrication of indigenous machinery, delay in import of capital goods, delay due to foreign collaborator, delay in raising of finances according to standard guidelines, etc.

Industrialization of Backward Areas

546. SHRI S. R. DAMANI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government has drawn up a policy for industrializing backward areas;

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

(c) the proposals to attract entrepreneurs to take industries to backward areas?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) and (b). Concentration of industries in certain areas has been due to the ready availability of power, water supply and transport facilities which have been developed there. It is one of the aims of national planning to ensure that these infrastructural facilities are steadily made available to areas which are at present lagging behind industrially or where there is greater need for providing opportunities for employment, provided the location is otherwise suitable. In implementation of industrial licensing policy, Government also ensures that licensing decisions conform to the growth profile of the Plan and that techno-economic and social considerations such as economies of scale, appropriate technology, balanced regional development and development of backward areas are fully reflected.

(c) The Government offer the following incentives for the entrepreneurs to locate their industries in backward areas:—

- (i) Concessional finance;
- (ii) Treatment of development loans as equity;
- (iii) Relief in Income Tax;
- (iv) Free Technical Consultancy Services;
- (v) Relaxation in establishment of banned industries;
- (vi) Interest Subsidy for a longer period;
- (vii) Supply of machinery on concessional terms;
- (viii) Subsidy on Fixed Capital Investment;
- (ix) Special facilities for importing raw material and components; and
- (x) Transport Subsidy.

चुनाव-परिणाम घोषित करते समय
श्री बसीलाल द्वारा मजिस्ट्रेट को
थप्पड़ मारा जाना

547. श्री नवाब सिंह चौहान : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनका ध्यान दिनांक 23 मार्च 1977 के पाकिस्तान के एक समाचार-पत्र 'डान' में प्रकाशित उस समाचार की ओर दिलाया गया है जिसमें कहा गया था कि हाल के चुनाव-परिणामों की घोषणा के समय भूतपूर्व रका मंत्री श्री बसीलाल को उम मजिस्ट्रेट के थप्पड़ मारने पर गिरफतार कर लिया गया था जो परिणामों की घोषणा कर रहा था ; और

(ख) यदि हां, तो उक्त घटना के तथ्य क्या है और इस बारे में क्या कार्यवाही की गई है ?

गृह मंत्री (श्रीशरी चरण सिंह) :
(क) इस संबंध में रिपोर्ट पाकिस्तान के समाचारपत्र 'डान' के अंक तारीख 22-3-77 में प्रकाशित हुई थी ।

(ख) राज्य सरकार से प्राप्त सूचना के अनुसार वहां ऐसी कोई घटना नहीं हुई थी ।

वायुमंडल तथा समुद्रीय जल में रेडियो धर्मिता के संबंध में जांच

548. श्री नवाब सिंह चौहान : क्या परमाणु ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार देश के वायुमंडल तथा समुद्रीय जल में फैली रेडियो धर्मिता की मात्रा के बारे में समय-समय पर जांच करती है ;

(ख) यदि हां, तो गत दो वर्षों के दौरान किन-किन क्षेत्रों में और कितनी बार ये जांच कराई गई और कितनी रेडियो धर्मिता प्रत्येक स्थान पर पाई गई ; और

(ग) किन-किन स्थानों पर यह मात्रा इतनी थी जो मनुष्यों के लिये हानिकारक हो सकती है और सरकार ने इस मन्त्रालय में क्या उपचारात्मक उपाय किये हैं ?

प्रधान मंत्री (श्री मोरारजी देसाई) :

(क) जी, हां । वायुमंडल में फैली रेडियो-धर्मिता की मापने का काम हमारे देश में पिछले कई वर्षों से किया जा रहा है । तथापि, समुद्र के पानी की रेडियो-धर्मिता की मापने का काम नेमी रूप से नहीं किया जाता है ।

(ख) वायु मंडल में फैली रेडियो-धर्मिता को मापने का काम गुलमर्ग, गंगटोक, नई दिल्ली, कलकत्ता, बम्बई, नागपुर, बंगलौर हैदराबाद, ऊटकमंड, मद्रास तथा थम्बा स्थित मानिटरिंग स्टेशनों की श्रंखला की सहायता से किया जाता है । नाभिकीय संयंत्रों आदि

के परिचालन के परिणामस्वरूप पर्यावरण में उत्पन्न होने वाली रेडियो-धर्मिता का मापन बम्बई, तारापुर, राणाप्रताप सागर (कोटा) कलपक्कम, हैदराबाद, जादूगोडा तथा भाल्वे स्थित मानिटरिंग योगसालाएँ करती हैं।

बायु मंडल में फैली रेडियो-धर्मिता की कुल मात्रा का स्तर अब तक 0.1-0.5 dpm क्षयाविक भीटर बायु के बीच पाई गई है। रेडियोसक्रियता का यह स्तर उस स्तर से अधिक नहीं है जो कि प्राकृतिक कारणों से उत्पन्न हो सकता है। पर्यावरण में पाई गई रेडियोसक्रियता की मात्रा भी उस सीमा के भीतर ही है जो कि विकिरण बचाव संबंधी अन्तरराष्ट्रीय आयोग द्वारा जनसाधारण के लिए समय-समय पर सुरक्षित घोषित की गई है।

(ग) अब तक किये गये मापनों से यह पता चला है कि रेडियोसक्रियता के स्तर मान्य सीमाओं के प्रत्यंगत रहे हैं तथा मानव जाति के लिए हानिप्रद नहीं है। अतः इस संबंध में निरोधात्मक उपाय अपनाने का प्रश्न ही नहीं उठता है।

Allocation of Time by Doordarshan and AIR to Opposition Parties

549. SHRI R. V. SWAMINATHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Doordarshan and All India Radio are being misused by the present Government and the Opposition views are not being properly given due share in the news bulletins; and

(b) if so, the time given in the news bulletins in regard to the opposition parties views?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) No, Sir.

(b) Does not arise.

Rural Electrification in Tamil Nadu

550. SHRI R. V. SWAMINATHAN: Will the Minister of ENERGY be pleased to state:

(a) whether Rural Electrification Corporation disbursed to State Electricity Corporations Rs. 88.2 crores during 1976-77;

(b) if so, the total amount given to Tamil Nadu State Electricity Corporation;

(c) the amount utilised by them;

(d) whether in the State large areas are still without electrification; and

(e) the time by which rural electrification in the State is likely to be completed?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) During 1976-77, the Rural Electrification Corporation disbursed to the various State Electricity Boards, Rural Electric Cooperative Societies and State Governments loan instalments amounting to Rs. 88.19 crores in respect of rural electrification projects sanctioned by the Corporation.

(b) Out of Rs. 88.19 crores disbursed during 1976-77, Rs. 2.43 crores were disbursed to Tamil Nadu Electricity Board.

(c) The Rural Electrification Corporation had from its very inception upto 31st March, 1977 disbursed total loans amounting to Rs. 15.84 crores for rural electrification projects in Tamil Nadu. The State Electricity Board has intimated that approximately Rs. 12 crores were spent upto 31st March, 1977.

(d) There are 15,735 villages in Tamil Nadu. 15,516 villages had been electrified upto 31st March, 1977. 219 villages still remain to be electrified.

(e) The State Electricity Board has intimated that subject to the availability of the required funds they propose to complete electrification of all the villages in the State by the end of the Fifth Plan.

Effect of Power Shortage in Tamil Nadu Industries

551. SHRI R. V. SWAMINATHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether industries were greatly affected in Tamil Nadu due to the power shortage in the State;

(b) if so number of industries which suffered loss;

(c) whether Tamil Nadu cement industry was restored to its original production only on the intervention of the Union Minister; and

(d) the steps Government propose to take to avoid shortfall?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) Yes, Sir.

(b) There has been a general decline in production, and more particularly of aluminium, fertilizers and caustic soda, etc. It is, however, difficult to assess precisely the number of industries affected or the extent of loss in production solely due to power shortage.

(c) The Union Minister of Commerce & Civil Supplies wrote to the Tamil Nadu and Kerala Governments. Under an agreement between the two Governments, Kerala State Electricity Board agreed *inter-alia* of spare power for the cement units in Tamil Nadu.

(d) Steps have been taken to commission an additional capacity of 345 M.W. of power during the next two years—110 MW in 1977-78 and 235 MW in 1978-79. Besides, a nuclear station at Kalpakkam is also under construction. In addition to these measures it is proposed to meet the power requirements of Tamil Nadu by increased thermal generation, import of hydel power from Kerala, increased hydel generation from the State's own power stations and by rational management of power resources in the southern region.

Murders and Police Firings in the Country

552. SHRI SOMNATH CHATTERJEE: Will the Minister of HOME AFFAIRS be pleased to state: (a) the number of murders in the country committed during the last three years, State-wise;

(b) the number of political murders out of them, State-wise;

(c) the number of persons belonging to political parties who died of police firing during this period, State-wise;

(d) the number of cases of deaths through police firing investigated into by the erstwhile Central Government and the State Governments; and

(e) whether Government propose to consider to order a thorough probe into the alleged police excesses during the above period?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): (a) to (d). The information is being collected and will be laid on the Table of the House in due course.

(e) Police excesses during the period of Emergency are covered by the terms of reference of the Shah Commission.

Denationalisation of Public Sector Undertakings

553. SHRI VASANT SATHE: Will the Minister of INDUSTRY be pleased to state: (a) whether there is a proposal for denationalisation of some of the public sector undertakings/projects including nationalised banks on the plea that nationalisation has led stagnation of the economy and thus strengthened private sector at the cost of public sector;

(b) if so, main features of the Government proposals in this regard;

(c) whether with the help of production of public sector now spread over wide spheres of economy, industrialists (private sector) spread their empires, earning huge profits; and

(d) if so, action taken/proposed to stop the loot of public sector by private sector?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA) : (a) No. Sir, so far as the Industries are concerned.

(b) Does not arise.

(c) and (d). The policy followed by Government is directed towards achieving a balanced industrial growth through a mixed economy. If there are any specific instances of industrialists in the private sector looting the public sector, they may be brought to the notice of Government so that they could be investigated and remedial action taken.

Revision of Coal Prices

554. SHRI VASANT SATHE : Will the Minister of ENERGY be pleased to state:

(a) whether there is a proposal under consideration of Government for effecting revision of coal prices;

(b) if so, facts thereof; and

(c) decision taken in the matter?

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

(b) and (c). An Inter-Ministerial Committee was constituted on 8th January, 1975 to examine the question of coal prices. Pending completion of detailed studies, the Committee submitted an interim report in March, 1975 recommending the new price structure for 1975-76. With some modification to the recommendation contained in the interim report of the Committee, the pit-head

prices of coal/coke were revised w.e.f. 1-7-75 which are still in force.

The Committee has since submitted its final report on the revision of coal prices for 1977-78 and 1978-79, which is under consideration of the Government.

मध्य प्रदेश के मन्दसौर जिले में रेडियो स्टेशन

556. डा० लक्ष्मी नारायण पाण्डे : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के मन्दसौर जिले में, जोकि राजस्थान की सीमा पर है और जो इन्दौर से लगभग 250 कि० मी० है, एक रेडियो स्टेशन स्थापित करने की मांग की गई है; और

(ख) यदि हाँ, तो इस मामले में सरकार द्वारा क्या कार्यवाही की गई है ?

सूचना और प्रसारण मंत्री (धी साल कृष्ण पाण्डवाणी) : (क) जी' नहीं। मन्दसौर जिला पहले ही आवाशवाणी के इन्दौर केन्द्र के प्रायमिक सेवा क्षेत्र में आता है।

(ख) प्रश्न नहीं उठता।

Reconstitution of Film Censor Board

557. DR. LAXMINARAYAN PANDEYA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are considering the reconstitution of the Film Censor Board;

(b) whether there are complaints of irregularities and favouritism against the existing Board; and

(c) the basis or criteria adopted in the constitution of the Film Censor Board?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) Yes, Sir.

(b) No complaints of irregularities and favouritism against the existing Board have been received by Government. However, on receipt of complaints in writing against some films or otherwise, these were called for and dealt with by the Central Government in accordance with the provisions of the Cinematograph Act and the Rules made thereunder.

(c) Members of the Board are appointed on the basis of their individual merits and suitability, being persons qualified, in the opinion of the Central Government, to judge the effect of films on public.

उच्च न्यायालय के परिसर में राष्ट्रपति के रूप में कार्य कर रहे उपराष्ट्रपति के पुतले को जलाये जाने के समाचार

558. श्री जनेश्वर मिश्र : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उच्चतम न्यायालय के निर्णय के पश्चात् उच्चतम न्यायालय के परिसर में कुछ अवांछनीय तत्वों ने राष्ट्रपति के रूप में कार्य कर रहे उपराष्ट्रपति का पुतला जलाया था तथा उनके विरुद्ध नारे लगाये थे; और

(ख) इस मामले में सरकार ने क्या कार्यवाही की है ?

गृह मंत्री (चौधरी चरण सिंह) : (क) ऐसी कोई घटना सरकार के ध्यान में नहीं आई है।

(ख) प्रश्न नहीं उठता है।

Coal Supply for Steel

559. SHRI K. LAKKAPPA : (Will the Minister of ENERGY be pleased to state:

(a) whether there is any plant for maintaining coal supply for steel; and

(b) if so, outlines thereof?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN) :

(a) and (b). Yes, Sir. An Annual Plan for coal supplies to steel plants during 1977-78 has been drawn up in consultation with Steel Authority of India and Department of Steel. The anticipated demand of coking coal during 1978-79 and 1983-84 is estimated approximately at 17.4 and 20 million tonnes respectively for a hot metal production of approximately 12 million tonnes during 1978-79, and 14.8 million tonnes during 1983-84. Steps have been taken to meet the anticipated coal requirements of steel plants.

ट्रैक्टरों का मूल्य

560. श्री कें लक्ष्मा : क्या उच्चोग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत वर्ष के दौरान ट्रैक्टरों के मूल्यों में काफी वृद्धि हुई है;

(ख) क्या उनके मूल्यों को कम करने हेतु सरकार में अनुरोध किया गया है; और

(ग) यदि हां, तो इस बारे में सरकार द्वारा क्या कार्यवाही की जा रही है ?

उच्चोग मंत्री (श्री दृजसाल वर्मा) :

(क) ट्रैक्टरों का निर्माण करने वाले 11 एकांकों में से वर्ष 1976 में पांच एकांकों ने कच्चे माल, हिस्से पुजों, उपरिव्यव आदि की कीमत में वृद्धि के कारण अपने ट्रैक्टरों की कीमत बढ़ाई।

(ख) तथा (ग) जी हां, सरकार उचित स्तर तक कीमतों को रोकने के लिए प्रयत्न करती रही है। अलग-अलग व्यवस्था शक्तियों में अधिक पसन्द किए जाने वाले माडल के ट्रैक्टरों की कीमतों पर मूल्य निगरानी रखी जा रही है।

Protection of Borders

561. SHRI P. RAJAGOPAL NAIDU: Will the Minister of DEFENCE be pleased to state:

(a) whether there are separate army divisions to protect the borders; and

(b) if so, whether there is Himalayan Army to protect Northern borders?

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b). There are no separate divisions as such, nor is there any Himalayan Army to protect the borders. Our divisions are suitably trained and equipped to protect the borders in mountain regions as well as in the plains.

Use of Earth Stations for T.V. Programmes

562. SHRI P. RAJAGOPAL NAIDU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Earth Stations at Dehradun and Lachiwala Forest linked at New Delhi are being used to channel T. V. Programmes; and

(b) if so, whether that link is being used to relay T.V. programmes in the South?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) Yes, Sir.

(b) No, Sir. The Earth Station at Dehradun is linked to the INTELSAT system for international telecommunication and television exchange.

Filling of Character Certificates along with Applications for Government Jobs

563. SHRI SHAMBUNATH CHATURVEDI: Will the Minister of HOME AFFAIRS be pleased to state

whether Government propose to abolish the requirement of filling character certificates with applications for Government jobs?

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): No, Sir.

Water Shortage in Asansol Coalfield area

564. SHRI ROBIN SEN: Will the Minister of ENERGY be pleased to state:

(a) whether drought situation prevails in every summer season in Asansol coalfield area; and

(b) if so, whether the Eastern Coalfield Ltd. authorities will be directed to supply water to the nearby villages by filling up the dried up tanks?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) It is true that water scarcity prevails in the summer season in Asansol coalfield area.

(b) The only source of water for the population residing in colliery areas belonging to Eastern Coalfields Ltd. is the pit water. The authorities have to supply water first to their own workers and their dependents living in the colliery premises. After meeting this obligation where they have still excess water, they have been allowing filling up of tanks of those villages which are within the precincts of the colliery.

मारुति लिमिटेड, द्वारा भूमि का अर्जन

565. श्री अर्जुन सिंह भवौरिया : क्या उष्णोग मंत्री यह बताने की कृपा करेंगे कि :

(क) छोटी कार (मारुति) बनाने वाले कारखाने की स्थापना कब हुई तथा इसके निर्माण हेतु किन किन जोगों की जमीन ली गई और कितनी;

(क) क्या जमीन के मालिकों को उसका उचित मुआवजा नहीं दिया गया; और

(ग) क्या उपरोक्त जमीन के संबंध में कोई आपत्ति उठाई गई थी और यदि हाँ, तो आपत्ति उठाने वाले व्यक्तियों के नाम क्या हैं?

उद्घोग मंत्री (श्री बृजलाल बर्मा) :

(क) मेरा मालित लिमिटेड ने 7 जुलाई, 1975 से उत्पादन प्रारंभ होने की सूचना दी। जिन-जिन लोगों की जमीनें ली गई थीं उनके नाम, कितने एकड़ भूमि ली गई, मुआवजे का मुश्तकान और उठाई गई आपत्तियों आदि के बारे में अपेक्षित जानकारी का संबंध हरियाणा राज्य सरकार से है। राज्य सरकार से जानकारी मंगाई गई है और वह सभा-पट्टन पर रख दी जायेगी।

(ब) तथा (ग) 30 मई, 1977 को भारत के असाधारण राजपत्र में प्रकाशित कृह मंत्रालय द्वारा जारी की गई 30 मई, 1977 की अधिसूचना के द्वारा केन्द्रीय सरकार ने मालित लिमिटेड और उससे मम्बद कम्पनियों से संबंधित विभिन्न मामलों के बारे में एक जांच आयोग नियुक्त किया है। विचारार्थ विषयों में मालित कार परियोजना को नाइसेस देने और हरियाणा राज्य के गुडगांव जिले में जमीन लेने अथवा आवंटन के अधिकारी और वैधना संबंधी सभी मामलू हैं, जिसमें जमीन के भूतपूर्व कब्जेदारों/मालिकों को वेदन्वल करने से संबंधित परिस्थितियों और तरीका एवं उन्हें दिया गया अथवा देय मुआवजे की यथेष्टता भी शामिल है।

शक्ति चालित हलों का भूत्य

566. श्री जगद्व्याप्रसाद यादव : क्या उद्घोग मंत्री यह बताने की कृपा करेंगे कि :

(क) 1974-75, 1975-76 और 1976-77 में देश में कितनी कम्पनियों

शक्ति चालित हलों का उत्पादन कर रही थीं और उनके नाम क्या हैं तथा उन्होंने प्रत्येक वर्ष में कितने शक्ति चालित हलों का उत्पादन किया;

(ख) इन शक्ति चालित हलों की कीमत क्या है तथा उन पर विभिन्न करों की राशि कितनी है;

(ग) क्या सरकार ने शक्ति चालित हलों की उपयोगिता और भूत्य में तालमेल की जांच की है और यदि हाँ, तो उसका क्या परिणाम निकला;

(घ) क्या शक्ति चालित हल, विशेष-कर एयर कूलर टाइप हल (जैसे मिसुविशी बंगलौर द्वारा उत्पादित) किसानों को बहुत तंग कर रहा है; और

(इ) क्या सरकार का विचार है कि इन शक्ति चालित हलों का उत्पादन और विकी बन्द की जाए तथा किसानों को परेशानी से बचाया जाये?

उद्घोग मंत्री (श्री बृजलाल बर्मा) :

(क) और (घ) आवश्यक जानकारी विवरण में दी गई है जो मम्बा पट्टन पर रखा गया है [अन्धालय में रखा गया। देखिये संख्या LT-350/77]

(ग) सरकार ने हाल ही में राष्ट्रीय श्रीद्वारिक विकास निगम से यह कहा है कि वह शक्ति चालित उद्घोग के बारे में प्रश्न्यन करे और इसके विविध उपयोग के लिये शक्ति चालित हलों का भूत्य कम करने, मांग पैदा करने, डिजाइन में मुद्धार करने आदि के बारे में उपाय मुझाए। उनकी रिपोर्ट की प्रतीक्षा की जा रही है।

(घ) सरकार को ऐसी कोई शिकायत नहीं मिली है।

(इ) इन ही नहीं उठता।

10-year plan by association of Indian Engineering Industry

567. SHRI P. K. DEO: Will the Minister of INDUSTRY be pleased to state:

(a) whether a 10-year plan has been recommended by the Association of Indian Engineering Industry in a paper presented to Prime Minister; and

(b) If so, salient features of the plan and reaction of Government in this regard?

THE MINISTER OF INDUSTRY (SHRI BRIJ LAL VERMA): (a) Yes, Sir.

(b) The document presented to the Prime Minister contains ideas of the Association of Indian Engineering Industry on Planning Process, Fiscal Policy, Monetary Policy, Import and Export Policy, Industrial Relations etc. In the Chapter on the Planning Process, the Association has emphasized the need for consistency in planning policy, industrial policy, licensing policy, monetary policy, fiscal policy and import and export policy. In this context, it has been suggested that Government should have a 10-year Guideline Plan so that planning is made a gradual process. This, it has been stated, would give an indication to industry and thus reduce their risks. Government have noted these suggestions.

दिल्ली के भूतपूर्व निगम आयुक्त के निवास स्थान पर छापा

568. श्री उपरसन: क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली के भूतपूर्व नि आयुक्त श्री बी०प्रार० टमटा के पोर्ट ब्लेयर (प्रणित) स्थित निवास पर के द्वीय जांच घूरे द्वारा छापा मारा गया था; और

(ख) यदि हां, तो इसके क्या कारण हैं तथा छापे के दौरान प्राप्त दस्तावेजों और अन्य वस्तुओं का व्योरा क्या हैं ?

गृह मंत्री (बौधरी चरण सिंह) : (क) तथा (ख) : केन्द्रीय आमुचना व्यूरो द्वारा अपराधिक वड्यनवय से संबंधित उस मामले की जांच पड़ताल के दौरान न्यायालय द्वारा जारी किये गये एक वारन्ट के आधार पर 26-5-1977 को पोर्ट ब्लेयर में श्री बी०प्रार० टमटा के निवास स्थान की तलाशी ली गई थी जिसमें श्री बी०प्रार० टमटा ने दिल्ली नगर निगम के आयुक्त के रूप में कार्य करते समय अपने सरकारी पद का तथाकथित दुरुपयोग किया था और दिल्ली जल प्रदाय तथा मल निकासी उपक्रम को 'विवक फ्लाक पोलिमिक्स' की सप्लाई में मैसर्स मारुति टैक्सिकल सर्विसेज प्राइवेट लिमिटेड, गुडगांव को अनुचित आधिक लाभ पहुचाने के किए दिल्ली नगर निगम के आयुक्त के भूतपूर्व सलाहकार प्रोफेसर आर०सी० सिंह तथा मैसर्स मारुति टैक्सिकल सर्विसेज प्राइवेट लिमिटेड, गुडगांव तथा अन्य के साथ समझौता किया था। तलाशी में आरोपों से सम्बद्ध कोई दस्तावेज अथवा अन्य वस्तुएं नहीं मिली ।

12.00 hrs.

PAPERS LAID ON THE TABLE

15TH AND 16TH REPORTS OF COMMISSIONER FOR LINGUISTIC MINORITIES IN INDIA AND NOTIFICATIONS UNDER ALL INDIA SERVICES ACT, 1951

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): I beg to lay on the Table—

(1) A copy each of the following Reports (Hindi and English versions) under clause (2) of article 350B of the Constitution:—

(i) Fifteenth Report of the Commissioner for Linguistic Minorities in India for the period July, 1972 to June, 1973.

(ii) Sixteenth Report of the Commissioner for Linguistic Minorities in India for the period July, 1973 to June, 1974.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the Reports mentioned at item (1) above. [Placed in Library. See No. LT-304/77].

(3) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 3 of the All India Services Act, 1951:—

(i) The Indian Administrative Service (Fixation of Cadre Strength) Amendment Regulations, 1977 published in Notification No. G.S.R. 436 in Gazette of India dated the 2nd April, 1977.

(ii) The Indian Administrative Service (Pay) Fourth Amendment Rules, 1977 Published in Notification No. G.S.R. 437 in Gazette of India dated the 2nd April, 1977.

(iii) The All India Services (Death-cum-Retirement Benefits) Amendment Rules, 1977 published in Notification No. G.S.R. 579 in Gazette of India dated the 7th May, 1977.

(iv) The All India Services (Leave Travel Concession) First Amendment Rules, 1977 published in Notification No. G.S.R. 238(E) in Gazette of India dated the 12th May, 1977.

(v) The Indian Administrative Service (Fixation of Cadre Strength) Ninth Amendment Regulations, 1977, published in Notification No. G.S.R. 237(E) dated the 12th May, 1977.

(vi) The Indian Administrative Service (Fixation of Cadre Strength) Eighth Amendment Regulations, 1977 published in

Notification No. G.S.R. 609 in Gazette of India dated the 14th May, 1977.

(vii) The All India Services (Conduct) Amendment Rules, 1977 published in Notification No. G.S.R. 678 in Gazette of India dated the 4th June, 1977. [Placed in Library. See No. LT-305/77].

REVIEWS AND ANNUAL REPORTS OF HINDUSTAN AERONAUTICS LTD. BANGALORE FOR 1975-76, MISHRA DHATU NIGAM LTD., HYDERABAD FOR 1975-76, AND RESERVE AND AUXILIARY AIR FORCES ACT (2ND AMDT.) RULES, 1976 AND NAVAL CEREMONIAL CONDITIONS OF SERVICE AND MISC. (1ST AMDT.) REGULATIONS, 1977

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) (a) Review by the Government on the working of the Hindustan Aeronautics Limited, Bangalore, for the year 1975-76.

(b) Annual Report of the Hindustan Aeronautics Limited, Bangalore, for the year 1975-76 along with the Audited Accounts and the Comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-306/77].

(ii) (a) Review by the Government on the working of the Mishra Dhatu Nigam Limited, Hyderabad, for the period from 1st January, 1975, to 31st March, 1976.

(b) Annual Report of the Mishra Dhatu Nigam Limited, Hyderabad, for the period from 1st January, 1975 to 31st March, 1976 along with the Audited Accounts and the Comments of the

Comptroller and Auditor General thereon. [Placed in Library. See No. LT-307/77].

(2) A copy of the Reserve and Auxiliary Air Forces Act, (Second Amendment) Rules, 1976 (Hindi and English versions) published in Notification No. S.R.O. 295 in Gazette of India dated the 27th November, 1976, under sub-section (4) of section 34 of the Reserve and Auxiliary Air Force Act, 1952. [Placed in Library. See No. LT-308/77].

(3) A copy of the Naval Ceremonial Conditions of Service and Miscellaneous (First Amendment) Regulations, 1977 (Hindi and English versions) published in Notification No. S.R.O. 8(E) in Gazette of India dated the 19th March, 1977, under section 185 of the Navy Act, 1957. [Placed in Library. See No. LT-309/77].

ANNUAL REPORT OF INDIAN INSTITUTE OF MASS COMMUNICATION, NEW DELHI, FOR 1975-76.

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Indian Institute of Mass Communication, New Delhi, for the year 1975-76. [Placed in Library. See No. LT-310/77].

NOTIFICATIONS UNDER CENTRAL EXCISES AND SALT ACT, 1944, COMPANIES (PROFITS) SURTAX ACT, 1964, CUSTOMS ACT, 1962 AND CENTRAL EXCISE RULES, 1944

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): I beg to lay on the Table:—

(1) A copy each of the following Notification (Hindi and English versions) under section 38 of the

Central Excises and Salt Act, 1944:—

(i) The Central Excise (Tenth Amendment) Rules, 1977 published in Notification No. G.S.R. 182E in Gazette of India dated the 13th April, 1977.

(ii) The Central Excise (Ninth Amendment) Rules, 1977 published in Notification No. G.S.R. 513 in Gazette of India dated the 16th April, 1977.

(iii) The Central Excise (Eleventh Amendment) Rules, 1977 published in Notification No. G.S.R. 195(E) in Gazette of India dated the 26th April, 1977. [Placed in Library. See No. LT-311/77].

(2) A copy of Notification No. G.S.R. 943(E) (Hindi and English versions) published in Gazette of India dated the 23rd December, 1976 containing the Agreement on Merchant Shipping between the Government of India and the Government of the Union of Soviet Socialist Republics for the avoidance of double taxation in respect of taxes on income derived from the carriage of cargo, issued under section 90 of the Income-tax Act, 1961 and section 24A of the Companies (Profits) Surtax Act, 1964. [Placed in Library. See No. LT-312/77].

(3) A copy of Notification No. G.S.R. 184(E) (Hindi and English versions) published in Gazette of India dated the 15th April, 1977 containing Agreement on Merchant Shipping between the Government of India and the Government of the People's Republic of Bulgaria for avoidance of double taxation in respect of taxes on income derived from the carriage of cargo, issued under section 90 of the Income-tax Act, 1961 and section 24A of the Companies (Profits) Surtax Act, 1964. [Placed in Library. See No. LT-313/77].

(4) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(i) G.S.R. 864(E), published in Gazette of India dated the 1st November, 1976 together with an explanatory Memorandum.

(ii) G.S.R. 512 published in Gazette of India dated the 16th April, 1977 together with an explanatory memorandum.

(iii) G.S.R. 200(E), published in Gazette of India dated the 30th April, 1977 together with an explanatory memorandum.

(iv) G.S.R. 240(E), published in Gazette of India dated the 13th May, 1977 together with an explanatory memorandum.

(v) G.S.R. 245(E), published in Gazette of India dated the 20th May, 1977 together with an explanatory memorandum.

(vi) G.S.R. 246(E), published in Gazette of India dated the 20th May, 1977 together with an explanatory memorandum.

(vii) G.S.R. 247(E), published in Gazette of India dated the 20th May, 1977 together with an explanatory memorandum.

(viii) G.S.R. 248(E), published in Gazette of India dated the 20th May, 1977 together with an explanatory memorandum.

(ix) G.S.R. 253(E), published in Gazette of India dated the 25th May, 1977 together with an explanatory memorandum.

(x) G.S.R. 662(E), published in Gazette of India dated the 28th May, 1977 together with an explanatory memorandum.

(xi) G.S.R. 254(E), published in Gazette of India dated the 25th May, 1977 together with an explanatory memorandum.

[Placed in Library. See No. LT-314/77].

(5) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944:—

(i) G.S.R. 514, published in Gazette of India dated the 16th April, 1977 together with an explanatory memorandum.

(ii) G.S.R. 196(E), published in Gazette of India dated the 28th April, 1977 together with an explanatory memorandum.

(iii) G.S.R. 197(E), published in Gazette of India dated the 29th April, 1977 together with an explanatory memorandum.

(iv) G.S.R. 574, published in Gazette of India dated the 30th April, 1977 together with an explanatory memorandum.

(v) G.S.R. 225(E), published in Gazette of India dated the 7th May, 1977 together with an explanatory memorandum.

(vi) G.S.R. 582, published in Gazette of India dated the 7th May, 1977 together with an explanatory memorandum.

(vii) G.S.R. 231(E), published in Gazette of India dated the 9th May, 1977 together with an explanatory memorandum.

(viii) G.S.R. 233(E), published in Gazette of India dated the 10th May, 1977 together with an explanatory memorandum.

(ix) G.S.R. 244(E), published in Gazette of India dated the 19th May, 1977 together with an explanatory memorandum.

(x) G.S.R. 227(E), 228(E), 229(E), 230(E), published in Gazette of India dated the 9th May, 1977, G.S.R. 239(E), published in Gazette of India dated the 12th May, 1977 and C.S.R.

250(E), published in Gazette of India dated the 21st May, 1977 together with an explanatory memorandum.

(xi) G.S.R. 256(E), published in Gazette of India dated the 28th May, 1977 together with an explanatory memorandum.

(xii) G.S.R. 266(E), published in Gazette of India dated the 3rd June, 1977 together with an explanatory memorandum.

[Placed in Library. See No. LT-315/77].

COIR INDUSTRY (2ND AMDT.) RULES, 1976, REVIEWS AND ANNUAL REPORTS UNDER INDUSTRIES (DEVELOPMENT AND REGULATION) ACT, 1951 CERTIFIED ACCOUNTS OF COIR BOARD, ERNAKULAM, ADMINISTRATIVE REPORTS OF CERTAIN GOVERNMENT UNDERTAKINGS, REVIEWS AND ANNUAL REPORTS UNDER COMPANIES ACT, ETC. ETC.

THE MINISTER OF INDUSTRY (SHRI BRIJLAL VERMA): I beg to lay on the Table—

(1) A copy of the Coir Industry (Second Amendment) Rules, 1976 (Hindi and English versions) published in Notification No. G.S.R. 1588 in Gazette of India dated the 13th November, 1976 under sub-section (3) of section 26 of the Coir Industry Act, 1953. [Placed in Library. See No. LT-316/77].

(2) A copy each of the following Reports (Hindi and English versions) under sub-section (4) of section 7 of the Industries (Development and Regulation) Act, 1951:—

(i) Annual Report of the Development Council for Heavy Electrical Industries for the year 1975-76. [Placed in Library. See No. LT-317/77].

(ii) Annual Report of the Development Council for Paper, Pulp and Allied Industries for

the year 1975-76. [Placed in Library. See No. LT-318/77].

(iii) Annual Report of the Development Council for Machine Tools for the year 1975-76. [Placed in Library. See No. LT-319/77].

(3) A copy of Certified Accounts (Hindi and English versions) of the Coir Board, Ernakulam, for the year 1975-76 and the Audit Report thereon, under sub-section (4) of section 17 of the Coir Industry Act, 1953. [Placed in Library. See No. LT-320/77].

(4) A copy of the Annual Administration Report (Hindi and English versions) of the Central Institute of Tool Design, Hyderabad, for the year 1974-75.

(5) A copy of the Annual Administration Report (Hindi and English versions) of the Central Institute of Tool Design, Hyderabad, for the year 1975-76. [Placed in Library. See No. LT-321/77].

(6) A copy of the Annual Report (Hindi and English versions) of the Small Industry Extension Training Institute, Hyderabad, for the year 1974-75.

(7) A copy of the Annual Report (Hindi and English versions) of the Small Industry Extension Training Institute, Hyderabad, for the year 1975-76. [Placed in Library. See No. LT-322/77].

(8) A copy of the Annual Report (Hindi and English versions) of the Institute for Design of Electrical Measuring Instruments, Bombay, for the year 1974-75.

(9) A copy of the Annual Report (Hindi and English versions) of the Institute for Design of Electrical Measuring Instruments, Bombay, for the year 1975-76.

(10) A statement (Hindi and English versions) showing reasons for delay in laying the Reports

mentioned at items (4) to (9) above. [Placed in Library. See No. LT-323/77].

(11) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) (a) Review by the Government on the working of the National Small Industries Corporation Limited, New Delhi, for the year 1975-76.

(b) Annual Report of the National Small Industries Corporation Limited, New Delhi, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-324/77].

(ii) (a) Review by the Government on the working of the Heavy Engineering Corporation Limited, Ranchi, for the year 1975-76.

(b) Annual Report of the Heavy Engineering Corporation Limited, Ranchi, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-325/77].

(iii) (a) Review by the Government on the working of the Instrumentation Limited, Kota, for the year 1975-76.

(b) Annual Report of the Instrumentation Limited, Kota, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-326/77].

(iv) (a) Review by the Government on the working of the National Instruments Limited, Calcutta, for the year 1975-76.

(b) Annual Report of the National Instruments Limited, Calcutta, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-327/77].

(v) (a) Review by the Government on the working of the Artificial Limbs Manufacturing Corporation of India, Kanpur, for the year 1975-76.

(b) Annual Report of the Artificial Limbs Manufacturing Corporation of India, Kanpur, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-328/77].

(vi) (a) Review by the Government on the working of the Hindustan Salts Limited, Jaipur, for the year ended 30th September, 1975.

(b) Annual Report of the Hindustan Salts Limited, Jaipur, for the year ended 30th September, 1975 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-329/77].

(vii) (a) Review by the Government on the working of the Sambhar Salts Limited, Jaipur, for the year ended 30th September, 1975.

(b) Annual Report of the Sambhar Salts Limited, Jaipur, for the year ended 30th September, 1975 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-330/77].

(12) (a) A copy of the Patents (Amendment) Rules, 1976 (Hindi and English versions) published in Notification No. S.O. 2908 in Gazette

of India dated the 14th August, 1976, under section 160 of the Patents Act, 1970.

(b) A statement (Hindi and English versions) showing reasons for delay in laying the above notification. [Placed in Library. See No. LT-331/77].

(13) A copy each of the following papers under sub-section (3) of section 619A of the Companies Act, 1956 read with clause (c) (iv) of the Proclamation dated the 31st January, 1976 issued by the President in relation to the State of Tamil Nadu:—

(i) (a) Review by Government of Tamil Nadu on the working of the Tamil Nadu Industrial Development Corporation Limited, Madras, for the year 1974-75.

(b) Annual Report of the Tamil Nadu Industrial Development Corporation Limited, Madras, for the year 1974-75 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(ii) (a) Review by Government of Tamil Nadu on the working of the Tamil Nadu Industrial Development Corporation Limited, Madras, for the year 1975-76.

(b) Annual Report of the Tamil Nadu Industrial Development Corporation Limited, Madras, for the year 1975-76 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(14) Two statements explaining reasons for not laying the Hindi versions of the papers mentioned at item (13) above. [Placed in Library. See No. LT-332/77].

CALLING ATTENTION

LARGE-SCALE MURDER AND TORTURE OF
 NAXALITES IN ANDHRA PRADESH

SHRI SAMAR MUKHERJEE: I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon:—

"The reported large-scale murder and torture of Naxalites in Andhra Pradesh during the last few years as revealed by the Civil Rights Committee headed by Shri V. M. Tarkunde".

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Sir, our attention has been drawn to two reports of the Civil Rights Committee appointed by the Citizens for Democracy under the chairmanship of Shri V. M. Tarkunde in regard to the encounters between the Naxalites and the police in Andhra Pradesh. The findings of the Committee have caused us grave concern. The House is aware of the serious problem of law and order resulting from the activities of the Naxalites in certain parts of Andhra Pradesh. These activities included cold-blooded murder and other serious offences. In the circumstances, the police were required to deal with a difficult problem. But law enforcement agencies cannot take law into their own hands whether they are dealing with Naxalites or any other individuals or groups. No failure on their part to act strictly according to law can be condoned. The two reports of the Committee give rise to serious misgivings whether the police had acted in accordance with law while dealing with Naxalites. These misgivings require immediately to be allayed. I have, therefore, written to the Chief Minister, Andhra Pradesh conveying my suggestions to him for his earnest consideration. I am confident that the Government of Andhra Pradesh will take prompt and appropriate action on my suggestions.

SHRI SAMAR MUKHERJEE: The statement made by the minister here is not at all satisfactory because of the nature of the crimes and bruta-

[Shri Samar Mukherjee]

lities, perpetrated by the Police in murdering in cold-blood those elements whom they dub as Naxalites. There are so many innocent persons also who have become victims of this type of brutalities.

The Committee whose report we are now discussing have made certain recommendations and I expected that the Home Minister, in the course of his statement will declare that he is going to accept those recommendations and institute a probe to go into this matter seriously, but instead, he said that he was conveying his suggestions to the Chief Minister. The whole report says that the Andhra Pradesh Government is also involved in this matter. If the Home Minister relies on the Chief Minister, whose Government is directly involved in this matter, you can easily understand that no truth will come out from the report asked for from the Chief Minister for his consideration.

Now-a-days we find that reports of various types of tortures are appearing in the press. It is good that people are coming to know about the character of the previous Government during the last thirty years and what type of torture the people were undergoing particularly during the later part of the years both inside the jail and outside.

This Committee gave a press briefing on the 16th May and I am quoting some portions from its interim report from which you can see the seriousness of the torture of the people:

"There is widespread apprehension that the 'encounters' are staged...."

The plea of the police was that the Naxalites attacked them and in encounters, the Naxalites had been killed. This committee has blown up this theory of encounters. They have said:

"There is widespread apprehension that the 'encounters' are staged, that in fact the citizens have been

liquidated in cold blood by police to terrorise potential dissenters in the State".

The purpose of liquidation is not to curb the Naxalites but the purpose is to terrorise the potential dissenters. Here lies the political motive in this action. That is why, the whole Government is involved in this matter. I am now quoting some facts from the Tarkunde report:

"On July 24, at about 8 p.m., all the lights in the Mulugu lock-up were put out. The four boys were shuffled into a police van and taken to Giraipally forest. They were tied to four trees from neck to foot and were blindfolded. When the Sub-Inspector of the Andhra Pradesh Special Police, First Battalion, was asked to shoot them, it appears that he refused. For refusing to obey the orders, he was abused by the Superintendent of Police".

They were shot, but this officer had some hesitation in doing so. This is from the evidence this Committee has got. This is the nature of the brutalities. These so-called Naxalites were taken to forests, tied from neck to foot with the trees and then shot dead. It was, however, announced that during the course of jungle encounters, these Naxalites were killed.

MR. SPEAKER: Everybody has read these statements. This is not a debate, you have to call the attention of the Minister to the particular point. Please come to the question now.

SHRI SAMAR MUKHERJEE: I want to draw the attention of the Minister to certain relevant points. I am only reading the report which says:

"Once again evidence leads us to conclude that no encounter took place at all."

This is the first thing. So, this is cold-blooded murder. Second thing is to create terror among the dissenters. This is the political motive be-

hind these murders. Now the committee has demanded the centre to order a judicial inquiry into all deaths that were said to have occurred in encounters.

"The Members of the Committee met the Prime Minister and the Home Minister to acquaint them with the results and the progress of the inquiry. As a result of these meetings, it expects the Union Government to soon order a full-fledged inquiry into these police killings."

The Committee report says that it has received information that officials of the Andhra Government have been tampering with the evidence and destroying records as well as hampering the progress of the inquiry. So, I want to draw the attention of the Home Minister that they are busy now destroying all records because they think that some inquiry will be instituted. Under these circumstances, if you give them time and depend upon the report from the Chief Minister that means the central government is not at all serious to take up these issues because this killing of time will give them a scope to destroy all the evidences and they will send some report which will be a coloured report. I am quoting from Shri J. B. Kripalani's article on this Tarkunde Committee report....

MR. SPEAKER: No, No. Everybody has read the article. The Minister also has read the article. You cannot go on reading. A leader of a Party must presume that everybody else must have read the newspaper. If you go on quoting there will be no end.

SHRI SAMAR MUKHERJEE: This is my point.....

MR. SPEAKER: I cannot compel a leader of a party. I can only tell him.

SHRI SAMAR MUKHERJEE: I am saying this thing to emphasize that the government should act forthwith. This is what Shri J. B. Kripalani has written on the recommendations of

the Tarkunde Committee to immediately institute a judicial inquiry into the killings in Andhra.

"It should know that further delay in this matter will outrage public feelings. By its deeds will the new government and the Janata Party be judged."

This is my point. These are cold-blooded murders which started from West Bengal. Already during question-hour we were told that in West Bengal 500 people have been killed. There are no jungles there but they have been killed in the streets. In the jails also similar murders have taken place. This is a very serious thing. That is why I want that the recommendations of the Tarkunde Committee should be fully accepted by this government.

बाहरी चरण सिंह : अध्यक्ष महोदय माननीय सदस्य ने इम ममले की गंभीरता के सिलसिले में जो कुछ फर्माया है, जो कहा जाता है कि उनकी हत्या की गई उसकी गंभीरता के सिलसिले में जो कुछ भी कहा है उससे मैं पूर्णतया महमत हूँ। अगर हो सके तो 101 प्रतिशत महमत हूँ और उम पर ध्यान दिलाने की कोई जरूरत नहीं है।

दूसरी बात यह है कि जितनी चिन्ता उनको है कि इसकी बाबत सच्चाई मालूम होना चाहिये और दोषियों को सजा मिलनी चाहिये उतनी ही चिन्ता मुझे भी है। एक ही बात की शिकायत है कि अगर कुछ देर हो गई है और आज में एकदम जबाब नहीं दे सकता तो उससे यह नतीजा निकालना कि गवर्नरमेंट की नीयत पर जनता शक कर रही है मैं इसको मानने के लिये तैयार नहीं हूँ। यहाँ कुछ और इक्वायरी कमीशस एप्वाइट करने में यो भी देर हुई, वह देर नहीं हुई बहुक मजबूरी थी क्योंकि टम्स आफ रेन्केस तय करने में देर होती है, एनाउन्समेंट में कोई देरी नहीं होती और टम्स आफ रेन्केस वही हो सकता है जिसके लिये पहले से कुछ एविडेंस हो और हर चीज का हर बक्त गवर्न-

‘चौधरी च.पा सिह’
 मेंट के पास एविडेंस नहीं होता है तो इस पर यहां कुछ लोगों ने कहना शुरू कर दिया कि देर हो रही है, गवर्नमेंट सीरियस नहीं है। लेकिन यह बात गलत है। अगर आज इसकी बाबत मैं कुछ जबाब नहीं दे सकता हूँ तो यह बात नहीं है कि उसको मैं सीरियस नहीं समझता बल्कि कुछ मजबूरी है। हमने चीफ मिनिस्टर को मशविरा दिया है, क्या मशविरा दिया है वह बताना उचित नहीं है। लेकिंग जैसी मैंने आशा प्रकट की है, मुझे उम्मीद है वे भेरे मशविरे को मानेंगे। अगर न ही मानेंगे तो उस के बाद कानून और संविधान के अन्दर क्या किया जा सकता है यह विचारने की बात होगी।

ओमती शहिल्या पी० रांगनेकर (बम्बई उत्तर मध्य): अध्यक्ष महोदय, मंत्री महोदय ने अपने स्टेटमेंट में कहा है—

These activities included cold blooded murder and other serious offences. लेकिन तार्कुण्डे कमीशन ने तो अपनी रिपोर्ट में एमरजेन्सी के दौरान जो अन्याचार हुए हैं, उस में इन्वांड पैरिमिक पुलिस आफिसर्ज के नाम भी दिए हुए हैं, जिन्होंने अत्याचार किया है। इतना ही नहीं, उन्होंने यह भी कहा है कि इन लोगों ने “सैंडिस्टिक” अत्याचार किया है, लड़कियों को नचाने के लिये कहा गया, उन के ऊपर रेप करने की बात भी कही गई। मंत्री महोदय ने कहा है कि हम ने उन की सजैश्वन्ज को राज्य सरकार को भेजा है। जो खुद गुन्हागार है, उस को सजैश्वन्ज भजने से या रिपोर्ट भेजने से कुछ होने वाला नहीं है। हमारा आप से यह अनुरोध है कि तार्कुण्डे कमीशन की रिपोर्ट को स्वीकार कीजिये और एक न्यायिक जांच कमीशन नियुक्त कीजिये जो सच्चाई को निकाल कर आप के सामने रखें। वहां को सरकार के पास उन के सजैश्वन्ज को भेजने से कुछ नहीं

होगा, क्योंकि केरल का उदाहरण हमारे सामने है, वहां के मिनिस्टर करुणाकरण ने कोर्ट के सामने झूठा बयान दिया, ऐसा ही आनंद में भी होगा। इसलिये केन्द्रीय सरकार को स्वयं न्यायिक जांच कमीशन बनाना चाहिये।

चौधरी चरण सिह: मैं इस बात को पहले ही कह चुका हूँ, लेकिन हमारी रहन को तसल्ली नहीं हुई। तार्कुण्डे जी ने जो सजैश्वन्ज दी है, उस के लिये वे इस देश और सरकार को तरफ से धन्यवाद के पात्र हैं। लेकिन मैं आप के जरिये एक बात कहना चाहता हूँ—इस सिलसिले में तत्काल क्या कार्यवाही की जा सकती है। इस सिलसिले में और सरकार फौरन कोई धोखणा नहीं कर सकती है तो आप इस का कोई एडबर्म इनकेसन निकालिये, जो कुछ भी इस सिलसिले में हो सकता है, किया जा रहा है।

जैसा आप माहबान ने कहा कि सरकार को यह करना चाहिये, वह करना चाहिये, मैं आप से अगर यह सवाल पूछ कि सरकार के पास इस के लिये कौन सा कानूनी अधिकार है तो जबाब देना मुश्किल होगा, लेकिन मैं आप को उस पोजीशन में ढालना नहीं चाहता।

श्री गंगांधर अप्पा बूराडे (मिर): मुझे इस बारे में यही निवेदन करना है कि जैसा तार्कुण्डे जी ने कहा है, सैन्धून गवर्नमेंट को इस मामले को अपने हाथ में लेना चाहिये और एन्कावायरी कमीशन बैठाना चाहिये। मंत्री महोदय ने इस मामले को आनंद सरकार को सौप दिया है, लेकिन वे इस सिलसिले में कुछ भी करने वाले नहीं हैं, इस लिये आप को फौरन कमीशन बैठाना चाहिये।

चौधरी चरण सिह: माननीय मित्र ने जो सुझाव दिया है, उस को मैंने नोट कर लिया है।

12.19 hrs.

STATEMENT RE. RECENT INCIDENTS OF VIOLENCE AND ATROCITIES IN JAMMU AND KASHMIR

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Sir, the Central Government view with serious concern the resort to violence in Kashmir Valley in the course of election campaign during the last few days. Some clashes have already taken place between rival political groups.

In one incident, Dr. Jagat Mohini, Janta Party candidate from Habbakadal was seriously injured by a large stone thrown on her car on 7-6-1977 while she was returning from a peaceful election meeting. She was provided with special medical aid and is reported to be improving satisfactorily. The case is under investigation by the crime branch. Three suspects have been arrested.

In an incident at Anantnag a clash took place on 11-6-1977 between the supporters of National Conference and Awami Action Committee during a visit of Maulvi Mohd. Farooq. While the buses carrying his supporters were returning to Srinagar, brick-bats were exchanged between the supporters of the two parties. A few buses were damaged and 44 persons injured, of whom 11 were hospitalised. Some buses and cars carrying school children and tourists were however caught up in the cross brick-batting on the National Highway. On the same day some minor fires broke out in a corner of Avantipura town as brick-bats were being exchanged between the local residents of the town and Awami Action Committee workers returning from Anantnag. It is reported that 8 houses, 4 shops, 5 kothas and 9 cow-sheds were damaged. The cause of the fire is being investigated.

The State Government have taken steps to ensure that while the legitimate election activities are allowed to be carried on in a free and peaceful manner, there is no intimidation and the anti-social elements are not allowed to vitiate the atmosphere. Sufficient police posts have been set up in the areas effected by violence.

Otherwise, normal life including the usual tempo of tourist traffic continues uninterrupted.

We are most anxious that free and fair elections should take place in Kashmir in an atmosphere of peace and harmony. I seek earnestly the co-operation of all political parties in this task. At the same time, I would like to emphasize that attempts to intimidate or to rouse communal passions or to resort to violence will be firmly dealt with according to law. The State Government will be given all support and resources to maintain peace and not allow anyone to disturb the prospects of a free and fair election.

12.20 hrs.

RAILWAY BUDGET, 1977-78—GENERAL DISCUSSION—Contd.

MR. SPEAKER: In the evening we have short duration discussion under Rule 193. Perhaps from 6 O' clock we will be discussing that subject about law and order all that. Now we will begin the Railway Budget discussion. We have got a balance of three hours. The hon. Minister will be replying at 5 O'clock so that we can begin the other discussion at 6 O' clock and go on for half-an-hour or forty-five minutes depending upon the circumstances. Shri Durga Chand may continue his speech.

श्री दुर्गा चंद (कांगड़ा) : श्रीमत जी, कल मैं ने रेलवे बजट के मुतालिक कुछ कहा था। मंत्री महोदय ने जो रेलवे बजट पेश किया है, उस के मुतालिक हमारे मुहतरम अपोदीशन के मेम्बरों ने कुछ नुक्स निकालने की कोशिश की है। मुहतरम कुरेशी जी ने बहुत सारे सर्जनन्स दिये हैं और बहुत सारी बातें उन्होंने कही हैं लेकिन मैं तो यह समझता हूँ कि जो कुछ भी उन्होंने कहा है वह संलग्न-किटिसिज्म है और बजट के जो रिडीमिंग फोर्चस हैं उन को दिखाने की कोशिश नहीं की गई। इस बजट पर मुस्लिम अखबारों में जो कमेंट्स हैं आई हैं उन को सभी जानते हैं। उन्होंने कहा कि यह जो बजट आया है यह जनता बजट

[बो दुर्गा चन्द्र]

है, यह कामनमैन बजट है और हर तरह से इस बजट को ऐप्रीशियेट किया है।

अध्यक्ष जी, हिमाचल प्रदेश के मुतालिक में यह कहना चाहता हूँ कि यह मार्क्स्टेन लोकड प्रदेश है और काम्युनिकेशन्स की कमी की बजह से आज तक उस का डेवलपमेंट नहीं हो सका है। आज से पहले जो कायेस सरकार थी, उस ने वहां पर रेलवे काम्युनिकेशन्स के मुतालिक या रोड काम्युनिकेशन्स के मुतालिक या एयर काम्युनिकेशन्स के मुतालिक का भी विचार नहीं किया। उनकी नीति यह रहा है कि कुछ प्रदेशों के साथ भेदभाव किया जाए। जो प्रदेश सरकारें थीं वे भी प्रहेश में कई इलाकों के साथ भेदभाव करती थीं। इसलिए मैं माननीय मंत्री महोदय नेटिश में लाना चाहता हूँ कि जहां तक हिमाचल प्रदेश की मुन्द्रता और उसके बलाइमेट का ताल्लुक है वह हिन्दुस्तान में सबसे अच्छा प्रदेश है वहां पर भोनमेंट्स हैं, पिलियमेजिज जिनकों देखने के लिए हिन्दुस्तान के ही लोग नहीं, विदेशों से भी लोग आते हैं। वहां पर धर्मशाला, मनाली, नारकुण्ड जैसे टूरिस्ट्स रिजार्वेशन हैं। लेकिन वहां कम्युनिकेशन फेसिलिटीज की कमी है जिससे वह इलाका तरक्की नहीं कर पा रहा है। कल श्री उप्रोत्तिम बमु जी ने पी०ए०सी० कक रिपोर्ट से हावला देने हुए कहा था कि भारती सरकार को हिल एरियाज और बैकवड़ एरियाज को डेवलप करना चाहिए। मैं समझता हूँ कि पिछले तीस सालों में भारत सरकार का प्र्यान इस और नहीं गया है। वहां पर 1927 में पठानकोट-मुरेन्द्रनगर रेलवे लाइन ब्रिलाई गई थी जो कि अंग्रेजों के टाइम पर ब्रिलाई गई थी। उसके बाद से उसके मंडी तक एक्सटेंड नहीं किया गया। इसी तरह में कालका-शिमला छोटी लाइन नारकुण्ड तक एक्सटेंड

की जा सकती थी वह भी नहीं की गई। पिछले तीस सालों में रेलवे मिनिस्ट्री ने इस बारे में कोई कदम नहीं उठाया।

हिमाचल प्रदेश एपल की पैदावार के लिए हिन्दुस्तान का एक बड़ा प्रदेश है। इस तरह से वहां से आलू की सप्लाई होती है। लेकिन ट्रांसपोर्ट का अच्छा इतजाम न हो ने की बजह से वहीं पर एपल और आलू सह जाते हैं, वहां से बाहर नहीं जा पाते। इससे वहां के लोगों की आमदानी पर भी भसर पड़ता है। वहां के लोग इससे सफर करते हैं। मैं मंत्री महोदय से कहूँगा कि वे इसको नोट कर से कि कालका-शिमला लाइन नारकुण्ड तक इजो ली एक्सटेंड हो सकती है। इसी तरह से सिरमोर जिने में पाहुटा एक इंडस्ट्रियल और एयोकल्चर एरिया है। वहां भी यमुना-नगर से रेलवे लाइन ब्रिलाई जा सकती है। बजट में बताया गया है कि 25 रेलवे लाइनों पर काम चल रहा है और तीन नई रेलवे लाइनों पर काम शुरू होगा। लेकिन इनमें हिमाचल प्रदेश के लिए कोई रेलवे लाइन शामिल नहीं हैं। दो माल पहले भूतपूर्व रेलवे मिनिस्टर श्री एल० एन० मिश्र ने नांगल से तलबाड़ा रेलवे लाइन का उद्घाटन किया था सेकिन उस रेलवे लाइन का प्रोवीजन भी इसमें नहीं किया गया। हिमाचल प्रदेश एक पहाड़ी इलाका है और यह हिन्दुस्तान का एक रेलवे बन सकता है। भारत सरकार को इसके विकास के बारे में सोचना चाहिए।

इसमें कोई शक नहीं है कि बजट में बहुत अच्छी-अच्छी बातें दर्ताई गई हैं। हिमारी गुहान केरिंग केपेसिटी 217 मीलियन टन से बढ़ कर 220 मीलियन टन हो जाएगी, यह इस बजट का एक रीडीमिंग कीचर है। बजट में पेसेजर्स अमेनिटीज के ऊपर भी इंकोज की गई है। फिर यह फाइबर इयर लिन में जो 501 करोड़ रुपया रखा गया था उसको बढ़ा कर 480 करोड़ रुपया कर दिया गया है। लेकिन मंत्री महोदय ने

पैसेजर्स सुविधाओं पर कोई कटौती नहीं की है बल्कि उन पर काफी रुपया रखा है। इस सब के बाबजूद भी हमारा बजट सरपलस है। इस सब के लिए मैं मंत्री महोदय को मुश्वारकावाद देता हूँ।

नई लाइनों के बारे में इन्होंने कहा है कि डिफेंट स्टेट्स में इनका जाल बिछाने का इंतजाम किया जाएगा। उसके बारे में इन्होंने प्राविजन भी किया है। छोटी लाइनों को बड़ी लाइनों में कनवर्ट करने को बात भी इन्होंने कही है। मैं कहना चाहता हूँ कि हमारे हिमाचल प्रदेश में नैरो गज को भीटर गेज में और भीटर गेज को ब्राड गेज में परिवर्तित किया जा सकता है। उसके लिए इन्होंने कोई प्राविजन नहीं किया है। मैं चाहता हूँ कि इमकी तरफ इनका ध्यान आना चाहिये।

उन्होंने एक बात लिखी है :

He is keen to start some more new lines and provision will be made in the supplementary budget.

इससे हमें तसल्ली होती है कि वह कुछ हिमाचल के बारे में भी करेंगे। मैं आशा करता हूँ कि जिन लाइनों के लिए मैंने मजेस्ट किया है उनके मुतालिक वह अवश्य प्राविजन करेंगे।

जहां तक पैसेजर एमेनेटीज का सम्बन्ध है उन्होंने कहा है कि ओवर काउंटिंग को कम करने के लिए डबल डैंकर कोचिंग बनाने की बात सोची गई है। यह भी सोचा गया है कि संकिंच ब्लास के पैसेजर्स को और ज्यादा फैसिलिटीज दी जाएं ह्रिकिंग बाटर की, और साथ ही साथ कैर्टरिंग अरेंजमेंट में सुधार किया जाए।

SHRI K. LAKKAPPA (Tumkur): Mr. Speaker, Sir, where is the Railway Minister?

MR. SPEAKER: He had to go to Rajya Sabha. There are three cabinet ministers here.

श्री दुर्गा चन्द्र : मिनिस्टर साहब का होना बहुत जरूरी है क्योंकि रेल मंत्रालय के बजट पर बहस हो रही है और उनका होना जरूरी है। मंत्री महोदय जो बैठ हुए हैं वे नोट कर रहे हैं इसकी हमें तमस्ती है लेकिन रेल मंत्री का होना जरूरी है।

यह भी उन्होंने कहा है कि ज्यादा ट्रेज चलाई जाएंगी ताकि ओवर काउंटिंग के प्रावलैम पर काबू पाया जा सके। यह बहुत अच्छी बात है।

उन्होंने रीस्ट्रक्चरिंग आफ रेलवे बोर्ड की बात भी कही है। मैं समझता हूँ कि तीस साव तक कांप्रेस सरकार इस बारे में कुछ नहीं कर सकी है। ए आर सी की जो सिफारिशें हैं और जो श्री मोरारजी देसाई की अध्यक्षता में बना था उसने इसके फंक्शनल और आगेनाइजेशनल एसेंप्ट्स के मुतालिक अपनी सिफारिशें की थीं। मंत्री जी ने माना है कि उन सिफारिशों को ब्राडली एक्सेंट कर लिया जाएगा।

उन्होंने यह भी कहा है कि सुपरफ्लूअस जो कमेटीज थीं उनको एबालिश किया जाएगा। यह भी बहुत अच्छी बात है और मैं इसका स्वागत करता हूँ।

उन्होंने यह भी कहा है कि एम्प्लायीज को सर्विस में एक्सटेंशन नहीं दिया जाएगा। यह भी बहुत अच्छी बात है।

उन्होंने यह भी कहा है कि 1890 का जो रेलव एक्ट है उस में सुधार की आवश्यकता है और आवासन दिया है कि करेंट यीजर के क्लोज से पहले वह इस बारे में एक ड्राफ्ट बिल लें आएंगे। मैं आशा करता हूँ कि इस में जो कमियां हैं उनको इस बिल में दूर करने की कोशिश की जाएगी।

[श्री दुर्गा चन्द्र]

उन्होंने हर यूनिट में और हर जगह सिवर पार्टिसिपेशन की बात कही है। यह भी बहुत अच्छी बात है। कलेन्ज को सेंटल करने के लिए भी मशीनरी का प्राविजन किया है जो कि बहुत अच्छी बात है।

जहां तक एड हाक—एप्लाइंटेंट्स का सम्बन्ध है कांप्रेस सरकार के जमाने में अपने रिस्टेदारों को या अपने लोगों को खास तौर पर एड-हाक तरीके पर रख लिया जाता था। मंत्री महोदय ने लिखा है कि क्लास तीन और चार की इन एप्लाइंटेंट्स को, इन प्रोमोशंज को स्कीनिंग—बाड़ी और रेलवे सर्विस कमिशन देखेगा और जो गलत एप्लाइंटेंट्स हुई हैं, जो गलत तरीके से लोग रख गए हैं उनको डिसमिस किया जाएगा। और नई भर्ती की जाएगी और क्लास चार की स्कीनिंग का इंतजाम कर रखा है। इमरजंसी के दौरान जिन कमंचारियों का विकिटमाइजेंग दृश्या या उनको फिर काम पर वापस लेना यह एक हिस्टारिकल बाकाया है जो जनता मरकार ने किया है।

सबसे बड़ी बात यह है कि जो रेलवे का 440 करोड़ का डेट है उस को लिक्वीडेट करने के लिये 32 करोड़ रुपये के मुनाफे को जनरल रेवे यू अकाउंट में डाला जा रहा है। साथ ही रेलवे महकमे को सर्विस ओरियेन्टल और प्रोडक्शन अरियेंट बनाया जायेगा लोगों की खिदमात के लिये और कंपेसिटी बढ़ाने के लिये ताकि प्रोडक्शन बढ़ाकर दूसरे देशों को भी माल भेज सके, यह भी बात है कि हिमाचल प्रदेश में ऐक्सटेंशन आफ लाइन्स और पैमेन्जर सर्वे किया जायगा, देखा जायगा कि कितनी कंपेसिटी है। मैंने माननीय मंत्रु लियरे जी को एक चिट्ठी लिखी थी उन्होंने कहा है कि पैसेन्जर की कंपेसिटी नहीं है इसलिये

रेलवे साइन ऐक्सटेंड नहीं की जाती थी। लेकिन मैं कहना चाहता हूँ कि आप सर्वे करें कि कंपेसिटी कितनी है। हिमाचल प्रदेश में चिलिटरी और ट्रॉफिक लोड बहुत ज्यादा है। यह अजीब बात है कि पहाड़ी इलाकों में जो किराया लगाया जाता है, जो फेयर है वह तिगुना कर दिया जाता है। मेरी मांग है कि उस को हमें सम्बिलाइज करना चाहिये ताकि पहाड़ के गरीब लोगों पर ज्यादा बोझ न पड़े। मैं तो बड़ा हैरान हूँ यह देख कर कि, अपेजी के बक्त में शिमला, धर्मशाला मनाली जाने के लिये रिटर्न टिकट मिलता था, लेकिन यह व्यवस्था आज नहीं है। कश्मीर वे: लिये रिटर्न टिकट मिल जाना है पर शिमला, धर्मशाला और मनाली के लिए नहीं मिलता है। यह मिलना चाहिये।

हिमाचल प्रदेश में फूड प्रैन्स और फ्यूएल बहुत महगा है क्योंकि मारे जंगल कट चुके हैं। मेरी मांग है कि फ्यूएल और फूड प्रैन्स पर कम चांज छोड़ने चाहिये, बल्कि सरकार को सम्बिलाइज करना चाहिए। रेलवे के कई कौसिन्म पर फाटक नहीं हैं जिसकी वजह से ऐक्स्टेंड होते हैं। डिवीजनल मैनेजर्स को निखना चाहिए जहां फाटक की ज़रूरत है। मैंने अपनी ग्राम से पालमपुर के पास परोरा में 10 नारीख को ऐक्स्टेंड होते देखा। एक बम रेलवे साइन को कौस कर रही थी जो इंजन के साथ टकरा गई और कई आदमी जलमी हो गये। रेलवे स्टाफ का बिहेबियर आम जनता के साथ अच्छा होना चाहिये।

कटरिंग का जो इंतजाम है इसमें मुधार किया जाना चाहिए और गाड़ियों को समय पर चलना चाहिये। मैं आशा

करता हूँ कि आप पहाड़ के लोगों को आगे भी बोलने का मौका देते रहेंगे ।
धन्यवाद ।

SHRI DARUR PULLAIAH (Anantapur): Hon. Speaker, Sir the Indian Railways is the biggest public undertaking of our country.

12.40 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

As the railways play a vital role in the all round development of backward areas, there is imperative need to have a large number of new railway lines in the backward areas need no over emphasis. It is very disappointing that only three new rail-lines are included in the budget. One of the most backward areas of the country Rayalasem region has been completely neglected since four decades not even a single railway line has been taken up in this region. There have been several representations to take up new lines one of them being from Guntakal to Mysore via Uravakonda, Kalyandurg and Tumkur. The existing line from Bellary to Rayadurg should be improved and extended to Chitaldurg to make it remunerative. It is only 50 miles. It takes 3-4 hours since the rails are of 40 lbs. I request the hon. Minister to improve it and make it remunerative.

Coming to the administration of the railways, it is necessary to reorganise the zones. Guntakal Division has been put to a lot of disadvantage because it is included in the Southern Railway. It should be included in South Central Railway. This division has been neglected inspite of huge profits earned by this region. Guntakal is a big junction; yet in many respects it has been neglected. There was face-lifting programme of Railway Station. A foundation stone was laid six months back. But no work has been started. The hon. Minister should expedite this programme. There should be a service commission for each zone. The South central railway is not having a service commission and persons have to go all

the way to Madras, 300 or 400 miles for interview. People are put to a lot of inconvenience. I request the hon. Minister to have a separate service commission for the South central railway.

ओ एच० एच० पटवारी (मंगलदोई): माननीय उपाध्यक्ष महोदय, मैं सबसे पहले इस सदन के सभी सदस्यों का अभिनन्दन करता हूँ कि वे जनता द्वारा निर्वाचित होकर आये हैं। गणतंत्र में हम एक दूसरे के नजदीक नहीं पहुँचेंगे, इज्जत नहीं करेंगे तो गणतंत्र नहीं चल सकता, यह मैं जानता हूँ। मैं यह भी जानता हूँ कि सदन को जितनी अधिक इज्जत दी जाये, उतना ही गणतंत्र सफल होगा। आज सारा देश इस गणतंत्र की तरफ टक लगाये हुए है, लोग इस सदन को जनता दरबार मानते हैं और जनता दरबार के आधार पर ही यहाँ का मारा काम सम्पन्न होना चाहिये, यह मैं सोचता हूँ, लेकिन माथ ही साथ मैं यह भी देख रहा हूँ कि आज कृष्ण लोग इसे तर्क-सभा बना कर रखे हुए हैं और वे तर्क के आधार पर ही अपनी बात को रखना चाहते हैं, मूल चीजों को भूल जाते हैं।

बजट के बारे में मैं रेल मंत्री को व्यक्तिगत रूप से कुछ नहीं कहना चाहता। दो महीने के पहले जो सरकार सत्ता में थी, आज की जितनी भी चीजें हैं, उसकी सारी जिम्मेदारी उन पर आती है। अब मेरे पास समय सीमित होने के कारण मैं लम्बी बात नहीं कहना चाहता, लेकिन चूंकि मेरे इसाके में एक भीषण ट्रेन दुर्घटना हुई है, जिस में कई लोग मरे हैं, उसके लिये मैं सदन का ध्यान आकृष्ट करना चाहता हूँ जिस से सरकार और माननीय सदस्यों को लाभ होगा।

मंत्री महोदय ने 13 अप्रैल तेजपुर एक्सप्रेस की दुर्घटना के बारे में यहाँ पर एक स्टेटमेंट रखा है। मैं उस जगह से 20 मील

[श्री एवं एल० पटवारी]

दूर रहता हूँ और उस जगह को देख चुका हूँ। यह विश्वास किया जाता है कि रिज नम्बर 141 से पहले आसाम गवर्नरेंट का एक स्लूस गेट बन्द था जो 140 फिट चौड़ा है, जिस से पानी छः फीट ऊँचा हो गया और उस ने 40 फ़ीट की चौड़ाई के कलवर्ट से बह कर रिज नम्बर 141 को तोड़ दिया, जिस के कारण यह एक्स्ट्रेट हुआ। यह रेल रिज 1912 का बना हुआ है और बहुत कमज़ोर है। इसलिए 1975 और 1976 में इस को रिपेयर करना पड़ा था।

जो रेल कम्बचारी कांप्रेस सरकार द्वारा नियुक्त किये गये थे। आज भी वे रेलवे डिपार्टमेंट में हैं। नई सरकार के कम्बचारी होने पर भी वे अपनी जिम्मेदारी को नहीं समझते हैं। अगर मैं इस बारे में कुछ अधिक कहूँगा, तो उस का असर एन्कवायरी पर पड़ेगा। इसलिए मैं समाचारपत्रों को दिया गया अपना स्टेटमेंट पढ़कर सुनाना चाहता हूँ :

"Shri Patwari has demanded a high power enquiry Commission to investigate into the accident of Tezpur Express on May 30. Shri Patwari who met the Railway Minister, Shri Madhu Dandavate at the Borjhar Airport on June 1, lodged a strong complaint that the sluice gate on the river was kept closed and as a result the water level rose up and the bridge No. 141 was washed away. The Chief Minister Shri S. C. Sinha and the Chief Secretary Rana KDN Singh who was present at the Airport however said that the documents which were seized by the DC, Mr. Darrang revealed that the gate was opened. Shri Patwari said that the documents might be seized by the Government but the closure of the gate was the talk of everybody who visited the site."

प्रश्न यह है कि आखिर उस स्लूस गेट का एक बार भी जिक्र क्यों नहीं किया गया, जिस के कारण यह दुर्घटना हुई। कौन लोग इस बात को छिपाने की कोशीग कर रहे हैं? यह किन सोगों का घड़यत है? अगर इस बारे में सही एन्कवायरी होगी तो यह पता लगेगा कि इस दुर्घटना के लिए सब से ज्यादा जिम्मेदार वह स्लूस गेट था।

जहां तक मृतकों का सम्बन्ध है, पानी लोगों को कई मील तक बहा कर ले गया और वे बालू के नीचे दब गये। जब सब को बालू में निकाला जायेगा, तब पता चलेगा कि बास्तव में कितने लोग मारे गये।

मैं यह निवेदन करना चाहता हूँ कि यह जनता का दरबार है और हम जनता के प्रतिनिधि हैं। इस दुर्घटना के लिए हमारे कम्बचारी डायरेक्टरी या इनडायरेक्टरी जिम्मेदार हैं। अगर इस दुर्घटना के बारे में तथ्यों को संप्रेस किया गया, तो जनता-जनादंन हमें कभी माफ़ नहीं करेगी। इसीलिए मैं दो दिन से सात्र रहा हूँ कि तथ्य का महीन्य सामने क्यों नहीं आता। मैंने इस बारे में रेल मंत्री से चर्चा की। उन को चिट्ठी लिखी, फैक्स भी दिए। स्लूस गेट के बेटिमेनेस के जो नियम हैं उन नियमों का पालन नहीं हुआ। वे नियम क्या हैं यह डिटेल की बात है, मैं इस समय बताना नहीं चाहता। जब इस में प्रोब होगा तो सारी बातों का पता लगेगा। मंत्री महोदय अगर चाहते हैं कि इस बारे में ज्यादा बात मैं कहूँतो मैं कहूँगा कि इस में बहुत से पोल खुलेंगे। इतने पोल खुलेंगे कि कौन कौन आदमी इस के लिए जिम्मेदार है उन मब के नाम सामने आ जायेंगे। मैं साफ़ कहना चाहता हूँ कि यह डिपार्टमेंट की आस नेग्लिजेंस है। जो स्लूस गेट है उस गेट को बन्द करने पर 6 फुट पानी ऊपर चढ़ गया। वहां जो गोलन्दी रिज नं 139 है 140

फुट चौड़ा है उस का पानी 40 फुटकैनाले से बाहर निकला तो उस में फोर्स बढ़ गया। उस से बहुत डेढ़ बाड़ी वाश आउट हो गई। एक मिलिट्री का आदमी भेरे सामने किसी का हाथ पकड़ कर खींच रहा था, उसका हाथ चला आया और बाड़ी अन्दर रह गई। एक फैमिली के आठ व्यक्ति वहां मर गए जो वहां बांप्रेस का जनरल सेकेटरी है। हमें दुख है कि इतने आदमी मर गए और हम यहां कंफ्रेंस को मप्रेस करना चाहते हैं। यह रेलवे डिपार्टमेंट एक कार्मिशयल डिपार्टमेंट है। यह एक पब्लिक सेक्टर है लेकिन कार्मिशयल लाइन पर चलता है। जब कार्मिशयल लाइन पर चलता है तो इसका आक्रिशियल डिफेंस तो नहीं होना चाहिए यह मेरा मुझाव है।

इस रेलवे एक्सीडेंट के बारे में मेरी स्पष्ट मांग है और पूरे तौर पर मैं यह मांग भारत सरकार के सामने रख रहा हूँ कि एक हाई पावर कमीशन इस की जांच के लिए बैठाया जायें। अगर नहीं बैठाएंगे तो इस के लिए मैं हमेशा बार बार दबाव देता रहूँगा क्योंकि मैं जानता हूँ, मैं वहां नजदीक में रहता हूँ। और मैं वहां जा चका हूँ। रेलवे क्रासिंग गेट बन्द था। मवें मार्डे पांच बजे खोला गया। वहां लोग मछली पकड़ते हैं। ये सारी बातें सामने आ जायेंगी जब कमीशन बैठेगा।

दूसरी बात यह है कि कार्मिशयल डिपार्टमेंट होने के नाते कुछ आंकड़े मन्त्री महोदय ने जो पेश किए हैं उन में मैं देख रहा हूँ कि जिनमी लाइन बड़ी भ्रांति जितने पैसेंजर बड़े उन के अनुपात में डीजल का इस्तेमाल ज्यादा हुआ। ऐनेक्सिफिकेशन 388 किलोमीटर का 1950-51 में था। उस की जगह 1975-76 में 4649 किलो-मीटर हो गया। अब लाइन 53596 किलोमीटर थी, उस को 60231 किलो-मीटर किया। 12 परसेंट और 30 परसेंट

यह बढ़ गया। रेलवे स्टेशन 30 प्रतिशत बढ़े। पैसेंजर 210 गुना बढ़ गए। तो पैसेंजर जब 210 गुना बढ़े और रेलवे लाइन 12 प्रतिशत बढ़ी तो डीजल का खर्च 900 गुना किसे बढ़ गया? 1950-51 में डीजल निल था। 1975-76 में यह 789620 किलोमीटर हो बवा। यह जो डीजल का खर्च इतना बढ़ गया इस की कीमत रेलवे के हिसाब से 776 करोड़ आती है। इतना डीजल अगर जलेगा तो उम में कितनी आग बननी चाहिए? कोई सामंजस्य नहीं है। कोयला कम चोरी होता है। डीजल चोरी करने में आसानी होती है। मैं उसे चोरी नहीं कहता, मिस्यूज कहता हूँ। मैं कहता हूँ कि यह इतना बड़ा मिस्यूज किसे होता है जब कि इस में हमारी फारेन मनी ईवाल्ड है। तो इस डीजल के इस्तेमाल के बारे में माननीय मंत्री जी विचार करें। यह जो एक्सीडेंटीचर दिखाया गया है अगर समय ज्यादा होता तो मैं बताता लेकिन इतना मैं कहूँगा कि इस 14 सौ करोड़ के एक्सीडेंटीचर से बहुत से लुपहोन्स हैं जिन को हम लोग कम कर सकते हैं।

उपाध्यक्ष जी, मैं जानता हूँ कार्मिशयल डिपार्टमेंट होने के नाते रेलवे में सारी व्यवस्था व्यापारिक दृश्य से अंकित होती है। लाइन ले जाने में एकोनामी पहली देखते हैं। नुकसान और लाभ पर पहले ध्यान दिया जाता है। लेकिन हमारा जो ईस्टर्न रीजन है उसकी तरफ हमारी सरकार जिमने तीस साल तक गांधी जी के नाम पर इस देश में शासन किया उसकी नजर वहां तक नहीं पहुँची। रंगिया से लखीमपुर तक जो रेल लाइन है वह 1912 में बनी थी। उसके बाद वहां पर कुछ काम हुआ है, मैं ऐसा नहीं मानता। 1912 के बाद 65 वर्ष बीत गए हैं। यह लाइन वहां पर चाय बागान के लिए, चाय ढोने के लिए कार्मिशयल बेसिस पर बनाई गई थी। लेकिन उसके बाद पूर्वांचल में जितने भी डिस्ट्रिक्ट

[श्री एच० एल० पटवारी]

हेडक्वार्टर्स हैं उनमें से एक का भी रेल के साथ सम्बन्ध नहीं है। मैं मानता हूँ कि पहांडी खेतों में रेल देना मुश्किल है लेकिन रेल के साथ रोड लिंक हो सकता है लेकिन उनको बिल्कुल दूर रखा गया है। हमारे कांग्रेसी भाई कभी भी उन इलाकों में नहीं पहुँचे। कभी भी वहां के लोगों के पास नहीं गए। इसोलिए वहां के लोग रीजनल माइडेंड हो गए हैं। इसका क्या असर होगा वह मैं यहां पर बताना नहीं चाहता लेकिन इस पर अम्बीरता के साथ विचार करने की आवश्यकता है। वे लोग भारत की मूल धारा में सम्मिलित होना चाहते हैं लेकिन जब उनके प्रति हमारा सही दृष्टिकोण होगा तभी उनको अपने साथ ला पायेंगे।

उपाध्यक्ष जी, असम में रंगिया में रेलवे हेडक्वार्टर के सम्बन्ध में जैसी नीति अपनाई गई वह कही भी दूसरी जगह नहीं मिलेगी। इंडिया गवर्नमेन्ट को जमीन देनी चाहिए लेकिन असम सरकार ने की आफ कास्ट जमीन दे दी फिर भी 1974 में कहा गया कि आप इस जमीन को डेवलप करके दीजिए। फिर भी असम गवर्नमेन्ट ने अपनी फाइनेंशियल डिफी-कन्ट्रीज के त्रावजूद 48 लाख रुपए दे दिए। उसके बाद जब रेल मंत्री त्रिपाठी जी वहां पर गए तो उन्होंने कहा कि हम रेल डिविजन द्वारा लेकिन अभी तक किसी बात का पता ही नहीं चल रहा है। तो इस तरह से आप क्यों वहां के लोगों को धोखा देने हैं? उस रीजन का तो सबसे ज्यादा ध्यान रखा जाना चाहिए जहां के लोग सच्चाई पसन्द करते हैं। वे कोई काल्पन प्रामिस नहीं चाहते हैं। वे आपका योथा प्यार नहीं चाहते हैं। जो आपके पास दया है, स्नेह है, माया ममता है उसके माध्यम से आप वहां पर काम करें लेकिन आप ऐसा नहीं करते हैं इस्टर्न रीजन में जितने रेलवे स्टेशन्स हैं और जितना पैसे का खर्च दिखलाया है, मैं समझता हूँ गोहाटी को छोड़ कर बाकी किसी रेलवे स्टेशन पर 65 सालों में आपने कोई खर्च किया है, ऐसा मैं नहीं मानता।

मैं कांग्रेस के भूतपूर्व मंत्री को जो कल हमारे मंत्री को दूरा बता रहे, उन को वहां साथ ने जा कर दिखलाना चाहता हूँ, वे मेरे साथ वहां चल कर देखें कि पिछली कांग्रेस सरकार ने 30 सालों में क्या किया है।

13 hrs.

उपाध्यक्ष जी, ग्रासाम पैदावार करने वाली स्टेट है, एवरनीन स्टेट है। वहां हमेशा वर्षा होती रहती है, जिस से कुछ भी पैदा किया जा सकता है। वहां तेल पैदा होता है, जूट पैदा होता है, कोयला पैदा होता है, चाय पैदा होती है, लेकिन वहां का पैदावार को रेलों के द्वारा देश के दूसरे हिस्सों में ले जाने की व्यवस्था नहीं है। वहां से कलकत्ता मामान ले जाने का भाड़ा 16 रुपये किलो ज्यादा पड़ता है, यानी 16 पैसे किलो—इस से आप अन्दाजा लगा सकते हैं कि हमारे क्षेत्र की 1 करोड़ 48 लाख जनता पर कितना प्रभाव पड़ रहा है। कांग्रेस सरकार ने वहां की जनता को कभी पनपने नहीं दिया, हमेशा उन के ऊपर डॉमिनेशन किया, एक तरह से वहां के लोगों के प्रति कांग्रेस वालों का हृदय पापाण न गया था। आज कलकत्ता वालों के मन में ऐसी भावना फैल गई है कि दिल्लीवालों के मन में हमारे प्रति कोई सहानुभूति नहीं है, कोई अन्दरूनी प्रेम नहीं है। एक तरह से उन्हीं भावना पैदा हो रही है—जब दिल्ली वाले सौचते हैं कि सी० पी० (एम) बुरा है तो बंगाल वाले सौचते हैं कि सी० पी० (एम०) अच्छा है, जब दिल्लीवाले कांग्रेस को दुरी सौचते हैं तो बंगालवाले कांग्रेस को सौचते हैं कि कांग्रेस अच्छा है तो बंगालवाले कांग्रेस को दुरी सौचते हैं कि कांग्रेस की कोशिश करनी चाहिये। मैं जिन सरकार से अपील करना चाहता हूँ कि हम जो भी सौचना आप को देंगे, आप उस पर कायंबाही करें। लेकिन इस में हो सकता है कि कांग्रेस सरकार के रखे दुए जो कर्मचारी हैं, वे आप को मिसलीड करेंगे, ऐसे कर्मचारियों की आप को छाटाई करनी पड़ेगी, उन का ध्यान रखना होगा ताकि वे जनता के कामों में शकावट न डाल सकें।

मेरा खेत मंगलदाई एक डिस्ट्रिक्ट हैड-बाटर है, लेकिन रेलवे लाइन से करेक्टेड नहीं है। मैंने मंत्री महोदय से अनुरोध किया था कि पूर्णीमारी से रुटावागान, ल्याया मंगलदाई-कीपाटी रेलवे लाइन बनाई जाये। मंत्री जी की एक चिट्ठी मुझे मिली है, जिस में कहा गया है कि इस लाईन पर साड़े-मतरह करोड़ रुपया खर्च आयेगा, धन की कमी की वजह से अभी इस लाइन को तरन्त नहीं लिया जा सकता। मैं निवेदन करना चाहता हूँ कि माड़े-सतरह करोड़ रुपया लगा कर यह लाइन बहुत नाभकारी भिड़ हो सकती है। उम क्षेत्र में 5 लाख भन जूट पैदा होता है, सरसों पैदा होती है, चाय पैदा होती है—इन सब को ढोने से बह लाइन इकानामिकली-फेजिजिल हो जायगी। पिछले 30 सालों में कायेम सरकार ने इस डिस्ट्रिक्ट हैड-बाटर को करेक्ट करने के लिये कभी विचार नहीं किया, एक तरह से इस को आइसोलेट कर के रखा। यह ट्राइबल खेत है—अभी हाल में उदारगुड़ी में जो घटना हुई, वह भी ट्राइबल ब्लाक है—इमोलिये वहां की घटना को ज्यादा महत्व नहीं दिया गया। इमलिये इम सौके पर मैं आप से अपील करता हूँ कि आप रेलवे इपार्टमेंट को कमशियल हुग में चलायें—सबसे पहले तो एक कमेटी बना कर इस को रिमार्ग-नाइट करें। अगर आप इन्हीं कमचारियों से काम लेंगे तो आप को कोई लाभ नहीं होगा, व्योंगिक ये लोग व्यापारियों के साथ मिले हुए हैं। आज जितना फूड-प्रेन कनकना में जाता है, 33 परसेंट कम पहुँचा दिखा कर, पैमा ले लेते हैं—इससे रेलवे को बहुत नुकसान होता है। यह फूड-प्रेन सरकार भेजती है, लेकिन रेलवे के कमचारी व्यापारियों के साथ मिल कर गाड़े ज दिखा कर बनेम का पैमा लेकर आपमें खा जाते हैं। यह बात पहिलक एकाउन्ट्स कमेटी की रिपोर्ट में कहीं गई है—इस तरह की करण्णन को रोकने के लिये हमें कोशिश करनी चाहिये। हमको देखना चाहिये कि जो बीज भेजी जाती है वह कम क्यों हो जाती है, उस के लिये कौन जिम्मेदार

है। इस पर शोध कार्यवाही की जानी चाहिये

अन्त में मुझे दो ही बाते कहनी हैं—1, उदारगुड़ी में जो घटना हुई है उस की जांच के लिये एक हाई पावर्ड कमीशन एप्वाइन्ट किया जाय। 2, ईस्टन रीजन के लिये एक काम्प्रीहैन्सिव स्कीम बनाई जा, उसे कामर-शियल बैंसिज पर चलाया जाए जिस से वहां के लोगों को लाभ पहुँचे। अगर हम ऐसा नहीं करेंगे तो डीमिनेशन की जो मोनोपोली वहां चल रही है, वह चलती रहेगी। यह ठीक है कि बड़ी मछली छोटी मछली को खा जाती है, लेकिन अगर बड़ी मछली हमेशा ऐसा करेगी तो कभी कोई कांटा अटक गया तो फिर दिक्कत होगी। इसलिये मेरा कहना है कि रीजनल-प्राटोनामी के आधार पर एक काम्प्रीहैन्सिव स्कीम बनाई जाये, जिस से वहां की जनता को लाभ पहुँच सके।

PROF. P. G. MAVALANKAR (Gandhi Nagar): Mr. Deputy-Speaker, Sir, I do want to congratulate my good friend, the Railway Minister, for both the manner and content of his budget speech, and also for his general performance at the Rail Bhawan so far. We all know his sincerity, devotion and hard work, the qualities of head and heart which he possesses in abundance, and the swift manner in which he has been working in that Ministry. Let me at the outset hope and pray that my good friend, Prof. Madhu Dandavate, will remain in that post for quite some time because I find that the Railway Ministry in particular has been unfortunate in terms of having continuous headship of political leaders i.e. ministers for some time. According to my figures, the first 20 years of independence saw about six Ministers and the last 10 years saw eight Ministers. If every year or two a new Minister is going to head such a Ministry, an important life-saving and life-giving public undertaking in

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our country, then it would not augur well from the point of view of continuity and stability of such a large public organisation as the railways are. Therefore, while congratulating him, I hope he continues there for quite some time.

May I also say at the outset that the new Railway Minister will have to be particularly careful and vigilant in terms of avoiding, as far as he can politically and humanly—perhaps, humanly it is possible but politically it may not be possible for him—the tremendous demands which inevitably go to him, not only from us but from all quarters, particularly from the political party in power. He will have to see that political intervention and political pressurisation do not go into areas of operational and other matters of the railways. In fact, this is true of all Ministries, but it is perhaps more true in an organisation like the railways, where I am afraid political interference and political pressures, which we do obviously, notice for the last some years are unfair and unjust. Now, if the Ministers have to tolerate or even accept such pressures, because their friends or supporters or people who have picked them up have been pressurising, and if the Railway Minister goes on succumbing to these pressures, I am afraid he will not be doing a good job. I hope he will be free from political intervention and pressures which have really disturbed to some extent, to some significant extent, the working of the railways.

If one looks at the Railway Minister's budget speech, it was forthright, correct and brisk; of course, it was very well-worded, and he delivered it in a straightforward manner. I would also say that the speech is very good in terms of direction; it is correct; and the various areas have been well-located and the problems have been properly identified. But, I am sorry to say, that I do not see much in

terms of a prompt and effective start on the lines on which we want to go, in the direction in which he wants to go. Of course, he can always argue, as he has already done, "what can I do? I had limited time at my disposal." But even within the limited time at his disposal, being the first budget of the Janata Government in this country, he could have shown some courage, boldness and imagination in telling Parliament, and through Parliament the country, as to what precisely and in concrete terms the new Government and the new Minister want to do in terms of improvement of the railway services. I am afraid the speech in that respect is somewhat lacking. I say this because his speech is full of promises but if these promises are not translated into action in the foreseeable future, it may turn out to be precious little in terms of concrete benefit to the consumers, i.e. the passengers and the citizens of this country.

I am glad that the hon. Minister has given good treatment to the railway employees. Only yesterday he told us about the reinstatement of almost all the victimised employees. But there are still some lingering cases of political injustice and victimisation of people who were dissenters during the emergency. I do not want to take the time of the House by giving individual names. I may perhaps write to the hon. Minister later, but I hope that the hon. Minister will do justice to them and their families who happened to be in the forefront in opposition to the regime of Mrs. Gandhi and her "internal emergency" and the ugly aspects that it all brought about.

I also hope that the railway employees will respond favourably and concretely in terms of supporting the railway operations by making it their own organisation. I would like the railway employees to feel a sense of involvement and participation. That can come partly by giving them more benefits

and allowances and party by the introduction of more democratic industrial practices and rights in their daily operations. It will also come through patriotic feelings which the railway workers must show in running this transport system of our country.

The Railway Board Act dates back to 1905 and the Indian Railways Act is even earlier going back to 1890. I hope the hon. Minister will look into these two Acts seriously with a view to updating and making them relevant and in tune with the conditions of not only today but of tomorrow, because we in India are living in a world of fast technological developments, and we cannot afford to look merely for today. We must be able to look ahead for tomorrow and the day after. And these Acts do not get amended often or even once in five years. The hon. Minister has said that an exercise is being carried out and that it is in the stage of the second draft. I hope this exercise will look ahead for at least 25 years, up to the end of this century and a little beyond, and see that the Indian Railways Act becomes a very useful, constructive, healthy and supporting instrument to a number of changes in various directions in which the Indian railways ought necessarily to move.

The hon. Minister has not said whether the Railway Board will be abolished or not. Many of us, for the past 30 years, have been asking for the outright abolition of the Railway Board, but I am not quite sure whether what we want is the abolition of the Board or only a radical reorganisation or reorientation of the entire administrative machinery of the railways. There have been a lot of complaints against the Railway Board mainly because it has come as a heritage of the colonial past with concentration of political power which inevitably comes when it is concentrated in the hands of a few, and when those few hands are the decision-making hands. As these decision-makers at the top have a lot of power concentrated in

their hands and they are stationary and permanent for quite some time, they begin to dictate their terms to the new Ministers, and the new Ministers helplessly agree to whatever these bosses in the Railways Board have to tell them by way of caution, advice, guidance, suggestion etc. And even good Ministers will find it extremely difficult, if not impossible, overrule these officials at the highest level and do exactly what they—the Ministers—want to do. Therefore, I feel that this question of bossism of the Railway Board in some respects—I am not mentioning any individual names but it is the general tendency in the Railway Board—must be looked into by the Minister.

Corruption in Railways is a problem which the Minister will have to tackle very speedily and effectively. And it is there at all levels. There are certain areas like reservations, wagon allotment, railway stalls, etc. where corruption breeds and multiplies, not just arithmetically but geometrically. If it is to be tackled effectively, I hope the Minister will agree with me that this has to be started from the very top. I do not say that it should start from him. He is a very honest and dedicated man. But apart from the political level there are other levels, at the highest administrative places like the Railway Board's level in Delhi and the General Managers' levels elsewhere in the country, and the problem of corruption will have to be tackled from that point. If people at the very top start being incorruptible, then a lot of corruption at the lower levels will go away because the corruption at the top gives a kind of defence mechanism to the people at lower levels, who think that if the bosses are corrupt, nobody will touch them.

Regarding passenger amenities, the Minister has said a lot. The previous Ministers were happy only by eliminating one figure and changing it from III to II but in terms of passenger amenities they did hardly anything. At least the new Minister says that he will give

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them facilities. I do not mind if the fares are not decreased for a couple of years, but certainly the amenities should be increased in those couple of years. Until now the passengers have been going on paying; perhaps they will go on paying; "let them go on paying" but they should have more and more of facilities particularly for long journeys.

I think regular and periodical inspection of bridges must take place and it must be communicated to the Parliament so that we are assured of the safety of these bridges. A number of fast trains pass through these bridges. last year a bridge on the Daman Ganga was washed away due to high floods. The Railway had done an extremely good job by building in record time; a new, stronger bridge. But we cannot expect bridges to go away like that. Crores of rupees are spent on new bridges. In the meantime, therefore, when the monsoon is still not on, the Ministry should have a proper inspection of all the bridges and strengthen them by repairs etc. quickly.

About new railway lines, although he has mentioned a number of railway lines in his speech, again I think that the Minister seems to—perhaps he is not at fault—look at the problem more from the political angle than from an overall view of the needs of the whole country. I am sorry that the Railway Minister's speech and the documents that are prepared did not contain some of these important data on which we can make our assessment or inference or make suggestions or comments both inside the Parliament and outside as to how the transport economics of the railways is arrived at, how it is calculated what are the gains and what are the losses. Being a public sector organisation, obviously railways cannot look at profits alone but it cannot also go on making losses. So, being a public body, it must tell us that these are the losses and they have been re-

duced to the minimum, and keeping in view the interest of the community, we have to incur these losses.

But I am afraid we do not have enough data. I find, in the last couple of years, we do not get enough data and the whole country does not get the facts and figures about the general overall transport economics. Most of us say, "My constituency is backward." Most of us indeed, do come from backward constituencies. But we cannot just press for our own separate regions. The overall general picture about the transport economics for the whole country must be given to us. Then only we can have a certain set of priorities. All are backward and underdeveloped areas. Some are more backward and more underdeveloped. If these areas are tackled first, perhaps, the backwardness of the other areas in the country will be wiped off. If that kind of data is made available to us, than we can stress upon this line now or that line tomorrow or the day after. So, I feel, the Railway Minister ought to give us those facts and figures. If you have limited resources, then you say, no new lines. But if you have new lines, the limited resources can be converted into more resources. It is really arguing in a circle. Even if you have limited resources, new lines from the overall point of view of the cost benefit, etc. can be laid.

In conclusion, I would say that the railways are very vital. It is a gigantic organisation. It is a complex large network, one of the world's best and largest transport systems. Perhaps, I am right in saying that one in every ten families in our country is directly or indirectly affected by what happens in the railways. Perhaps, one in every ten families is working in the railways organisation or is a railway employee. So, what happens in the railways has a tremendous impact on the life and attitude, the habits and the general conditions of the people in India. I hope, the hon. Minister will also look into this question from the

point of view of doing things with a view to having larger impact in a shorter period which will affect so many people in the country.

I have already given notice of several cut motions in which I have mentioned many of the points which affect either my constituency or my area. I do not want to take much time of the House in referring to those details here except to mention one or two things. There should be a road over-bridge at Navsari in south Gujarat. That is a must. I am glad that Anand and Ankleshwar will have such bridges as they are included in this year's budget. The whole city of Navsari is practically divided half and half, half on this side and half on the other side of the railway crossing. The gate at the railway crossing is closed for not minutes but sometimes for half an hour. There is a maternity home on one side and if the railway crossing is closed for half an hour for expectant mothers on the other side, the things can happen in a bad way. It deserves to be considered. There should be an over-bridge there.

Then the rail communication between Bombay and Ahmedabad deserves to be improved in two ways. There should be fast trains between Bombay and Ahmedabad and more trains between Bombay and Ahmedabad. Moreover, after the electrification between Virar and Sabarmati and now extended to Gandhinagar, I hope, the speed of the trains between Bombay and Ahmedabad will go up so that people can travel in shorter time and do business and attend to other important things in these two major cities of western India.

SHRI K. LAKKAPPA (Tumkur): Mr. Deputy-Speaker, Sir, the presentation of the Railway Budget has got mixed reaction in the country. The only credit that has been given to the new Railway Minister, Prof. Madhu Dandavate, is that he has presented a surplus budget. It may be a new thing for the Janata Party. But it is not a surprise for us because, previously, nearly Rs. 62 crores surplus budget was presented

by the Congress Government. Similarly, when Mr. Hanumanthaiya was the Railway Minister, a surplus railway budget was presented by him. Therefore, there is nothing new or novel about it. Any change in the new policy of the Janata Government for the Janata has not been reflected in the railway budget that has been presented here.

That is why, I do not want to repeat the points which have been made by my so many friends. But I would like to know whether the Ministry of Railway is really serious about the financial crises which are prevailing in the railways, because there is no renovation or no new suggestions have been made. Prof. Madhu Dandavate used to make several speeches when he was sitting on this side of the House. He went to the extent of scrapping the Railway Board which is a white elephant in the public undertakings. This is the second biggest public undertaking.

It is the railway system which integrates the country from Kanyakumari to Kashmir. According to the financial position of the railways, how will he organise the railways and effect other improvements has not been reflected in the budget. Of course, he has stated in the budget that certain new lines will be opened and that there would be improvement in the administration. But how he is going to do all these things with the same system prevailing in the railways.

Yesterday, there was a question about the corruption in recruitment in the railways. I would like to say that the Railway Public Service Commission which is responsible for recruitment of certain employees in the railways is awfully corrupt. The corruption starts at the time of recruitment. When there is corruption in recruitment and when the people who are recruited by this commission are corrupt how can he expect that they would be able to deliver the goods. Therefore, there is a large scale

[Shri K. Lakkappa]

of corruption prevailing in the Railway Public Service Commission where the recruitment takes place. That is why, I say that indiscipline has started there with the coming of the Janata Party in power. There is no discipline. It is no good providing any relief to the employees when there is no discipline. Then the trains are also coming late. This has been going on for the last two months to a considerable extent because of indiscipline. Yesterday it had been conceded. Due to carelessness, thefts and pilferage have increased in the railways. Therefore, it is the duty of the new Railway Minister to reorganise the whole thing. I would like to know from him whether he is seriously considering either reorganising or screening the Railway Board which is mostly responsible for all these prevailing malpractices pilferage etc. Therefore, I would like to suggest that he should find out new methods of introducing discipline in the railways first. Unless he introduces discipline in the railways, he cannot expect any improvement in the railways so far as financial aspects are concerned. But he has stated in his budget speech that new lines will be opened in various parts of the country and so on. But the point is that the amount that you have allocated for this purpose is very meagre and according to that, you have to pay nearly Rs. 477 lakh to the General Revenue Fund. Taking this point into consideration, how do you construct the new lines that you have proposed. As far as Hasan-Mangalore Railway is concerned, the expenditure comes to Rs. 20—40 lakhs. This line is not nearing completion. So, there is a lot of wasteful expenditure and inordinate delay in the administration. How all these things are going to be improved should have been mentioned in the budget.

Therefore, you cannot take any credit except to say that Prof. Dandavate is a good man. The budget that you had presented was a preparation made by the previous Government.

I thought the Railway Minister of the Janata Party Government would bring renovations and other improvements in the railways. As far as freight charges are concerned, when the goods reach from the consignor to the consignee, 15—20 per cent of them will fall on the consumers invariably. Their goods traffic organization is completely in shambles, and unless it is revamped, nothing can be achieved. The present Budget is nothing but the same stereo-typed exercise. The Janata Party cannot take any credit by saying that they have presented a very rosy picture about the Railways. There is a huge amount of pilferage not only in the revenue but even in landed properties belonging to the Railways; more than 2,000 acres of land throughout the country have been encroached by various organisations and various people in the country. They are even disclaimed? Even after repeated petitions made to the Ministry, they have not cared to recognise the properties that belong to the Railways. I would like the hon. Minister to make a thorough investigation into unauthorised utilisation of the railway properties by wrongful persons. They may be in Bangalore, they may be in Mysore or they may be in Bihar or in Calcutta. A huge amount of valuable properties are utilised by private persons and influential persons. No action is taken and that is how these people are encouraged in that.

The entire contract system has to be looked into and reviewed by the Minister. I hope he will take pains to review the entire contract system in the Railways in the construction of railway bridges and new lines. Vested interests should not be created. If any vested interests are created, the concerned people should be properly dealt with.

I have been telling my other friends from Karnataka, and they have also spoken. In the entire southern part of our country, there

are no facilities at the railway stations; the railway stations are in a dilapidated condition; there is no accommodation; the other facilities are also not there; even the booking office is in an open place in certain parts of southern India. Nothing has been done and nothing is being suggested in the budget; no funds are being allocated for construction of new railway stations or for any improvement in the southern parts of our country.

As regards the bridges now under construction, I wonder whether they would see the light of the day, whether the work that is in progress will at all be completed. The construction work now on hand, which is in progress, should be completed under a time-bound programme. There is no time-bound programme that has been suggested here. Therefore, I would request the hon. Minister to see that, even in the case of construction of new lines where the work is in progress, the construction is completed under a time-bound programme. Unless there is a time-bound programme for completion of such work, nothing will happen and only unnecessary expenditure will be incurred.

Now, I come to the new lines. My friends on the other side, belonging to Karnataka, have also suggested. To my question he has answered that surveys have been carried out for construction of railway lines from Hubli to Karwar, from Talguppa to Hanovar, from Rayadurga to Chitradurg, from Kottur to Harihar and from Apta to Mangalore, part of which falls in Karnataka State. But there is not even an iota of resources. I am afraid, this is only a false promise. I want that it should not be a false promise. I want a categorical assurance from the Minister that all these new lines will be completed and he must also see that the necessary financial resources are provided.

The last point I would make is this. The wheel and axle factory is

proposed to be located in Bangalore. I would request that it should be located in Tumkur, my constituency because no big industry should be located in Bangalore itself. Now they have invested several crores of rupees for such construction and buildings have also been constructed, but there is a rumour that the Railway Board or some people in the Railways are trying to shift it from Bangalore to some other State. If that is so, then we register a strong protest against that, and we want a categorical assurance from the Minister that the factory will not be shifted because of any political motivation or pressure from any one interested in shifting it. I request that it may be constructed and located in Bangalore or near about Bangalore, in my constituency, Tumkur.

With these words, I conclude my speech.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): In order that there should be no misunderstanding, I want to say this. There was to be a call-attention in this House, and the discussion on Railway Budget had already begun in the other House. Therefore, I was there, and I had requested the Minister for Labour and Parliamentary Affairs, Shri Ravindra Varma, to attend to the debate here. This was the reason why I was not able to attend to the debate here.

SHRI NANUBHAI N. PATEL (Bulsar): Mr. Deputy-Speaker, Sir, while supporting the Railway Budget, I would like to congratulate the Railway Minister and the Railway Board for having presented a Janata Railway Budget by the Janata Party Government.

Firstly, I will mention a few things relating to the Gujarat State. There is a construction going on between Bhavnagar and Tarapore. I am sorry that the work has been very slow and I would request the Minister to implement this as early as possible.

[Shri Nanubhai N. Patel]

Between Ahmedabad and Delhi there is a metre-gauge line and, due to this meter-gauge rail, most of the passengers from Delhi to Ahmedabad going by the Broad-gauge go via Baroda. Because of this, there is heavy rush between Delhi and Baroda on the broad-gauge line. So, the conversion of the meter-gauge line from Ahmedabad to Delhi should be done as early as possible.

In the last monsoon season, the bridge over the Daman Ganga river which falls in my constituency was washed away completely. Not even a single pillar was left. Within a period of seven weeks, the Railway Board constructed a bridge for diversion. This was in spite of the fact that the rain was falling throughout. About eight thousand workers were engaged for this work and the work was completed within a period of seven weeks. I would like to congratulate the Railway Ministry and the Railway Board for that. The passengers from Bombay going to Delhi and Ahmedabad were brought upto Bhilad station and then brought to Bulsar station by State transport buses. The Gujarat State Road Transport Corporation gave all the cooperation for bringing the passengers by road from Bhilad to Bulsar. I would also like to congratulate them for this.

My friend, Shri Mavalankar, suggested some time ago that work on old bridges should be started immediately. Shri Dandavate knows it very well, but I would like to bring it to his kind notice that between Virar and Bombay, there are two railway bridges on Bassian river. These were constructed nearly a hundred years ago. The water is salty and if there is any damage to these bridges, it will be very difficult to take the trains direct from Virar to Bombay. I understand that there is a proposal for construction of a railway line from Virar to Diwa. I would request the Railway Minister

to have it constructed as early as possible, because if there is any damage to these bridges, passengers can be diverted from Virar to Diwa or Bombay Central. As has been suggested by my friend, Shri Mavalankar, there is need for a railway over-bridge near Navsari station. There is a great demand for this from the people. Then, there are Bilmora and Bulsar railway stations. On the western side of the railway stations, both the cities are situated and there is no space for the development of the city further on that side. The people have started construction of houses, colleges, schools, industries etc. on the eastern side of the railway stations. There is a great demand from the people of Bulsar and Bilmora to construct an over-bridge from east to west at Bulsar as well as at Bilmora.

Now, I would like to point out a few points. Recently, I received a memorandum from the Bombay Suburban Passengers' Association. That might have been received by the Minister also. So, I am not going into the details of that but I would like to request him that the points they have mentioned are worth consideration.

As you know, my constituency is Bulsar and it starts from Umbergaon railway station. Between Umbergaon and Bulsar there is not a single college. So all the students have to come to Bulsar because an Arts College, Commerce College and Law College are there. All the colleges are in Bulsar and it is very difficult for them to come to Bulsar to attend the colleges in time. So, there is a great demand from the people of that area that the Gujarat Express and the Janata Express should stop also at Umbergaon, Sanjan and Bhilad stations. I know these are long-distance trains. So, I do not press much for that. Of course, there is a big demand but I would like to request the Minister that recently they have

started a shuttle from Virar to Bulsar and Bulsar to Virar. All these trains come from Bulsar to Virar in the morning. At the same time a similar shuttle should be started at about 7 O'clock from Virar which can reach Bulsar at 10.30 in the morning so that students and passengers can come to Bulsar. You know Bulsar is a district headquarters. So people from Umbergaon, Bhilad and Sanjan come there to attend courts and students come to attend colleges. So there is a heavy demand from that area for a shuttle train. When I recently visited that area, thousands of students met me and told me that if this is not done quickly, they will start an agitation. But I told them, 'If you want to start any agitation, I cannot help you.' So kindly consider and start a shuttle train between Virar and Bulsar and from Bulsar to Virar.

Between these stations the passengers are asking for season tickets. But there is one old GR of 1954. But we are in 1977. In Bombay suburban stations they are issuing season tickets for one month and three months between one station and another but here the railway authorities say that there is a GR of 1954 and according to that, we cannot issue a season ticket within fifty kilometers or fifty miles. This is not proper. The passengers are facing difficulties without the season ticket.

There is a demand for a high level platform at Atul Railway Station. The Railway Authorities say that they will examine the matter if there is a good traffic over there. Please provide a high level platform where there is good traffic.

Bulsar is a District Headquarters. There are two ticket windows—for the 1st Class and the second the 2nd Class. Every time long queues are found over there. An enquiry office has also been opened there. Water Cooler has also been installed. There is no place left for the second class

passengers to sit there. Please ask the officers over there to provide some place for the second class passengers where they could sit.

It is good that you have announced that new Janta Trains are going to run which will be classless. You go and see personally that there is no water in the Janta Trains which are running at present.

PROF. MADHU DANDAVATE: I have myself travelled by that train.

SHRI NANUBHAI N. PATEL: There are no fans and there are no sweepers. If such a type of Janta trains are going to run, I do not think it will be of any advantage to the Second Class passengers. At the platform the urinals and latrines are very dirty.

At Bulsar there is only one Railway over-bridge at the south end. 16 to 17 coaches are being attached to the train. Between platforms No. 1, No. 2 and 3 there is not a single over-bridge at Bulsar Railway Station at the North end. Either the passenger has to cross the line or he has to go to the south end to cross the line by an over-bridge. The old people have to go to the south end, climb the bridge and then come to this side. The Coolies are charging more money from the people. This should be stopped. There are so many over-bridges which you have constructed in Bombay. Why not have this over-bridge also? This over-bridge should be constructed as early as possible.

At Navsari and Bulsar you have to construct at least one more ticket window at both these places. Passengers at present find lot of difficulties

The Rajdhani express previously did not stop at Baroda but now it is stopping. Surat is a station from which our Prime Minister Mr. Morarji Desai, comes. It is an industrial town. There should be a stoppage there. There should be stoppage

[Shri Nanubhai N. Patel]

of Rajdhani Express at this place at least for two minutes. With this request I conclude my speech. Thank you very much.

SHRI D. B. PATIL (Kolaba): I would like to support and congratulate the hon. Railway Minister, Prof. Madhu Dandavate for not having increased fares and freights. The congress used to increase fares and freights every time and put the burden on the common man. The Minister has made some policy announcement in his speech so far as the participation of workers in railway administration is concerned. So far as the economics of the railway administration is concerned, there should be improvements made in this direction. Regarding the economics of the railway administration, I would like to refer to page 17 and page 19 of the Supplement to the Explanatory Memorandum on Railway Budget for 1977-78. In page 17 you find in regard to north-eastern railway that the ratio of net revenue to the capital at charge is minus 13.0 per cent and as now proposed in the budget for 1977-78, it is minus 12.6 per cent. The operating ratio comes to 123.3 per cent. It means the ratio of working expenses to gross traffic receipts is not satisfactory.

14 hrs.

I would like to hear from him whether he is going to tolerate this sort of working of the railways. My point is that whatever is spent, the Administration also has to see whether it has been spent properly or not. When the participation of workers is sought for, I would request him to see that the Administration also is improved to such an extent that there is no loss to railways at all.

Here is a ratio of the loss incurred by the railways on the capital invested which, in some cases, ranges from 9 per cent, 12 per cent to 13 per cent.

This only means that there is a loss so far as capital investment is concerned. Capital investment is met by the public exchequer; dividend payment is also provided for by the Administration during the last so many years. But Railway Administration had to borrow from the General Revenues. Because they have to borrow from the General Revenues the indebtedness has gone to the extent of Rs. 470 crores. Taking into consideration the investment that has been made upto now it is clear that there is no proper returns. With this, it may not be possible for the Railway Minister to have any new development plans. There is a great demand for it from all parts of the country, especially, from the backward areas. We are told that funds are not available but, if they are made available, then, probably, all demands would be met. I am not trying to blame the Minister for that. This is a legacy of the past Congress regime but it has to be attended to. Railways are the largest public undertaking and so they are necessarily to be run on profit basis. If they are supposed to be run at a loss, then all the public money will be wasted. This is my personal opinion.

I would request him to see that proper attention is paid to this thing. Many friends just now expressed their opinion with regard to the amenities given to the travelling public. You will find that there is scarcity of water in compartments and scavenging arrangement is also not sufficient. Even if they are provided for, that is not being done properly. Not much provision is being made in this regard. Even if provision is made for the purpose, that has not been properly utilised.

We are told that in future classless trains will be started. At present there are two classes—I and II Classes. Many of us have been demanding abolition of these classes as early as possible. I would request the Minister to see that wherever these

two classes of trains are run, they are also abolished and in their place, classless trains are introduced as early as possible.

Coming to victimisation of workers, the Railway Minister said that the cases of victimisation would be looked into and justice would be done in the cases so far as emergency period was concerned. Victimisation presupposes that a person is put to a loss for no fault of his. Then, why should you restrict that to the emergency period only? Many a time we are seeing that the superior officer orders his inferior servant to do some personal work of his. If he does not do it, he tries to victimise him. I would request the Minister that not only victimisation on account of political offences but also victimisation of all types should be looked into and justice should be meted out to those cases also.

I now come to the ticketless problem. As a result of ticketless travel, there is loss to the railways. Till now, attempts are being made to do away with these malpractices. But, still, the malpractices are there. The ticketless travelling is going on. It is also a general experience that the staff is joining hands with these ticketless travellers. This ticketless travelling is causing much financial loss to the railways.

Now, Sir, a word about corruption on the railways. There is corruption at every stage on the railways as a result of which there is heavy financial loss to the railways. This has resulted in loss of revenue to the railways as a result of which many good demands of the public are not being fulfilled by the railways. I know the present Railway Minister is trying to do away with this evil. I would like to request him to start uprooting this evil from the top rather than from the bottom. If corruption is stopped at the higher levels it will automatically get stopped at the lower levels.

If corruption is stopped on the railways it will enhance the railway finances.

Lastly, a word about thefts on the railways. Here also, I understand, the staff is in league with the culprits. There are cases of theft even while the train is running. Because of these thefts there is a general apprehension in the minds of the public that their goods are not being delivered safely. These thefts are committed on account of the negligence of the railway staff. So far as passenger trains are concerned, we find so many dacoities are being committed.

Then, Sir, I would like to draw the attention of the hon'ble Minister to the utilisation potential of the wagons. There are so many wagons. I would like to know whether the utility potential of the wagons is being reached. If the utility potential is reached then, I think, there should not be any loss to the railways.

A word about the Konkan railway. The Railway Minister comes from the Konkan area and, as such, he is also anxious to take it up. This railway line should be taken up as early as possible. There is no provision for it in the present budget. He has said that he is consulting the Planning Commission and will take up this railway line early. I would like to request him to take it up as early as possible. In this connection I would also like to bring to his notice that the Maharashtra Government had promised that land would be given free for this railway line. According to me the cost of such land will work out to be Rs. 6 crores. Now, I come to suburban railways. Prof. Dandavate comes from Bombay and he knows very well about suburban railways. Suburban trains are always over-crowded. The hon. Minister has promised that over-crowding in the suburban trains will be reduced to a great extent. I would request the Minister to kindly see that the over-crowding is done away with as early as possible.

[Shri D. B. Patil]

At the same time, I would like to draw the attention of the hon. Minister to the fact that if over-crowding is done away with completely, what will be the effect on the revenues of the railways. For 1977-78, the passenger freight receipt is expected to be of the order of Rs. 607.0 crores. Now, because of over-crowding we are getting so much earning from passenger fare even though expenditure is less. But if over-crowding is stopped, then there will be less profits to the railways, because if more trains are introduced to remove over-crowding, there will be more working expenditure on the railway administration and maintenance. At the peak hours, one can find the passengers in the suburban trains travel hanging on the foot-board, on one leg, etc. But these passengers are paying full fare. Why should they put up with these kinds of difficulties? If an accident takes place and if any such passenger is injured or dead, the railways do not take cognizance of such passengers for the purpose of payment of compensation to the victims. Sir, I come from Bombay and I have had enough experience about the suburban trains. I had a first class pass as a member of the Legislative Assembly of Maharashtra but I did not travel by suburban trains even in the first class. I always travelled by bus even though it may take more time to reach my destination. In this connection, I would request the hon. Minister to take into consideration all these points when he initiates action.

I have another point to make. I would request the hon. Minister to look into the economics of the Railway administration. That is very important. This is a public undertaking. It does not necessarily mean that there should always be loss in the public undertakings. On the contrary, this public undertaking should always run on profit and the profit should be utilised for the development of other much pressed new lines.

DR. HENRY AUSTIN (Ernakulam): Mr. Deputy-Speaker, Sir, during the last few days, the budget proposals have received a fairly good critical evaluation at the hands of hon. Members representing various parties and sections. Now, I would join them in offering good wishes to the hon. Minister who has just embarked on his new assignment. Naturally one should not expect so many spectacular things immediately. He should be given some time.

There seems to be certain continuity in the proposals offered by the hon. Minister with the tradition of the last 30 years when the administration was being run by a different party. During that period people thought of some novelty in the budget only in regard to fare, whether passenger or goods traffic. Nothing more than that was expected. The present ruling party was proclaiming that a new era was emerging and so many things were likely to happen on both political and economic fronts. This proclamation of the ruling party has aroused expectations among the people and people therefore expected that in these crucial weeks some major innovation would be made, through the Railway Budget to be followed by the regular General Budget. They were expecting some great policy formulations. But I am sorry to say that our hopes have been very much belived in that the Railway Budget does not offer anything that much striking particularly in the context of the new expectations aroused.

Sir, the railway administration presides over the major segment of the transportation system in our country. Perhaps one would have thought that the new administration would have presented an integrated fabric of the whole transport system in our country co-ordinating the steam ship or other water transport services, road transport or perhaps even the air services with the railway system. Such coordinated system of transport set-

up would have given a fresh momentum to our development process. If the railway system, for instance, had planned some coordination with some steam ship corporations, they could have transported coal or iron ore or even oil from Northern regions to Southern regions thereby avoiding many bottlenecks in traffic of these bulk goods. These are new vistas on which the administration should have bestowed some thought.

Again there is so much competition between nationalised road transport and the railways. Almost every state has its own transport corporation and lorry service. At the state levels if there is some coordination much competition would be avoided eliminating waste, delay and duplication.

There should also be planning with an eye on building international service of the Railways. If one travels in Europe, one knows that there are trains connecting Moscow with Paris, Paris with Rome and Paris and Madrid and so on. I read that recently our Prime Minister exchanged views with the Shah of Iran on the possibility of connecting Teheran with New Delhi. We should think in that wider perspective. We are almost land-locked, cut off from even our neighbouring countries. We should think of extending the railways to Singapore and Thailand in the east and similarly, we can think in terms of a railway system connecting our country to Europe. Recently, the Asian Highway has been opened under the auspices of the United Nations and one can travel easily from Europe to Asia by road and perhaps we should soon be able to travel by train also. I am pointing out these aspects because our railway system is the second largest in Asia; yet in a way, it is also outmoded. When developed countries; whether in respect of facilities available to passengers or for transport of goods or from the point

of view of services we are lagging far behind. I do not want to compare our situation with those of the highly developed countries yet with available expertise and services we should have a better system. I know that the chairman of the railway board Mr. Warier is a dedicated person and is committed to the improvement of the railway system. I do not want to cast any aspersions on the railway board or other officers. But I want to ask: what is the railway system in India? Is it a commercial organisation or a public utility service? If you consider railways as a public utility service, you have got to think in terms of the quality of the service rendered to the travelling public or facilities in the matter of transport of goods. The previous speaker has pointed out the unhappy situation obtaining in second class compartments. Even after paying full fare, in overcrowded trains passenger have to travel standing perhaps for a whole day in long distance trains. What justification does the railways have to make the passengers travel in such inhuman conditions? Water and toilet facilities are also inadequate. All these details are known to everyone of us, but the point is, how best to tackle them. If you consider railways as a public utility service and take a humanistic view of the problem, it is intolerable that the railways should allow such a state of affairs to exist. It is a colossal problem. I know. But within the realms of possibility, we have to tackle it.

It is high time that we went in for electrification of the railway system in a big way. I have exchanged views about this problem with the Railway Board authorities and the hon. Minister's predecessors. They say that in the context of perspective planning we may not have adequate electricity for this venture. That is the stock answer given. But smaller countries with much less electric potential have already switched over

[Dr. Henry Austin]

to electrification in a big way. So instead of taking an outmoded view, we should catch up with modern science and technology. How can a passenger take 3 or 4 days to go from one part of the country to another? We have to think in terms of the railways having their own thermal plants and hydro power generation plants to make the railway system self-sufficient in the matter of electrical energy. Particularly in the metropolitan areas, it is high time we had electrification of railways. Even in the capital city of Delhi, where the population is mounting up, we do not have a good railway system, though some plans are under way.

When I travel, I come across a human problem. There are a number of Class III and class IV employees from my own constituency and from my State who are working as caterers. I think the railway administration disowns them. They are not full-fledged employees. They have to depend on commissions. I find them in shabby clothes. They complain that they have no place to lay their heads on during the night, because they do not know where they will be withdrawn. They have to get down at some station and sleep on the platform. When I ask them how much money they make per day, they say, it is hardly two or three rupees and their wives and children are living in their villages or towns in their home States. This is a very deplorable state of affairs. Why not regularise them and give them some security and minimum comforts?

Now, I come to a few problems of my own constituency or State. I thank the hon. Minister for the assurance, but people back home do not consider it a sufficient assurance, that you will take personal interest in the matter of the Ernakulam-Alleppey line. You know how important

this project is. May be commercially it is not very profitable, but from the point of view of the development of backward regions, it is very important and this railway line should be completed at the earliest.

Another railway line on which you should bestow attention is the Madurai-Cochin line. There is a scheme pending with the government for more intensive exploitation of the Western Ghats and this new line will be a great help in this regard. The Madurai-Cochin line is a must because it will not only cater to the interests of Kerala but also open up the hinterland of Tamil Nadu for further development. It will also augur well for the increased development of tourism. So, from many angles, the Madurai-Cochin railway is a project which the railway administration should take up immediately.

You have also assured us about taking up the Konkan railway line. It is a very welcome project. I hope the Konkan railway line will not only connect the existing railway system on the West Coast but also cater to the needs of more undeveloped regions.

We are glad that the Tirunelveli-Kanyakumari-Trivandrum line will be completed expeditiously.

Sir, I now conclude. I wish you well. But I do hope that your tenure of office will be marked by innovative policies revolutionising our transport system.

श्रीमती मृणाल गोरे (बम्बई उत्तर) :
उपाध्यक्ष महोदय, सबसे पहले मैं भवती महोदय का अभिनन्दन करना चाहती हूँ कि किराया न बढ़ाते हुए भी उन्होंने सरप्लस नजट पेश किया है। आज तक सरप्लस बजट किराया बढ़ाने के बाद ही पेश किए गए हैं। साथ ही साथ सेकेन्ड

कलास पसेंजर्स के लिए मन्त्री महोदय ने जो सुविधाओं का एलान किया है वह स्वागत-योग्य है । परसों हमारे भूतपूर्व मंत्री श्री टी० ए० पई ने कहा था कि ज्यादा तो कुछ नहीं किया गया है, केवल कुछ पानी की सुविधा या लैंबेटरी की सुविधा बड़ाई है तो उससे क्या होता है । मैं कहना चाहती कि हमारे भूतपूर्व मंत्री कभी सेकेन्ड कलास से प्रवास नहीं करने होंगे, यह सामान्य सी दीखने वाली सुविधाओं के प्रभाव में आम छोटे लोग बहुत दुखी हैं । मैं समझती हूँ अगर आप सेकेन्ड कलास के पैसेन्जर्स के लिए पानी की टीका सुविधा, साफ लैंबेटरी की सुविधा और रिजर्वेशन की सुविधा करा देते हैं तो आपने बहुत बढ़ा काम कर लिया— ऐसा हम लोग समझ लेंगे ।

दूसरे आप सेकेन्ड कलास में नम्बे प्रवासियों के लिए गही का प्रबन्ध करने जा रहे हैं इससे उनका बोझ ले जाने का अप्राप्त काम हो जायेगा । एमपीज तो पास से फर्स्ट कलास में चलते हैं लेकिन सेकेन्ड कलास में आम लोग जो प्रवास करते हैं वे इस बात को समझ सकते हैं कि मंत्री जी ने जो कुछ कहा है उससे क्या फायदा होने वाला है । मन्त्री महोदय ने जो जनता ट्रेन शुरू करने की बात बही है हम उसका स्वागत करते हैं । हम तो चाहते हैं कि आगे चलकर आप की बड़ी ट्रेन जनता ट्रेन हो जायें । तब एमपीज भी जनता ट्रेनों से ही चलेंगे और तब और जल्दी से इसमें सुविधा बढ़ी गी ऐसा स्वप्न हम देख रहे हैं । इसके बारे में आप जल्दी कार्यवाही करेंगे, ऐसी हमें आशा है ।

भ्रष्टाचार के बारे में इस सदन में काफी चर्चा हो चुकी है । रेलवे में भ्रष्टाचार सही ढंग से समाप्त हो जाना बहुत जरूरी ह क्योंकि रेलवे ऐसा डिपार्टमेंट है जहां पर ज्यादा से ज्यादा आप लोगों के साथ ताल्लुक होता है । इसीलिए वहां पर ज्यादा से ज्यादा

भ्रष्टाचार का भोका भी मिलता है । ऐसी हालत में इस डिपार्टमेंट में भ्रष्टाचार समाप्त करने के लिए सरकार क्या काम करती है और किस हद तक उम्मको समाप्त करती है इसको लोग जबर देखेंगे । इसी दृष्टि से आपको इस प्रश्न पर ध्यान देना चाहिए । आज रेलवे में भ्रष्टाचार ऊपर के स्तर से लेकर नीचे के स्तर तक सभी जगह है । इसको समाप्त करना है तो जैसे आपने दिल्ली स्टेशन पर रिजर्वेशन में होने वाले भ्रष्टाचार को समाप्त करने के लिए कदम उठाया उसी प्रकार से हर जगह हर स्तर पर कदम उठाने पड़ेंगे । इस के बारे में आप विचार करेंगे और शीघ्र कार्यवाही करेंगे— ऐसी मैं उम्मीद करनी हूँ ।

रेलवे बोर्ड के बारे में पिछले कई सालों में जब भी इस सदन में चर्चा होती थी तो यह कहा जाता था कि रेलवे बोर्ड को खत्म कर देना चाहिये । आप ने अपने भाषण में तेसा कहा है कि एडमिनिस्ट्रेटिव रिफार्म्ज कमीशन ने इस सम्बन्ध में जो सुझाव दिये, उन पर आप विचार करेंगे । मैं इस सम्बन्ध में इतना जरूर कहना चाहती हूँ कि आमतौर पर रेलवे बोर्ड के बारे में जनता में ऐसी भावना है कि इन का जो काम-काज चलता है उस में ऊपरी ढंग से सोचने का तरीका ज्यादा रहता है । रेलवे डिपार्टमेंट एक ऐसा डिपार्टमेंट है जिस का आम लोगों से बहुत ज्यादा ताल्लुक पड़ता है, लेकिन दूसरी तरफ इस पूरे डिपार्टमेंट का काम चलाने का जो तरीका है वह लोगों को दूर रख कर चलाने का है, यही कारण है कि जनता और डिपार्टमेंट के बीच में खाइ पैदा हो गई है, अनेकों प्रकार की कठिनाइयों का निर्माण हो रहा है । इस खाइ को, इस अन्तर को हमें दूर करना है । मैं यह मानती हूँ कि अभी आप को इस काम के लिये पूरा समय नहीं मिला होगा, लेकिन भविष्य में हमें इस को सुधारने के लिए जल्द से जल्द कार्यवाही करनी चाहिये । मुझे विश्वास है कि एडमिनिस्ट्रेटिव

[श्रीमती मंजाल गोरे]

रिफार्म्स कमीशन की सिफारिशों को ध्यान में रखते हुए आप इस के पुनर्गठन के काम को जल्द से जल्द पूरा करेंगे।

रेलवे एक्ट की दुरुस्ती का जो सवाल उठा है, वह भी बहुत ज़रूरी है। इसके असावा और भी कई ऐसे एक्ट यहां पर चालू हैं जो अंग्रेजों के जमाने में, 80-90 वर्ष पहले बनाये गये थे, उन में थोड़ी-बहुत दुरुस्ती कर के अभी चला रहे हैं। लेकिन अब समय आ गया है कि आज के नये जमाने के अनुसार, आज को ज़रूरतों को मढ़े नजर रखते हुए हमें इन कानूनों में भुवार करना पड़ेगा। मैं उम्मीद करती हूं कि इन कानूनों में सुधार के लिये भी आप शीघ्र कार्यवाही करेंगे।

रेलवे मज़दूरों के पार्टिसिपेशन का आप ने अपने भावण में उल्लेख किया है। यह बहुत अच्छी बात है, अभी तो उस का शुरूआत है, लेकिन आगे चल कर हम रेलवे कर्मचारियों का ज्यादा पार्टिसिपेशन चाहते हैं। आप ने रेलवे मज़दूरों को कुछ हद तक न्याय दिलाने का काम ज़रूर किया है, इस से मुझे बहुत सन्तोष है, और कांग्रेस सरकार यहां पर होती तो यह न्याय कभी भी मज़दूरों को नहीं मिलता। इस से एक नया वातारण पैदा हुआ है जिस से मज़दूरों से और ज्यादा काम लेने की स्थिति पैदा हो गई। लेकिन साथ-साथ मैं यह भी कहना चाहती हूं कि मज़दूरों की जो न्यायपूर्ण मांगें हैं, उन मांगों के बारे में वातचीत करके आप को जल्द से जल्द फैसला करना चाहिये। अगर आप उन की मांगों पर जल्दी निर्णय कर सके तो इससे मज़दूरों को बहुत सन्तोष होगा, और आप उन का सहयोग प्राप्त करते में ज्यादा कामयाब हो सकेंगे।

आप ने नई रेलवे लाइनों के सम्बन्ध में जो कहा है—उस का पहला वाक्य है—

“The role of railway as an infrastructure in developing the backward areas of the country cannot be over-emphasized.”

आप इस का क्या अर्थ लगाते हैं, मूँझे मालूम नहीं है, लेकिन मैं ऐसा समझती हूं कि जो पिछड़ हुए इलाके हैं, अगर उन इलाकों की उन्नति करनी है तो आप को वहां रेलवे लाइन देनी चाहिये। हम देखने हैं कि प्रादेशिक असमानता बहुत बड़ी है, इस असमानता को लेकर लोगों के मन में, खास कर फिल्ड अधिकारियों के लोगों के मन में, यह भावना फैल रही है कि हमारे लिये कुछ भी न्याय होने वाला नहीं है। अगर आप को इन पिछड़े इलाकों का रूप बदलना है तो उन अधिकारियों में नई रेलवे लाइनें डालना बहुत ज़रूरी है। आप भी यह महसूस करते हैं और आप ने कई नई रेलवे लाइनों के बारे में सोचा भी है। मैं भी ऐसी कई रेलवे लाइन का सुझाव दे सकती हूं। मिसाल के तौर पर मैं आप से कहूं कि बिल्लीमोरा से ने कर नासिक होकर पूना और साउथ में जाने वाली लाइन अगर डाली जाए, तो बीच का जो हिस्सा अकाल का विभाग रहा है, उस में नई इंडस्ट्रीज डेवलप करने के लिए हम काफ़ी हद तक आगे बढ़ सकते हैं। मैं जानती हूं कि हर एक भाग के सदस्य ऐसे सुझाव दे सकते हैं लेकिन यहां सुझाव देने से ही काम नहीं चलेगा। सबाल यह है कि नई लाइनें डालने के लिए कितना पैसा खर्च करने वाले हैं। इस के बारे में पब्लिक एकाउन्ट्स कमेटी ने नई रेलवे लाइनों के बारे में अपनी 171 वीं रिपोर्ट में 24 प्रते पर जो कहा है, उस परे को मैं आप को पढ़कर सुनाना चाहती हूं :

“The proportion of expenditure on new railway lines to the total expenditure on railways is steadily declining. In 1948-49 the ratio of

expenditure on new lines to the total expenditure on railways ranged between 11.1 to 13.5 per cent. From the year 1966-67 this percentage has steadily gone down, except for the year 1971-72. During 1973-74 and 1974-75 the expenditure on construction of new lines was 4.3 and 4.4 per cent respectively of the total expenditure on railways. This is a very depressing feature."

मैं समझती हूं कि आज के बजट में ज्यादा से ज्यादा 4.6 परमेन्ट नक ही नई लाइनों पर खर्च होगा। उपायक महोदय, मैं यह कहना चाहूंगी कि जब तक आप कम से कम 12, 13 परमेन्ट नई रेलवे लाइन पर खर्च नहीं करना चाहते हैं तब तक सब लोगों की जो एस्पीरेशन्स हैं, आगाएं और आकांक्षाएं हैं, वे पूरी होना बिल्कुल अपम्भव है और इस के लिए आप को प्लानिंग कमीशन से बात करनी चाहिए।

कोंकण रेलवे के बारे में मैं कुछ कहूं, तो शायद लोग यह समझेंगे कि कोंकण रेलवे ग्रब रुर ने बाली है करोंकि मरीजी उसी बेड से गते हैं। लोगों को बड़ी आशा थी और उनको यह आकांक्षा रहे थे कि वह यह रेलवे बाली तै लेकिन मैं यह देख रही हूं कि वह में कोंकण रेलवे के लिए कोई पैसा नहीं रखा गया है और इसका कारण, मैं जानती हूं, यह है कि प्लानिंग कमीशन इसके लिए पैसा नहीं देता। इसलिए मैं यह कहना चाहती हूं कि अगर आप यह चाहते हैं कि देश की तरक्की हो और खासकर पिछड़े हुए इसाकों की तरक्की हो, तो आप को नई रेलवे लाइनों पर पैसा खर्च करा चाहिए और इस दृष्टि से 'र्लांग भोग' से भारत को ज्यादा पैसा लेना चाहिए। तभी

जाक़: जो नई रेलवे लाइनों के हमारे सुझाव हैं, उनपर कुछ काम हो पाएगा।

उपायक जी, इसके साथ ही मैं बम्बई के सवाल पर कुछ बोलना चाहती हूं। मैं यह समझती हूं कि बम्बई में ट्रेनों में ओवर काउंटिंग के बारे में यहां के सभी सदस्य वाकिफ होंगे करोंकि भी कभी आप वहां पर जाते होंगे और रेलगाड़ी से भी जाते होंगे तो वह पर ट्रेनों में लोगों को लटके हुए यात्रा करते देख दोगा। मैं यह कह सकती हूं कि मैं कई सालों से, तकरीबन 30 सालों से मैं बम्बई के सबर्बन रेल से यात्रा करने वाली एक बासी हूं और हर दिन देखती हूं कि उन की क्या तकलीफें हैं। मैं यह कहना चाहूंगी कि जैसे हमें पिछड़े हुए इसाकों की तरफ ध्यान देना है, उसी तरह से बम्बई जैसे मेट्रोपोलीटन शहरों की तरफ भी ध्यान देने की ज़रूरत है। बम्बई में कहां कहां से लोग आते हैं — देश के सभी कोने से प्राते हैं और अपना पेट पालते हैं और वहां आकर कहीं बहुत दूर उपनगर में रहना पड़ता है। इसलिए पूरे लोक सभा सदन का यह फर्ज हो जाता है कि बम्बई जैसे शहरों की तरफ हम विशेष ध्यान दें और वहां पर रेलों के लिए ज्यादा साधन रखें। मेट्रोपोलीटन ट्रान्सपोर्ट आर्गेनाइजेशन 1969 में बनाई गई थी और उस के जरिये बम्बई की ट्रान्सपोर्ट का सवाल और पूरे मेट्रोपोलीटन रीजन की ट्रान्सपोर्ट का सवाल कैसे हल होगा, इसके बारे में कई मुझाव आए हैं और दो तीन स्कीमें बनाई गई हैं। एक सिस्टम कोरीडोर की 160 करोड़ रुपये की स्कीम बनी थी और 1969 से ले कर सिर्फ पिछले साल कुछ थोड़ा सा पैसा बम्बई मेट्रोपोलीटन स्कीम के लिए दिया गया जिस की बजह से वह काम आगे नहीं चल सका। अब सरकार ने उस के लिए

[श्रीमती मणाल गोटे]

पेंसा दिया है और वह काम शुरू हो रहा है। इसके लिए मैं मंत्री जी का अभिनन्दन करती हूँ।

नवी रेलवे लाइंस आप बना रहे हैं यह अच्छी बात है। लेकिन जब तक फोटो मार्केट राबलीज की जो 40 करोड़ रुपये की स्कीम है, बान्द्रा गोरेगांव की 28 करोड़ रुपये की जो स्कीम है और कुर्ला मार्गुप की 27 करोड़ रुपये की जो स्कीम है इन पर काम आगे नहीं बढ़ता है तब तक बम्बई को कोई फायदा होने वाला नहीं है। आपने 14 करोड़ रुपये की बांद्रा से पलाई ओवर ड्रिजेस बेस्टन रेलवे और मैन्टेन रेलवे को जोड़न करने की जो स्कीम बनाई है और उसे हाथ में निया है, यह भी जहरी है, यह होनी चाहिए। लेकिन मेट्रोपोलिटन बजट में आप जो एक करोड़ रुपया दे रहे हैं उसके बारे में मेरा यह कहना है कि बम्बई का सवाल इतना पेचीदा है कि इसके बारे में रेलवे बोर्ड को काफी गम्भीरता से सोचना पड़ेगा। बोर्ड ये समझ रही है कि महाराष्ट्र मरकार बम्बई की बढ़ती हुई आवादी को रोकने के लिये उद्योग धंधों का विकेन्द्रीकरण चाहती है। लेकिन यह सही नहीं है। बीच बीच में यह नीति महाराष्ट्र मरकार लेती है। फिर भी उद्योग धंधों में नयी भर्ती होने वाली है, आवादी बढ़ने वाली है। इसको दृष्टि में रखकर या कदम उठाना है, यह देखना चाहिए।

अध्यक्ष महोदय में कहना चाहती है कि बम्बई में भीड़ बढ़ने वाली है, कम होने वाली नहीं है। इसलिये इसको सामने रखकर बम्बई के सवालों को देखना पड़ेगा। हम लोगों का कहना यह है कि बान्द्रा का काम केवल पलाई ओवर से होने वाला नहीं

है। मेरे राज से बान्द्रा गोरेगांव और कुर्ला मार्गुप की स्कीमों को भी जन्मी ही आपको हाथ में लेना पड़ेगा और पेंसा देना पड़ेगा। 14.40 hrs.

[Shri D. N. TIWARY in the Chair.]

इसके साथ साथ ही मैं यह कहना चाहूँगी कि आप बड़े बड़े काम करने वाले हैं, यह अच्छी बात है; लेकिन घोटी-छोटी चीजें जो हम कर सकते हैं, और ज़िनसे लोगों को राहत मिल सकती है वह भी हमें करने चाहिए। बप्पई की जह जैसी सबर्बन संस्था है। उन्होंने एक नया टाइम-टेबल तैयार किया है। लेकिन रेलवे की अधिकारी इसके बारे में सोच : नहीं चाहते। अगर इसका अध्यास करके स्टडी करके कोई टाइम टेबल तैयार किया जाता तो लोगों को बहुत राहत मिलती। लेकिन रेलवे के अधिकारी ऐसे कामों में कोई महयोग करने को तैयार नहीं हैं इसी प्रकार से एक और सवाल बम्बई का है। आप बुलावा से लेकर बांद्रा तक ग्रण्डर-ग्राउण्ड रेलवे बनाना चाहते हैं जिस पर 450 करोड़ रुपया लगाने वाले हैं। हम पहले से कहते आए हैं कि आप इस प्रकार की खर्चीनी योजना न बनायें, आप आगड़-पांडुड रेलवे न बनायें लेकिन जो छोटे छोटे मामले हैं जिनको हम बहुत ज़रूरी हैं, उस पर ध्यान दें। अब मैं आप से कहना चाहती हूँ कि टिकट बिड़की पर टिकट लेने वालों की बड़ी लाईन लगी होती है। अब लोग आते हैं देखा लाईन लगी हुई है, वहाँ के लिए समय नहीं है, वैसे ही भागते भागते गाड़ी में चढ़ जाते हैं। आप कम से कम इन छोटी छोटी बातों को हल करने की तरफ भी ध्यान दें तभी लोगों की तकलीफें दूर होंगी। लेकिन आपके रेलवे अधिकारी इधर ध्यान नहीं देते हैं।

आजकल हजारों की तादाद में हमारी बहनें, महिलाएं अलग अलग आफिसिस में काम करने के लिए जा रही हैं। ज्यादातर आफिसिस चर्च गेट में स्थित हैं। वहाँ पर महाराष्ट्र गवर्नर्मेंट का सचिवालय, बैस्टन

रेलवे का आफिस, बम्बई ग्यनिसिपल कारपोरेशन का आफिस, इनकम टैक्स का आफिस पास में हैं तथा और भी कई दूसरे आफिस हैं जहां हजारों की तादाद में हमारी बहने काम करने के लिए आती हैं। उनकी संख्या दिनों दिन बढ़ रही है। लेकिन दूसरी तरफ जो पुराने समय से एक डिव्वा महिलाओं के लिए लगा करता था वही आज भी लग रहा है, उस में कोई बड़ीतरी नहीं की गई, एक ही डिव्वा आज भी उनके लिए सुरक्षित रहता है। आप जानते हैं कि दो तीन साल पहले हम लोगों ने चर्च गेट पर जनरल बैनेजर का घेराव किया था और उसके बाद थोड़ी मुविधा बढ़ा दी गई है। लेकिन अभी तक भी वह काम पूरा नहीं हुआ है। महिलाओं के लिए कुछ और अलग से व्यवस्था करना बहुत जरूरी है। हर देन में आप एकाध ज्यादा डिव्वा दे सकते हैं . . .

श्री एम० राम गोपाल रेड्डी (निजामाबाद) : अब आप मंत्री जी का घेराव करें तो दो डिव्वे लग जाएंगे।

बोमली भूगाल गोरे : एक दो डिव्वे बड़े चाहिये। आपको चाहिये कि आप कुछ नए ढंग से सोचें। अगर ज्यादा डिव्वा नहीं तो भाम और मुबह के बचत कुछ ग्री का मुविधा दे सकते हैं। आप बोरिवली से चर्च गेट तक और कल्याण झील टी० तक महिला स्पेशल ट्रोड सकते हैं। उसका अभिक-रानी नाम हो सकता है। ऐसी देन केवल महिलाओं के लिए हो सकती है। जम में आफिस जाने वाली महिलाओं को जगह मिल जाए। ऐसा आपने किया तो दूसरी जो देन है उन में महिलाओं का रश कम हो सकता है। आपको चाहिये कि आप नए ढंग से सोचें और नए ढंग से सोचना शुरू करें। दस पंचांग दिन तक आप चला कर देख सकते हैं और यदि इस तरह का प्रयोग सफल रहता है तो इसको आप चालू रख सकते हैं नहीं तो बन्द कर सकते हैं।

लेकिन इन लाइन्स पर आप सोचना शुरू तो करें ताकि लोग यह समझ सकें कि आप लोग दिल से कुछ करने की कोशिश कर रहे हैं।

माननीय पटेल साहब ने बलसार से विरार शटल की बात कही है। इस सम्बन्ध में मेरी मांग है कि बलसार से विरार सुबह साड़े छः बजे शटल पहुंच और सात बजे विरार से निकल कर यह गाड़ी बलसार जानी चाहिये। इस के बारे में हमारी रेलवे के अफसरों से बातचीत भी हुई थी। हमारी मांग थी कि दहानु से विरार और विरार से दहानु तक शटल दी जाए। लेकिन इसको आप छोड़ दें। पटेल साहब को बात को ही आप मान लें लेकिन शटल शुरू करें। इससे काफी हद तक लोगों को राहत मिलेगी। यहां पर हर रोज़ काम के लिए आने वालों की संख्या हजारों में है। इनके लिए इस प्रकार की शटल बहुत मुविधाजनक मिठ हो सकती है।

इसी तरह की और भी छोटी छोटी बातें हैं। आपने पालघर पर ओवर ट्रिज बना दिया है। यह ओवर ट्रिज पहले का जो फाटक था वहां से करीब प्राधा मील की दूरी पर है। इसमें पैदल जानेवालों के लिए साइकल वालों के लिए बहुत कठिनाई हो गई है। जब फाटक बन्द हो जाता है तो मोटर वालों को तो कोई फर्क नहीं पड़ता है लेकिन पैदल जाने वाले लोगों के लिए अगर फाटक बन्द कर दिया जाता है तो उनको बड़ी असुविधा का सामना करना पड़ता है। उनके लिए या तो फुट ओवर ट्रिज होना चाहिए। मोटर का ट्रिज प्राधा मील की दूरी पर है। इतना सफर वे चलकर कर सकते हैं? पालघर प्राम पंचायत ने फाटक खोलने के लिये रेलवे को लिखा है और रेलवे ने जवाब दिया है कि पूरे साल भर के लिए बारह हजार रुपया वह भर दे। अब छोटी सी प्राम पंचायत इतना रुपया कहां से भर सकती है। लोगों को आने जाने की सुविधा देने के

[श्रीमती मृणाल गोरे]

लिए रेलवे फाटक को खुली रखे। यह लोगों की दृष्टि से बहुत महत्वपूर्ण है।

वैसे ही वर्ष ६८ स्टेशन पर से यात्रियों को स्टेट ट्रांसपोर्ट से जाना पड़ता है। एम०टी० का नया बस स्टेशन बनाया गया है। इस नये स्टेशन से रेलवे स्टेशन दो सी फिट पर है। लेकिन यह दो सी फिट का रास्ता रेलवे नहीं बना रही है। इसलिये यात्रियों को आधा मील का चक्कर लगाना पड़ता है। यह एक छोटी सी बात है। रेल अधिकारी प्रबाधियों की इन छोटी छोटी बातों को तरफ अगर ध्यान दें तो बहुत सुविधा यात्रियों को हो मिलती है। यात्रियों की दृष्टि से ये बहुत महत्वपूर्ण बात है।

वर्ष ६९ में जो काम के लिए आते हैं उनके लिए आपने सीजन टिकट देने की व्यवस्था कर रखी है। लेकिन पालघर, दहानु से हजारों लोग आते जाते हैं और उनके लिए भी आपको वर्ष ६९ जैसा सीजन टिकट की व्यवस्था करनी चाहिये। इससे उनको काफी सुविधा हो जाएगी।

वर्ष ६९ में कई लोग हैं जो छाटे छाटे हैं और फेरी करने वाले हैं। वे एक टोकरा केला आदि ले कर आते हैं और उसको बेच कर बापिस चले जाते हैं। अपना पेट भर सकते हैं। पहले ऐसे लोगों के लिये सीजन टिकट पर 35 किलो बेट ले जाने की सुविधा थी, लेकिन अब उस को कम कर के 10 किलो कर दिया गया है। मेरा कहना है कि छोटे लोगों को आप क्यों परेशान कर रहे हैं। अगर वे लोग रिप्रेजेंट करते हैं तो आप को उनका स्थाल करना चाहिये।

हमें मजदूरों को न्याय देने की एक सी नीति अपनानी चाहिये और दूसरी तरफ रेलवे के जितने मजदूर हैं, काम करने वाले हैं उन को आम जनता की तकलीफों को दूर करने की

कोशिश करनी चाहिये। अभी माननीय डी० बी० पाटिल ने जो कहा कि रेलवे पर जो रुपया खर्च होता है उस का हम पूरा रिटर्न मिलें, इसके लिये यह ज़रूरी है कि हमें देखना है कि भ्रष्टाचार को कैसे ख़ोल किया जाए और इसमें सब का सहयोग कैसे लिया जाए। मेरी राय में इस दृष्टिकोण से रेलवे के रीतों-नाइजेशन की बहुत ज़रूरत है। मैं आशा करती हूं कि माननीय दण्डवत्ते जो, जिनका लोगों के साथ हमेशा अच्छा ताल्लुक रहा है, लोगों की तकलीफों को समझेंगे और इस आधार पर रेलवे प्रगति को मोड़ने का काम करेंगे।

श्री राम देनी राम (पलामू) : माननीय सभापति जी, 30 वर्ष की आजादी के बाद पूरे सदन और सभापाल को यह जानकर आश्चर्य होगा कि स्थानीय प्रतिनिधि के रूप में मैं पहला व्यक्ति उस पहाड़ी ज़िले से आया हूं उसके पहले किसी स्थानीय व्यक्ति को टिकट नहीं दिया गया था। आज तक 30 साल की आजादी में कोई रेल मंत्री पलामू ज़िले में नहीं गये हैं आँन देहीद है कि वर्तमान रेल मंत्री नीजाये गए हैं। मुझे खुशी होगी अगर वर्तमान रेल मंत्री उस इलाके में जायें तो मुझे उम्मीद है कि वे निश्चित रूप में महसूस करेंगे कि उस इलाके में रेलवे लाइन की कितनी आवश्यकता है उसके विकास के लिये। इसलिये अनुरोध है कि इस ज़िले में रेलवे लाइन बिछाई जाये जो अधूरे पड़े हुए हैं।

छोटा नागपुर के अन्दर पलामू ज़िला का मैं रहने वाला हूं जो पटना से केवल 185 मील दूर है। महोदय पटना से जब डाल्टनबंज रेल से आप जायेंगे तो इस दूरी को तय करने में 14 घंटे का समय लगता है। एक ही गाड़ी पटना से 1 बज कर 20 मिनट पर चलती है जो ढेहरी औन-सोन में 5 घंटे तक लड़ी रहती है। ऐडमिनि ट्रैशन का कहना है कि बहुत सी गाड़ियों का वह मेल लेकर जाती है। मैं

सरकार से पूछना चाहता है कि अगर कोई बीमार आदमी उस गाड़ी पर बलेगा तो उस की क्या हालत होगी ? डाल्टनगंज से भी जो गाड़ी जाती है वह भी उसी तरह हेहरी ग्रोन मोन पर 5 घंटे स्टैंड हो जाती है और वाकी 14, 15 घंटे में पटना पहुंचते हैं । पटना से दिल्ली लगभग 900 किलोमीटर है जो हम 16 से 20 घंटे में पहुंचते हैं जबकि पटना से डाल्टनगंज 185 मील 14 घंटा में पहुंचते हैं । आप सोच सकते हैं कि वहाँ के यात्रियों को क्या स्थिति होती होगी । इसलिये एक एक्सप्रेस ट्रेन की व्यवस्थों को जाये । इन समस्याओं के मम्बन्ध में पिछले मंत्रिमंडल में रावर पव व्यवहार करना रहा पर कोई नियन्त्रण नहीं निकला । भी श्री दंडवते जो को याद दिलाना चाहता हूँ कि एक बार जब वावूजी गेल मंत्री थे, मयोग में वे नेहला रेलवे पुन का उद्घाटन करने गये थे । वहाँ की जो दशा उन्होंने देखी तो तुरन्त एक एक्सप्रेस गाड़ी १०८ दे नियं देंदी । लेकिन दो तीन महीने बाद जब वे गेल मंत्री थे, पद में हटे गये तो उस ट्रेन गाड़ी को भी रद्द कर दिया गया ।

माननीय सभापति जी मं आरके माध्यम से मंत्री महोदय से निवेदन करूँगा कि पातारी इन्हों की नरक वे विशेष ध्यान दें । भी मंत्री महोदय में अनुरोध करूँगा कि वह एक बार पलामू चलकर दर्शन दे । यहाँ की एक मुख्य प्रहरियत की रेलवे लाइन इनकम्पनीट पड़ी है जो बरबाडीह से चिरमिरी तक रोके ड वन्ह-वार के समय बन रही थी लेकिन लड़ाई बढ़ होने के बाद इसे इन कम्पनीट ही छोड़ दिया गया । सारे पुल और स्टेशन बने हुए हैं, लेकिन लाइन बिलाने का काम वाकी पड़ा है । इस लाइन की प्रहरियत इसलिये भी है कि यह मिनरल बैल्ट्स के बीच में है और यह आदिवासी एरिया है । परन्तु यह 103 किलोमीटर का रेल लाइन का टुकड़ा बना दिया जाता है तो बम्बई जाने वाले यात्रियों को 250 मील का रास्ता कम पड़ता है ।

कलकत्ते से जो यात्री चलते हैं उनको डेरी ग्रोन सोब और इलाहाबाद होते हुए औपकर बम्बई जाना पड़ता है । बजट भावण में मंत्री महोदय ने जिन रेलवे लाइनों को बनाने के मम्बन्ध में कहा है यदि उन्हें उक्त लाइन के बारे दे जानकारी होनी तो निश्चित तौर में वरियना दें । लेकिन मुझे अक्सरों है कि बजट में कहीं भी इम लाइन का जिकर नहीं है । मैं यह भी अनुरोध करूँगा कि वहाँ की हालत ऐसी है कि वच्चों को बनाना पड़ता है कि रेल कंसी होती है । ऐसे भी बूँदे हैं जिन्होंने आज तक रेल देखी नहीं है ।

क्योंकि वहाँ पर अनेकों प्रकार के निरर्लस का दूधी डिपार्जिट पड़ा हुआ है इसलिये भी इस लाइन का बनाना जरूरी है । इसमें इसाने का विकास होगा ।

मंत्री महोदय ने प्लेटफार्म टिकट का मूल्य 50 पैसे से 30 पैसे किया, इसमें काको नोंगों को राहत मिलेगी । लेकिन मैं कहूँगा कि पहले रिजर्वेशन का मिक्के 8 आठा लगता था फिर एक रुपया हो गया और अब साड़े 5 रुपये लगता है । मेरा निवेदन होगा कि सैकिंड क्लास के रिजर्वेशन चार्ज को भी कम करें ।

रांची से डाल्टनगंज 105 मील की दूरी है । रांची से लोहरदगा तक छोटी लाइन बनी हुई है । रांची से डाल्टनगंज सिर्फ बस लाइन थी जो प्राइवेट ग्रोन से चलते थे । जिससे लातिंगोंको महु नियत हो रहा था पर तु वह सब नेशनलाइन कर लिया गया है । सभापति महोदय, आप बिहार के रहने वाले हैं इसलिये आप अच्छी तरह से जानते हैं कि राज्य ट्रांसपोर्ट को बसे कंसे चलती हैं । यात्रियों को इन्हों मूमीबतें उठानी पड़ती हैं कि ऐसा कोई दिन नहीं होता है, जब गवर्नरेट को हवारों गालियों न पड़ती हों । इसलिये मैं चाहूँगा कि रांची लोहरदगा लाइन को बड़ा कर कहीं भी डाल्टनगंज गोमो लाइन के साथ जोड़ दें, ताकि यात्रियों को सहलियत हो ।

[श्री राम देनी राम]

15.00 hrs.

मंहोदय जी पलामू जिला अकाल और मुखाड़ का जिला रहा है, बेकारी और भुखपरी का जिला रहा है। यदि मंत्री मंहोदय यदि इस की तरफ ध्यान दें, तो निश्चित रूप से वहां की बेकारी दूर होगी।

मेरे पूर्ववक्ताओं ने केंजुग्रल लेवर की चर्चा की है। पलामू जिले के मजदूर रेलवे में केंजुग्रल लेवर के रूप में डाल्टनगंज में हैं जो पिछले दम वरम में काम कर रहे हैं, मेरे पास दरखास्त आशा है जिससे मालूम हड्डना है कि उन लोगों को हटाने की साजिश चल रही है। सिगरीली में अभी भी केंजुग्रल लेवर की जहरत है। अगर डाल्टनगंज में काम नहीं है, तो उन लोगों को सिगरीली में मेड दिया जाये। अक्सर देखा जाता है कि अनुपर लोग पलामू जिले के मजदूरों को छांट कर अपनी मर्जी के मुताबिक दूसरी जगह के लोगों को बहाल कर देते हैं। मैं मंत्री मंहोदय से निवेदन करूंगा कि वह पलामू जिले के मजदूरों की तरफ ध्यान दें, ताकि छड़नी न किये जायें। पलामू विहार का सब से पिछड़ा जिला है—चालिक कहा जा सकता है कि वैसा अनदेवेलण्ड डिस्ट्रिक्ट शांयद ही देश में कोई होगा।

इन शब्दों के माय में रेलवे वज्र का स्वागत करता हूँ।

SHRI P. RAJAGOPAL NAIDU (Chittoor): Mr. Chairman Sir, when I heard the speeches of the Janata Party I was not able to hear even a word congratulating the Congress Government which has done so much for the country. At least they should have congratulated Shri S. K. Patil or Jagjivan Ram Babu: but I don't want to go in their way.

When I read the speech of the Hon. Railway Minister, I saw his sincerity and his anxiety with regard to the welfare of the workers and the passengers. With regard to the

workers, he has reinstated them and has paid back-wages to the tune of Rs. 1 crore and more. And because he has paid Rs. 1 crore and more, it might not have become possible for him to look into other amenities for them. With regard to the passengers he has provided for the introduction of double-decker coaches, increasing the number of Janata trains, provision of adequate drinking water facilities, instructions to manufacture a proto-type of a second-class coach with better facilities, provision of cushioned beds in the second-class sleeper coaches, making reservations easier, simplifying the machinery to settle claims etc. This is a good beginning. He has stated his policy but he is yet to implement these things: he has still to go a long way.

With regard to the workers, he has not increased the medical facilities, housing facilities, recreation facilities and facilities for the education and welfare of their children.

Then, the other things which have to be looked into are the strengthening of existing lines, improvement of uneconomic lines, laying of new lines, electrification of lines, increasing Janata trains, remodelling of stations, starting of new stations, construction of over-bridges, under-bridges and level-crossings etc. These require crores and crores of rupees. But the Railway Minister is now facing a deficit of Rs. 440 crores: how can he implement all these things when there is no money with him? He can do it only in two ways. One is to increase the fares and freight charges, but this he cannot do because of the uneconomic position of the people. Now, the Railways are bearing so many social burdens because the Railways are not only a commercial organisation but also a public utility service. The Railways are giving concessions to suburban passengers: they are paying less than a paise for every three paise paid by the ordinary passengers. The Railways are also allowing a lower rate for the

transport of coal, food-grains, fertilizers, iron-ore etc. and therefore they are getting a lower income from the transport of these things. Again, the Railways are giving freight concessions on goods supplied to drought affected areas. They are also operating uneconomic lines and they are giving some extra benefits to employees such as health and medical facilities and educational facilities to their children: All this costs the Railways a lot of money they have to spend not less than Rs. 120 to Rs. 150 crores on the amenities itself.

Now, why do the Railways have to spend on these items when the Government has to bear the social burdens? In other countries, social burdens are borne by their Governments. In Japan, Germany, Britain and other countries the Government writes off the losses of the Railways. They also give soft loans at a lower rate of interest and they share the social burdens as well. Therefore, I would like the Railway Minister to consider this and negotiate with the Government to see that a portion of the social burdens is taken away from them. It would then be quite easy for him to fulfil the things enunciated in his policy statement. He can also constitute a High Power Committee to decide the problem of sharing of social burdens by the Government and the Railways.

There is another thing. When the Railways are in debt to the tune of Rs. 440 crores, I wonder why they are giving money to the Road Transport Corporations of the States. They have given Rs. 10 crores to the State Road Transport Corporations. I want the Minister to collect that money because the Railways are themselves in debt. The Road Transport Corporations of the States can borrow from anywhere else.

Regarding the workers, much is still to be done. Bonus has to be declared and C. D. has to be paid. In

the Guntakal Division, about a thousand workers were retrenched a year ago: They have to be reinstated. There are daily-wage workers in the Guntakal Railway Division: they must be made permanent. Many of the casual labour were displaced because of the reinstatement of the railway workmen who had participated in the 1974 strike: these casual labourers who have been displaced must be reinstated.

There are arrears of night duty allowance and overtime allowance for the railway staff in Guntakal division since 1973. These require to be paid immediately.

The railways are constructing Nadikudi-Bibinagar broadgauge line. First, they had taken it up in conjunction with Macharla-Guntur metregauge line to be converted into broadgauge line. They had taken it up as a composite project. Now, they have deleted Macharla-Guntur metregauge line and have taken up only Nadikudi-Bibinagar line. Even here, they have divided it into two parts. One is Bibinagar to Nalgonda and the second is Nalgonda to Nadikudi. They have, however, taken up only Bibinagar to Nalgonda line and it is to be completed by 1979. The money given for this is only Rs. 30 lakhs. It is not possible to complete the work unless Rs. 4 crores are given this year itself. I would, therefore, request the Railway Minister to see that this money is made available for this line in this year itself.

Then, there is a metregauge line from Tirupati to Katpadi which is linking Southern railways to South-Central railways. If it is converted into a broadgauge line, there is no necessity for the passengers from the South to come to Madras then to Gudur and then to Vijawada. They can go from Katpadi to Tirupati then to Gudur and to the North. In that way, it would be very easy for the passengers from the South to

[Shri P. Rajagopal Naidu]

go to North. It is, therefore, necessary that this line must be converted into broadgauge line.

A survey is being conducted to convert the metergauge line into a broadgauge line from Hyderabad to Bangalore. It is quite necessary to convert the metergauge line to broadgauge line from Dharmavaram to Pakala. It will complete the whole circle. Then, a line is required to be constructed from Kolar Goldfields upto Chittoor to connect Mysore with the North. It will be a short cut. There would be no necessity to go to Jalarpet, Madras, then to Gudur and then to Vijayawada. This line is required to be constructed at the earliest.

Further, I would suggest that Guntakal division should be attached to South-Central Railways and Sholapur division to Central Railway. There has been a demand for this and if it is done, it will be better.

There have been a number of railway accidents in the past. Perhaps one of the reasons is these fast moving trains. It seems, our railway lines are not having enough strength to withstand the running of the fast moving trains. Therefore, they have to be strengthened first. To strengthen them they are not having steel sleepers. Now they are using concrete sleepers. They are not in sufficient quantity, therefore, they must manufacture them in a large way. I am giving you an example.

The Electricity Boards are manufacturing cement poles in the place of iron poles. Like that if they can manufacture concrete sleepers, it is very easy for us. Therefore, in every Division they must see that all these concrete sleepers are manufactured.

There is ticketless travelling which must be arrested. Especially in certain lines ticketless travelling is becoming usual. Therefore, unless cer-

tain steps are taken it is not possible to collect money and increase our revenues.

The Railway Board is converting many railway stations. But Chittoor is the headquarters of a district and there that station is not remodelled even to-day.

At Pileru a flag station is necessary. There is Mungilpat which is an intermediate station and which is only temporary and is near Tirupati. It must be made permanent.

SHRI DAJIBA DESAI (Kolhapur): At the outset I want to congratulate the new Railway Minister for his bold decision to reinstate all the workers who were victimised during the 1974 railway strike. It is a good augury that without raising the fares the Railway Minister has submitted a surplus budget.

I want to mention one or two important factors regarding the railways and railway passengers. For passenger amenities a sum of Rs. 4.22 crores has been provided as per one memorandum. The railways are earning nearly Rs. 2000 crore every year from fares and freights and out of this, the passenger amenities share is only Rs. 4 crores which is quite insignificant. Then in two memoranda, two different figures are given. One says Rs. 4.22 crores and the other one says Rs. 4.34 crores....

AN HON. MEMBER: The second one may be the revised figure.

SHRI DAJIBA DESAI: Even so, I want to submit that the quantum should be increased and made a permanent feature because now only bigger stations get these amenities. A number of smaller stations do not have any water facility. There are no latrines and there is no waiting room. These things have to be improved.

Formerly during the British regime there were tree plantations and those trees used to provide sufficient

shelter and cool shelter for the passengers. On the new stations now the trees are not there. Even on the old stations the trees which have grown old have fallen. The situation can be improved with a slight modification in the budget. A number of crossings and other things can be provided. These are small things—but are very important for the passengers in the rural areas.

According to the Plan outlay 1977-79, for the new railway lines a sum of Rs. 230 crores has been approved. But this year only Rs. 50 crores has been provided. It means, in the next year, the Railway Administration will have to provide for Rs. 180 crores. This type of working will lead to non-spending of the outlay. I want to request the Minister to convince the Planning Commission so that more additional railway lines could be provided.

Demands for new railway lines have been made during the last two days by many hon. Members. All these lines are very important. Those must be included in the planning.

It has been seen that ad-hoc decisions are taken but there is no plan. There are no priorities. I wonder how the Department works. Ad-hoc decisions, some ad-hoc planning, some ad-hoc new railway lines—this type of working must be changed.

Almost all the States in South India are covered by metre gauge and narrow gauge. There is narrow gauge in Mysore State. There is narrow gauge in hilly tracts. We have been hearing during the last thirty years that narrow gauge and metre gauge are to be converted into broad gauge. The process of conversion is very slow. The conversion of line—140 or 200 kms.—Miraj Poone took four years. This slowness unnecessarily increases expenditure. The process must be speeded up. In South India almost all metre-gauge

lines are to be converted. I request the Minister to draw out a plan so that people should know that these lines are to be converted in a time bound programme. There is another difficulty before me. Your annual year book tells us that our planning outlay for 1977-79 is supposed to be Rs. 1028 crores but it is not shown how many crores are allotted to the various departments. Here it is given that your rolling stock is Rs. 500 crores, new lines Rs. 230 crores, bridges, 129 crores and all that. The various details are not explained either in the budget proposals or in the Memorandum.

My next point is this. This is about wastages. The wastage in railway is very large. If that can be curtailed and the position improved a lot of improvement could be there and we can construct a new line for some kilometres every year. Wastage should be avoided. This is a source of corruption. This position should be improved in regard to wastage proper.

Regarding book-stalls on the railway stations there is only one company which is working throughout India. I would request the Minister to employ our educated unemployed persons to run these bookstalls. There is only one company, Wheeler and Co. which is working there. I would request him to end that monopoly and encourage our young boys. With these words I conclude.

PROF. R. K. AMIN (Surendranagar): I congratulate the Railway Minister especially for certain decisions which affect my part of the country i.e., Gujarat. There are three things which come out very distinctly in regard to the development of Gujarat.

He has firstly, already agreed to the allocation of funds for conversion of broad-gauge line between Viragam and Okha. I would like to emphasise

[Prof. R. K. Amin]

in this case that when this conversion takes place it is always economical to do it in the earliest possible time. If it is done in the most expeditious manner it is always very economical, and it will serve the purpose. It so happens sometimes that when materials brought for conversion are lying on the line, and if you delay the work, the materials are stolen away or even blown away and after 6 months or 8 months you have to bring back the same materials, which amounts to a wasteful expenditure. Many times this wasteful expenditure accumulated to a very high amount.

Therefore, I would like to urge on the Minister that these conversions of lines should take place in a shortest possible time. Secondly, I congratulate him for accepting the demand for Bhavanagar-Tarapore line. This demand was made several years before. So far the Railway Ministry did not concede that demand. Every now and then it was told that a survey is conducted and that line is under study, etc. That sort of answer only we got. This time that demand has been conceded and I hope he would provide some token money in order to begin that work so that within a year or two he may be in a position to start and complete that line in Gujarat.

The third important thing is this. He has agreed to the conversion of Ahmedabad-Delhi Metre-gauge line into a broad-gauge line. Here I would like to suggest to him that it will be worthwhile to have the rationalisation plan for the country as a whole and have a uniform gauge system which the Minister would like to evolve in this country. If this is done in a shortest possible time, it will be very helpful in the movement of goods in the country. Even for the economic development of the country, it would be very helpful. He should not stop by merely indicating that he is thinkers of converting the Ahmeda-

bad metre-gauge line into a broad-gauge line but he should see that it is done in a shortest possible time.

I would like to suggest two more things in so far as my constituency is concerned. In the northern border of my constituency, that is Surendranagar, the area between Ahmedabad and Rajkot, i.e., Viramgam on the one side and Rajkot on the other, is mostly salt-producing area. About 20 to 25 per cent of the production of the country comes from that area and there is a good deal of scope for increasing its production. The only snag according to me is the non-availability of transport facilities. At two or three places, if a small link is provided, probably, the transportation of salt which is manufactured in this area will be much facilitated. For example, there is a 20 k.m. distance only between Kuda and Dhrangadhra; if that link is provided, probably, fifty per cent of salt manufactured in that area could be transported from Kuda to any part of the country without much cost. At present, salt manufactured at Kuda has to be brought to Dhrangadhra by public carriers which involves high cost. The development is held up because of that. If a small link is provided, then probably the cost of it could be recovered within four or five year's time by carrying the salt from Kuda to other areas.

There is also another place known as Zinjiwada; between Kharaghoda and Zinjiwada, the distance is very short. If a line is constructed, then the transportation of salt would be very convenient.

In Saurashtra area of Gujarat State, there are many short railway routes connected with the mainline. This was because of the princely States, which could not develop Railways there in an integrated manner. Soon after the integration of the whole area—princely state—Saurashtra has become one area. But, there is no integration in so far as railways are

concerned. There are a number of places where the small links of 10 to 15 k.m. line could be provided. If this is done, the movement of goods throughout the country and Saurashtra becomes easy. I may give you an example. One such missing link is on Botad-Jasdan line. Only ten or fifteen miles of area remains to be linked. If a link for this small distance is provided, then the people from Rajkot onwards to Botad and other places could have communication with the mainlines of Railways in the country. When the cost aspect is taken into account by the railway administration, they should not take the cost aspect of ten miles along with income for that 10 miles, namely, the return from ten miles but they should bear in mind that they are providing the missing link to the entire system and if they accept this view then there are so many missing links in this area which should be provided.

Then, Sir, I have found in one or two places that although the train has been provided—take for instance the train between Halvad and Dharangadhra, where the distance is only thirty kilometres—yet the train goes only in the morning and stays there for the whole day and return in the evening. Now, once the train has been provided it is better that the frequent journeys between the two places are made or the place which is further on may be covered. Because it is only the marginal cost which should be the most important consideration for the railways and not the average cost. I shall be happy if this aspect is taken into account and the frequent travels of the train are provided.

Lastly, Sir, a word about Delhi-Bombay and the Delhi-Ahmedabad travel facilities. The hon'ble Minister must be knowing that since 1968 there has been a demand for a very speedy train between Ahmedabad and Delhi on the metre-gauge. In 1968 a deluxe train was provided for this line. Since then various promises have been made but nothing concrete has

been done. My suggestion is that if that if the timings of the trains running between Delhi and Bombay, namely, that of Deluxe and Rajdhani are changed in such a manner that at Baroda those who are going to Ahmedabad can get the connection of the speedy train, then the same purpose could be served. That is the same convenience could be provided only by changing the timings a little bit here and there. So, while fixing the timings of such speedy trains the convenience of Ahmedabad passengers should be taken into account.

Lastly, Sir, a word about introduction of second-class air-conditioned sleeper coach. Probably, the railways might have noticed that it is getting more and more popular. It is very convenient. I request that this facility may be provided on a bigger scale and in more trains. Even passengers travelling by air or by first-class air-conditioned would be attracted by it. Probably, this system is profitable to the railways. So, it must be provided in as many trains as possible, and also instead of one coach, two coaches may be provided in some trains.

SHRI A. C. GEORGE (Mukundapuram): Mr. Chairman, Sir, three or four days before the Railway Budget was presented in this House, our learned friend, the new Railway Minister, Prof. Dandavate was speaking in frenzy and when I read his speech I was definitely feeling very happy. But I think as he said, since the press men were very kind to him and expected a lot from him, may be they might have slightly misrepresented his budget as a 'unique budget'. But laymen like us were extremely happy when the Railway Minister had promised a 'unique budget'. When we heard him on the day he presented the budget, with rapt attention. I felt that it was a colourless budget. Not only that. I was feeling that it was running in the reverse. He has evidently pointed out that the surplus from an earlier estimate of Rs. 65.0

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crores is going down to Rs. 32.0 crores. The Plan outlay is being brought down from Rs. 501.0 crores to Rs. 480 crores and there is no particular relief given to the passengers at all. So, the surplus is coming down, the plan outlay is coming down and there is no relief to the passengers. But in his speech, he has taken one full paragraph on the Platform ticket rate. The Railway Minister, this time, has explained to the platform visitors about the reduction in the platform ticket. He might at best say that it is a romantic budget or a sentimental budget because it is stated in the budget "people can go to the railway platforms to receive their sweet ones without much burden and with smiles on their lips." After a lot of thinking Prof. Dandavate has come to the conclusion that it would be better to reduce the price of platform ticket from 50 paise to 30 paise so that people can go to the platforms to receive their sweet ones without much burden and with sentiment of romance with smiles on their lips. This is the greatest relief that the Railway Minister has given to the public. Everybody has eagerly expected that the budget will solve so many problems, but ultimately it ended with sweet smiles of those who go to the platform to receive their dear ones.

Sir, I am sure Prof. Dandavate knows about the problems of the city dwellers. Instead of giving a small relief to the platform visitors, if you kindly look at the commuters salaried employees in big cities like Calcutta, Bombay, Madras and Delhi and give relief to them by way of reducing the season ticket fare, it would give a great relief to them and I would have been glad to appreciate the budget proposals. If you look at the budget speech, you will find an interesting paragraph where he says that after presenting the interim budget, he was having a dialogue with the employees, with the travelling public, officers and

everybody concerned. On page 4 of his budget speech, it reads like this:

"provision for users' amenities has been raised from Rs. 3.88 crores in the Interim Budget to Rs. 4.0 crores."

We have been hearing that more and more Gandhian socialist amenities will be provided to the millions of passengers. He was magnanimous enough to increase Rs. 12.0 lakhs, that is from Rs. 3.88 crores to Rs. 4.0 crores. This increase has been made after having a lot of dialogue with all sections of people. At the same time, when he was thinking of giving relief to the platform visitors who go there to receive their dear ones, he had not thought of the problems of the city dwellers. Millions of city dwellers in Bombay, Calcutta and Madras are travelling daily in the suburban trains and if the season ticket fare is reduced, it would be a great relief to them. I do not want to blame him because there was a short time since the Interim Budget was presented and he was busy travelling obviously to have dialogues with the people concerned and incidentally for making election speeches also. I can understand; he did not have enough time but this is a particular problem about passengers, season ticket holders. If ever he were kind enough to look into that problem, I would appreciate it very much indeed. instead of promising one hundred beds and ending up on the platform. When we look at what he proposes to do about development he was skilful; he mentioned almost every state and says he was very keen about taking up new railway lines. For the consolation of the people of Kerala who undertake the longest journeys he says that he is very seriously considering the Alleppey-Ernakulam line. It has been estimated that this will give a return of 18.8 per cent; still he has reserved it to the end of the year and says that he is favourably thinking about it. There is no mention about an important railway line—Guruvayoor-Tri-

chur line. I am sure his predecessors must have given top priority to it; there is no mention about it. Prof. Dandavate has pointed out at Madras the example of Kerala where they have come forward to give the government land free; the youth of Kerala, Shri Sudheeran, President of Kerala Pradeash Congress pointed out, had offered the manpower; Prof. Dandavate wanted other States to follow the Kerala example. It will yield a return of about 18.8 per cent; still he reserved it for mention in the last of the para and he says that he is keen about it. Coming from the extreme south *per capita* the people of Kerala make the longest travel. Normally any railway or any carrier will have to think of more amenities for long distance passengers. But the so-called telescoping of tariff rates has worked in the reverse. In the beginning, two or three years ago—I also share the blame because I was part of the government then—the first night's journey was spared; subsequently even that was not spared. Then there is the surcharge on people who travel by the new expresses trains. I think that Prof. Dandavate in his wisdom and great experience about common man will give some relief to the long distance passengers. I have pointed out how it has worked in the reverse. The longer you travel, the more disadvantageous it becomes. As I said I am not blaming him; he has had a short time; I am sure that he will take a favourable view of these things when he goes into those problems. After all he is a sentimental and romantic person.

PROF. MADHU DANDAVATE: Why don't you have a little sense of humour?

SHRI A. C. GEORGE: I put the reverse; why don't you have a bit of humour? I hope that when he replies to the debate he would announce a few measures by which the difficulties of the long-distance passengers would be relieved to a great extent. I also hope that he would take the

mention of Alleppey-Ernakulam line to the three dimensional stage; it is a good proposition commercially, with 19 per cent return; I hope he will be kind enough to say something much more than the active thinking stage about that line. Sir, I may suggest that Guruvayur-Trichur line, which also if you go through the records is given top priority by the earlier administration, should be given importance.

Sir, I would like to conclude by saying that now that Prof. Madhu Dandavate has come to have a closer look into the problems. I am sure that, instead of saying that the amenities will increase a classless society of passengers will emerge. Something more concrete will come towards the end of this debate when he is thinking of accepting a few of the suggestions put forward by hon. Members here. I hope he will be a bit more concrete in his actions.

PROF. MADHU DANDAVATE: Sir, since the hon. Member might not be here at the time of my reply, I would like to say that as far as Alleppey-Ernakulam line is concerned, the decision of the railway administration is already there. Only Planning Commission has to clear certain schemes. The moment that is cleared we will proceed.

SHRI A. C. GEORGE: Thank you very much.

SHRI CHARAN NARZARY (Ko-krajhar): Mr. Chairman, Sir, while speaking on the Railway Budget presented by the hon. Railway Minister of our new Janata Government. I want to make a few observations, without going into many statistical figures. Many things have been said by many speakers already and I do not think it necessary to dwell upon innumerable facts and figures connected with the administration of the railway department. I have come from the north eastern region of India (i.e.) Assam. As you know, Sir, Assam is the corridor of a number of hill states viz., Arunachal, Nagaland,

[**Shri Charan Narzary]**

Meghalaya, Mizoram etc. and for the people of those terrains, the only connecting link is the railway line through the state of Assam. But nothing has been done for the improvement of the railway communication in the state of Assam. There is only one metre-gauge line including another branch line. The broad-gauge line which has been extended from Bengal border to Assam covers a length of about 40 or 50 miles alone. As you know, Assam is richly resourceful in timber, mineral oils, bamboo, jute and many other things. All these resources are contributory factors to the backbone of the national economy. But due to lack of sufficient railway communication system in Assam, there has been a serious problem of transportation of these forest, products, mineral products and other things. When the Chinese invaded Assam in 1962 and India lost the fight, all of a sudden we heard the message over the All India Radio at night when Jawaharlal Nehru declared, "I am sorry: Bomdila has fallen!" I have referred to this because there is a deep-rooted feeling in the people of the whole of the north-eastern region that that the Centre does not give due weightage to that region and perhaps even if Assam or the whole of the north-eastern region falls into the hands of some foreign forces some time, New Delhi might again escape from the responsibility by merely saying, "I am sorry: the north-eastern region has fallen!" This indicates clearly that there has been a profound sense of deprivation, injustice and of being neglected by the Centre. I feel that the people of the north-eastern region have to be taken into confidence while formulating development schemes for that region. We are afraid that there is a general feeling among the people of that region that the entire area has been treated as a commercial colony by the Centre. I have also heard some responsible persons in New Delhi saying that there is no administration

at all in the north-eastern region beyond Bengal. Why is this feeling in the national leaders, I do not understand Sir, from the point of view of national defence, and for strengthening the national economy and in the best interests of the most neglected people of the North-eastern region, this question has to be seriously looked into. Our leaders very often said that all the people, even the people in the most interior areas, should mingle up themselves with the national mainstream and we are prepared for that. Last time I said that the people in the North-Eastern region are no less patriotic than the people of any other part of the country. But to ensure a sense of security those people have to be taken into confidence and their services, their strength, their energies, can be utilised best for building a greater nation.

As we have seen, Sir, before the construction of the Brahmaputra railway bridge, Assam was divided into two parts like East Germany and West Germany and to get the Brahmaputra railway bridge constructed, the people of Assam had to launch a vigorous agitation. We have got the Brahmaputra railway bridge now and it has linked up the other interior parts of the State with the nation itself and now we require more. As has been said yesterday by one hon. Member from Assam, another bridge over the river Brahmaputra has to be constructed at Jogighopa and you will see what happens to the national economy.

Sir, I want to draw the attention of the hon. Railway Minister to one thing. There is a local train running between Dhubri and Gauhati and throughout the year this local train has been running without any conductor. No conductor travels in that train. As a result of that we have many ticketless persons and thefts and robberies take place very often. Because of this reason I am sure the hon. Railway Minister will look into it.

16 hrs.

There are many railway stations where there are no waiting sheds as a result of which large numbers of passengers have to face many hardships in the rains and scorching heat of the summer. In many railway stations there are no over-bridges, as a result of which serious accidents take place very often. In my own home town of Kokrajhar, there is a timber depot, wherefrom valuable timbers are carried to this part of the country. That timber depot is just in the heart of the town; and there is a long-standing demand of the citizens of Kokrajhar for shifting the timber depot to another suitable place a little away from Kokrajhar town. That has not been done. The hon. Railway Minister, I am sure, will look into it.

Sir, we can go on enumerating many problems which we have been facing in the north-eastern region. I only appeal to the hon. Railway Minister—who is not here just now—through you, that in order to infuse a sense of security and protection in the people of the north-eastern region, something novel has to be done. During the last 30 years of independence, much could not be done by the previous Congress government as we expected. The new Janata government has assumed power very recently. And so, at the moment we cannot expect much from the Janata government of ours. However, I am very much optimistic that this new Janata government will do much for the backward regions of the country. The people of the north-eastern region must feel that they are secure and very close to the other parts of the country. With these few words, I conclude my observations.

SHRI B. K. NAIR (Maveli Kara): I would like to compliment Mr. Dandavate for presenting a *status quo* budget. He has been promising something wonderful. Before the presentation of the budget, he was going about addressing meetings and saying that

it was going to be a unique packet; and that it would give many benefits to the employees. In that respect, hardly anything has been done. From the larger, national point of view, I should say that since he has not yielded to the temptation of imposing any new burden on the people, to that extent he has to be complimented. And people have to be thankful to him.

Every time a budget is presented, we in India become apprehensive that some import or the other, some new method of pinching our pockets or the other will be devised by people in authority. The eve of the budget used to be a sort of period of nightmare.

16.10 hrs.

[**SHRI M. SATYANARAYAN RAO in the Chair**]

Let us say to the extent that he has not made any new addition, some new extra burden, on the travelling public, to that extent we must be thankful. We are living at a time when we have to be thankful even for these small mercies. We have to be thankful to him, and I believe Professor Dandavate is expecting us to be thankful to him, for reducing the platform ticket rate from 50 paise to 30 paise. Anyway, he would like himself to be congratulated. Let him get his due share of it.

Looking at the railway budget from the national point of view, from the all India point of view, it has given some relief, because it is not imposing any new burden. But, from the point of view of the people of Kerala, I should say that the budget has been most disappointing. We in Kerala are used to this sort of treatment, not only from the Railway Minister but, I think, from all the Ministers of the Government of India. For the last 30 years I know, this has been our experience, not only in the matter of

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railways but also in matters like industrialisation, getting our share in the financial assistance etc. Throughout the attitude of the Government of India in these matters has been step-motherly.

Look at the picture of the railways. There are no plans for development of railways in Kerala. We expected from a Minister like him, a leftist himself, a plan-oriented budget which will cater to the needs of the weaker sections and backward areas. If you look at the figures in the Railway Year Book and if you analyse the figures, you will find that whereas the average all India figure of rail lines per million of population works out to 110 kms, in Kerala we are getting not more than 42 km of railways. I have been hearing for the last few days the grievances from various areas like Gujarat, Assam and Bombay and their demand for laying additional lines. But if you look at the picture of Kerala, it is only 42 km for one million population. Whereas it is very much higher in these States,

Prof. Dandavate says that he is keeping in his mind the question of development of backward areas and that we would be getting our share in due time. While for other areas he held out concrete proposals for developments of new lines, for addition of new lines and for development like converting the metre gauge into broad gauge and all that, in Kerala, who have 42 km of railway line for one million population, are supposed to be satisfied, supposed to be content, with a mere promise that the Alleppey-Ernakulam line will be coming in due course and in proper time.

The main point for consideration is that Kerala is not like the rest of India in the sense that you have a few urban areas and then more of villages, whereas have on the other hand an urbanised conglomeration of villages. There is no vacant place where one

village ends and another begins, or where one panchayat ends and another begins because the entire area is heavily populated. For instance, in the Alleppey-Ernakulam line which you are talking of, the density of population throughout the area is not less than 2,000 per sq. mile. Whether it is a rural area or semi-urban area, the population is more than 2,000 per sq. mile. That is one of the densest populated area in the country. But in spite of this heavy density of population there is no railway line connecting the two towns.

Alleppey used to enjoy a predominant position in the days when Travancore was a separate State. It was the centre and hub of industrial and commercial activity of Travancore. Even now it is a manufacturing centre of cocoanut oil, coir etc., and is an export centre of tea, cardamom, pepper etc., but it has been languishing, and the people there have been moving from poverty to poverty. The population has been increasing, but unemployment has also been increasing correspondingly.

So, when we request the Government of India to give us the benefit of this small railway line connecting Alleppey with Ernakulam, we are asking for the barest minimum. Why should he deny it to us, why should he deny us the average km. length which is due to us at the rate of 100 per million of the population? We are certainly entitled to much more than 42 km. The Alleppey-Ernakulam line is only about 35 miles.

There is a long list of representations made to the Government of India in this connection, at the level of the Ministers and even the Chief Minister, to get this short line, and Mr. Dandavate is making a promise that it will be considered in proper time. Why should we be denied the privilege of getting the minimum average length of railways which is available to the rest of the country? I think, therefore,

that the barest justice demands that the Kerala region should be treated separately for the development of railways. So long as any area is below the average of 100 km, due attention should be paid to it to bring it up to the minimum level and then only should he go in for development of areas like Gujarat.

A State like Kerala has all the potentialities and economic resources, availability of electricity, water, land etc. Only railway transport is lacking. So, the Government of India should take particular interest in the development of this area and give it due emphasis.

Shri Dandavate has referred to the need of developing the backward areas in his speech, but has he been able to identify these backward areas? Kerala is one of the most backward areas. Our district of Alleppey has also the unenviable distinction of being notified as a backward district. I am not speaking in anger, but in all humility I would appeal to him to look into this matter. He should not take the plea that the Planning Commission is standing in the way, because, after all, that is also a part of the Government of India. Every organisation in the State worth the name has been clamouring for this line. The Government of Kerala has offered all Government land for the purpose of this railway line as also the requisite number of sleepers, but still it is being held up. There are, however, two railway lines the construction of which is heldup, although, together they will not cost more than Rs. 17 crores. One is Guruvayur-Kuttipuram line which will not cost more than Rs. 11.5 crores and the other is Alleppey-Eranakulam line costing not more than Rs. 5.5 crores. It is a part of the development and after development, the money invested will come back to the railways. This is the demand of the entire people and it has become a sentimental issue for them. The population in the area is 2000 per sq. miles and the population of Alleppey

is over 2.15 lakhs. Alleppey is a commercial and industrial centre but it has been languishing because of the lack of a railway line. The Government of Kerala has promised to give us a gift all Government land and wooden sleepers required for the purpose. Youth organisations have also offered 'sharmadan' so far as the earth work is concerned. I would request the Minister to take up these projects immediately.

As far as labour relations are concerned. I am thankful to him that he had assured in a meeting with the representatives of the NFIR, his sympathy and full cooperation. As one connected with the INTUC to which the NFIR is affiliated, I want to assure him that we shall extend to him our full cooperation to him. But then we expect that the Minister will not shirk the responsibility of meeting the demands of the employees on the plea that they will be negotiated later on. Actually as a model employer, he should make a start by granting an increase in their DA corresponding to the 12.5 per cent increase in the cost of living last year. He should also announce grant of bonus at the rate of 8.33 which has been accepted by Government as deferred wage and also the return of compulsory deposit amount. He should not take the plea that the whole thing is being examined by the Government.

Regarding participation of labour in management, we feel it should not be confined to discussions regarding implementation of decisions, the workers should be consulted also in framing policy decisions. From that point of view, if full cooperation is extended to the federation, we assure you that you will get our full cooperation.

The other day, Shri George Fernandes said that 1974 strike was a political one. Admittedly, it was an agitation motivated by political interests. And reliefs announced and

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measures implemented by the present Government amount to resorting to a political solution to a political issue.

But while on this, let us not forget that there were also other agitations like those conducted by the loco staff and station masters since 1971. Many of such employees had to face disciplinary action and suffering. It is but proper that justice is done to them also. Whatever losses they have incurred as a consequence of such disciplinary action should be restored to them.

I would conclude by saying that we from the NFIR hope to have all necessary opportunities of having further discussion with the Government and the Railway administration, at the central level on various matters, including policy matters. In regard to extending recognition to small localised unions, category-wise unions, I don't feel it is advisable to encourage them. It may yield temporary advantages. But the consequences, it will disrupt the centralised trade union movement. The Railway Minister has been telling the workmen that he would listen to grievances only if they come through the recognised unions. It would be in Board's own interest and in the interest of workers also and in the interest of peace and happy industrial relations for the Railway Administration to recognise only the central federations and not the local category-wise unions. The doors of the federations are wide open to anybody who wants to come in. The employees can choose either of these federations. The main objective should be helping the consolidation of the centralised trade union movement rather than strengthening small localised unions. I hope, the hon. Minister will never yield to the temptation of seeking peace at the cost of the consolidation of the centralised trade union movement.

ओ अनन्त देव (कच्छ) : सभापति महोदय, रेलव मंत्री ने यहां जो बजट पेश किया है मैं उसको सपोर्ट करता हूँ। उन्होंने अपने वक्तव्य में जो बातें बताई हैं और पिछड़े हुए जिनों के लिये जो बातें कही हैं, उसके बारे में मैं दो, तोन मुझाव दूँगा। मैं ज्यादा समय नहीं लूँगा।

गुजरात में कच्छ एक पिछड़ा हुम्हा जिना है और इस जिने में गांधीधारा, मुन्द्रा, मांडवी और लखपत जो नई रेलव लाइन डालनी है, उमका सबै ओ हो गया है, लेकिन ऐसा कहा गया है कि वहां से रिटर्न नहीं मिलता है, इसनिये इस बारे में नहीं सो रहे हैं क्योंकि इस बारे में यह बिनती है कि वहां पर कच्छ में मिनरल्स का भंडार है। 27 मिलियन टन बौक्साइट, 50 मिलियन टन निगनाइट और 6 मिलियन टन वैन्टोनाइट का डिपार्टमेंट जब वहां प्राप्त हुआ है तो यह बात प्लानिंग कमीशन ने आज तक अपने ध्यान में रखी नहीं ली। आज भी कांडला बन्दरगाह में बड़ी भारी भावा में बोक्साइट और निगनाइट विदेश को जाता है और उसमें हमें बहुत बड़ी मात्रा में फारेन-एक्सचेंज मिल रहा है। अगर इस बात को ध्यान में लेंगे तो रेलव को पूरा रिटर्न यहां में मिलेगा और हमें प्रचल्ला फारेन-एक्सचेंज भी मिल सकेगा।

दूसरी बात यह है कि यह बांदर पर स्थित जिना है, डिफेंस के परपत्र से भी यह बात हमें सोचनी चाहिये। इन बातों को सोचते हुए जब कि सबै वहां हो चुका हैं, तो इस रेलव लाइन को जल्द से जल्द हाथ में लेकर काम पूरा किया जाना चाहिये। इससे हमारे देश को फारेन एक्सचेंज मिलेगा। और जो मिनरल्स हमें मिले हैं उसमें भी ज्यादा साम भिलेगा।

वहां के स्टेशनों पर पुलिस बम्बर्ड थे, गांधीधारा धार्म वाले लोगों के सामान को

बैंक करती है, और उन सौगांठों से पैसा लिया जाता है। मेरी प्रार्थना है कि इस प्रैक्टिस को जल्द से जल्द बन्द करना चाहिए।

गांधीधाम से दो ट्रेनें चलती हैं: एक सुबह 8 बजे और दूसरी रात को 10 बजे। पहली गाड़ी शाम को अहमदाबाद पहुंचती है और बीरंगाम से उस में डाइनिंग कार जोड़ी जाती है। उस ट्रेन में खाने-पीने की कोई व्यवस्था नहीं है। बीच में जो स्टेशन आते हैं, वे बहुत छोटे हैं और वहां खाने-पीने की कोई सुविधा नहीं है। बीरंगाम से बम्बई तक सब बड़े स्टेशन हैं, जहां खाने-पीने की सुविधायें मिलती हैं। इसलिए यात्रियों की सुविधा के लिए यह जरूरी है कि गांधीधाम से ही उस गाड़ी में डाइनिंग कार जोड़ दी जाये।

कई बार टाइम टैब्ल कमेटी द्वारा टाइम टैब्ल को बंज करने के परिणामस्वरूप गाड़ियां कई स्टेशनों पर रात के समय पहुंचती हैं। इसलिए उन स्टेशनों से कोई रिटर्न नहीं मिलता है। तब रेलवे एथारिटीज यह रिपोर्ट देती है कि अमुक अमुक स्टेशनों से कोई रिटर्न नहीं मिलता है, इसलिए उन स्टेशनों को बन्द कर देना चाहिए। इस तरह रिटर्न न मिलने की रिपोर्ट मिलने पर कई स्टेशन बन्द कर दिये गये हैं। मेरा अनुरोध है कि इस प्रकार जो स्टेशन बन्द किये गये हैं, उन को फिर से चालू कर दिया जाये।

“भारतीय रेल वायिकी, 1975-76” के पेज 115 पर कहा गया है:

“रेले राष्ट्र की यातीयत प्रणाली की जीवन रेखा है तथा देश की एकता बनाये रखने के लिए एक-सूच का काम करती है। इसलिए रेलों से केवल वाणिज्यिक दृष्टिकोणों से ही परिवासन की अपेक्षा नहीं की जाती, अपितु इन का वृहद् रूप से आर्थिक

प्रीर सामाजिक उत्तरदायित्व भी है। अतः वास्तव में, रेले एक वाणिज्यिक उपक्रम होने के साथ-साथ सावंजनिक “महत्व की सेवायें भी हैं।”

इसलिए यह उचित है कि देश के पिछड़े क्षेत्रों में, जहां रेलवे लाइनों का सर्व हो गया है, कम गिटर्न मिलने पर भी काम को जल्दी से जल्दी शुरू कर देना चाहिए। “हिन्दुस्तान टाइम्स” के अनुसार इस हाउस में 23 नवम्बर, 1972 को रेलवे मिनिस्टर द्वारा इस प्रकार एंजोरेंस दिया गया था :

“The Railway Minister assured the House that those required for Defence purposes would get priority.”

(H. T. 23-11-1972)

यह भी कहा जाता है कि देश के 349 ज़िलों में से 199 ज़िले बंकबड़ डिस्ट्रिक्ट्स हैं, इसलिए उन में से किस को प्रायर्टी दी जाये। मेरा सुझाव है कि जिन डिस्ट्रिक्ट्स में बहुत बड़ी मात्रा में मिनरल्ज हैं, जो पिछड़े हुए ज़िले हैं और जहां रेलवे लाइनों का सर्व हो गया है, उन डिस्ट्रिक्ट्स को भी प्रायर्टी देनी चाहिये। इस बारे में कहा गया है :

“For instance, a railway line will be preferable in areas that are liberally endowed with mineral resources.”

(Times of India, 25-12-1972)

मुझे प्राश्न है कि रेलवे मंत्री मेरे इन तीन सुझावों पर ध्यान देंगे, जिस से हमारे ज़िले को रेलवे लाइन मिल सके।

जहां तक गाड़ियों का देर से चलने का प्रश्न है, हम इस बारे में रेलवे मंत्री को कम्पलेट्स दे सकते हैं और अगर उन पर ध्यान नहीं दिया जायेगा, तो हम यहां उन के बारे में डीबेट भी कर सकते हैं।

[श्री अनंत दबे]

इसलिए हम रेलवे मंत्री को ऐसे सुझाव दें, जिस से देश और देश के लोगों को फायदा हो। ऐसे सुझाव देने के लिए मैं खड़ा हुआ हूँ और ये तीन सुझाव दे कर मैं मंत्री महोदय को इतना अच्छा बजट पेश करने के लिए धन्यवाद देता हूँ।

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Mr. Chairman, Sir, at the outset I welcome the budget presented by the hon. Railway Minister which can be described and has been rightly described by many a newspaper as a 'pedestrian budget'. I warmly congratulate the hon. Railway Minister for having taken a decision to introduce in the coming years classless Janata trains, for allowing the labour to participate in the management, for the decision to restructure the Railway Board and for expeditious action in restoring normal situation in industrial relations on the Railways and in healing the scars of the railway strike of 1974 and of the Emergency.

But, Sir, while congratulating him and while welcoming the budget, I am sorry to mention that the people of Konkan are very disappointed because they have not got any relief under the present budget. The people of Konkan are very sentimental on this particular issue, and the hon. Minister of Railways is well aware of this particular position. I would remind the hon. Railway Minister of the meetings which he addressed in his constituency and in Bombay. Whenever he was asked to speak, the people who had collected there to listen to him used to say in a chorus: 'Please tell us about the Konkan Railway', and every time the hon. Railway Minister told them to wait and see the budget that was to be presented by him. I have read and re-read the budget, and it pains me to find that this particular Konkan railway line has not been included. I am aware that the hon. Minister is

very sincere about this particular project, but it seems that there are certain difficulties in his own way.

There are no two opinions about the fact that this particular region is backward and poor; not only that in the report that was presented by the Committee on Inaccessible Areas in 1960, many parts of my constituency, i.e., north of Ratnagiri, have been included and mentioned as inaccessible areas. Perhaps, the hon. Members here may not be knowing that there are no communications in this particular area. No doubt, for the last seven years there has been an air-strip there, but the people are to be satisfied only by seeing that VIPs' planes land and VIPs embark and disembark. As far as other communications are concerned, particularly steamer navigation, there is port; an all-weather port is being constructed; the construction has been going on for the last seven or eight years. The Members will be surprised to know that, in the real sense, it is an all-weather port inasmuch as last year, in all the twelve months no steamer could touch the port except for one week prior to the Lok Sabha elections. There are no other communications, and people are stranded on many occasions, especially in the monsoon when steamer communications are completely stopped. The hon. Railway Minister is well aware of this position. I may invite his attention to the speech which he delivered on 29th March wherein he has stated:

"I will initiate the necessary steps in this connection."

I had also asked a Starred Question to which the hon. Minister replied on 5th April, 1977, as follows:—

"This matter will be pursued expeditiously with all vigour so as to enable taking up of the Konkan railway line..."

In the present budget speech made by the Minister, he has stated that it can be taken up early.

This kind of promises and assurances are being given to us for the last ten years and, if I may say so, we are all fed up with this particular type of promises. I would like to know the difficulties experienced by the Hon'ble Minister and I would request him to tell the House his difficulties in regard to the non-inclusion of this particular Konkan Railway project in this particular budget.

I would like to make one other suggestion to the Hon'ble Minister. Instead of calling this particular line the Konkan Western Railway, because it passes through several States, I would suggest that this should be styled as the 'Sagar Railway' since, as the Hon. Minister knows, the line is parallel to the coastal line. If he wants to indicate the geographical situation....

PROF. MADHU DANDAVATE: That would not indicate that it is on the western side.

SHRI BAPUSAHEH PARULEKAR: You can call it the Sindhu Sagar Railway because the Arabian Sea was known in history as the Sindhu Sagar. That would denote that it is on the western side and also that it is a Sagar Railway.

Now, coming to the difficulties, it seems from the speech of the Hon. Minister that resources are being mobilised for this purpose in consultation with the Planning Commission and the Ministry of Finance. In this connection, I may invite his attention to the Report of the Public Accounts Committee to which my colleague Mrs. Gore made a reference. The last paragraph speaks about the resources and, in as much as it is beneficial, I would read that small paragraph.

"The Committee also feel that top-most priority should be given to the construction of new lines in the areas where no lines have so far been constructed since independence. 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".

I would request the Hon. Minister to bring this particular paragraph to the notice of the Hon. Finance Minister and the Chairman of the Planning Commission.

Apart from this I would like to make a request to the Hon. Minister about one other thing. The Hon. Member Mrs. Gore referred to the ratio of the amount spent on the Railway vis-a-vis the position of expenditure on new lines. This year it is only 4.6 per cent and this percentage has been going down. I may invite attention to the position of 1971-72: the ratio was 13.5 per cent when the total expenditure of the Railways was Rs. 190.04 crores. If the position of funds availability and amount spent on new lines in 1971-72 is taken into consideration, more funds should be made available.

Now, my friends have obliged me by making some calculations. If, on the basis of 4.6 per cent the amount is spent on the construction of new lines, about 600 years would be required for doubling the railway lines in the entire country. I would therefore request the Railway Minister to increase the percentage in this particular connection.

I would like to submit one thing for the information of the Hon. Minister. I came to know from the Ministry that the construction of this particular Railway would take about ten years as the distance is 867 kilometers about 2000 small and big bridges are to be constructed, apart

[Shri Bapusaheb Parulekar]

from tunnels of a length of 24 to 28 kilometres having to be bored. In the circumstances, if this particular project is not taken into consideration this year, I feel that it would take many, many years.

I would also invite the Hon. Minister's attention to another fact. The Hon. Chief Minister of Maharashtra was kind enough to call the MPs of Maharashtra for considering this particular project and he has promised to give free land. In addition he has said that he would consider the question of supplying fuel for the construction of this particular railway line. If this fact is taken into consideration I feel that the cost of this project can be reduced by about Rs. 30 crores from the estimated Rs. 230 crores. Under the circumstances, I would request the hon. Minister to consider whether in view of the suggestions made by that particular Committee and the promise made by the hon. Chief Minister, this particular line could be taken into consideration. In any case, I would appeal to the Railway Minister that instead of giving assurances and promises, he should give us a deadline, as to in which year this particular project would commence. Let it be 1981, 2000 or 2005, but a deadline must be indicated to us. I would request him to take into consideration these circumstances and include this project in this budget itself.

SHRI G. S. REDDY (Miryalguda): Mr Chairman, Sir, Several Members of Parliament, specially from Andhra Pradesh, have already drawn the attention of the hon. Minister about the urgent need for the Bibinagar-Nadikudi railway line. At first, it was thought that it was a composite project including the conversion of Guntur-Macharla meter gauge line into broadgauge line, but lately, the Guntur-Macharla conversion line has been excluded from it. I do not know the reasons behind that. Even the

line between Bibinagar and Nadikudi has been divided into two phases. The first phase starts from Bibinagar to Nalgonda and the second is from Nalgonda to Nadikudi. For the first phase only Rs. one crore has been sanctioned in this year. According to the estimates, Rs. four crores are required in this year. And, thereafter Rs. three crores every year are required in 1978, 1979 and 1980. They say that the first phase will be completed in 1981. If these amounts are not granted, even the first phase will not be completed by the due date. I do not know, if another decade would pass before we see this railway line completed. I would, therefore, request that due attention should be paid to this.

Members of the Legislature in Andhra Pradesh through the press and platform have been agitating for the starting of this line. At first, this line was started in order to exploit the rich products from the Nagarjunasagar area, but thereafter, the Railway Board has not given it the priority with which this project was started. The rest of the country requires the rich products produced in this area. I do not know, why the Planning Commission is hesitating to grant more funds in order that this work may be completed early. I wish that the Planning Commission see the necessity of exploiting the rich resources of this area and sanction the funds required for this.

The first phase of this work has gone upto 30 kms. only, whereas the distance is 50-60 kms to reach Nalgonda. The whole district of Nalgonda does not have any railway line except for about ten miles in one corner of the district. The whole district is backward. I come from Miryalguda constituency in Nalgonda district and we feel the urgency of opening up this area so that the rich products of the area could be exploited to the best advantage of the country. I hope, the hon. Minister would give due attention to what I have said.

SHRI YASHWANT BOROLE (Jalgaon): Mr. Chairman, Sir, I welcome the budget on the ground that it is unconventional and unorthodox. My learned friend on the other side, hon. Mr. George, ex-Minister of Commerce, after probing into it could not find the democratic and social perspective that has been adopted by the hon. Minister for Railways. We may understand that for several years we have been proclaiming that it is the Railway Board which does not allow us to function in a free way. May I remind you of the constitutional provisions which make the Railway Minister as the head responsible and also vest in him all the necessary powers. The Railway Board has been merely functioning as an advisory body to formulate the policy and as an executive body just to carry out the development programmes. So it is the Minister concerned who matters and it is his view that shall be reflected in the Budget and the present Budget as it is and which has been presented this time if compared with the previous one that was prepared for the last year, will make it a clear departure in certain aspects of the matter. And the first aspect of the matter is as regards decentralisation that has to be brought into in the administration of the railways. There is also a provision for a Janata train. Some of us with our traditional and orthodox views may not relish the idea of a Janata train but ultimately that has to come.

My submission so far as the tract of Khandesh is concerned is that the Jalgaon district supplies every year 12,000—14,000 banana wagons. We pay to the railway administration freight to the extent of Rs. 4-5 crores and here I want to bring to the kind notice of the Railway Minister that the freight that he is charging us is highly exorbitant. We realise per wagon Rs. 10,000 and out of that we pay Rs. 3000 as railway freight. I am aware of the various factors which are involved in fixing the freight. I know it is not the normal freight, it is a special freight that has been lev-

vied. It is the economic factor that is worked out in the railway administration. That we know. There is no competitive motor transport which is available in this particular long-distance journey. But, the Railways should adopt a socialistic view and the railways should function not merely as a commercial organization but even as a socialistic concern.

The agriculturists who grow these bananas are hard hit as also the consumers. I may place before the House that our plantains do travel in air-conditioned coaches also. I mean to say thereby that the freight of Rs. 2000 charged per wagon of bananas from Jalgaon to Delhi is much more than the fare for that much air-conditioned accommodation. I request that the hon. Minister will think of this aspect of the matter. We are hard hit on this account, both the consumer as well as the producer. The area under bananas is going down day by day. This is a poor-man's fruit and contains a lot of proteins and it should be made available at cheaper prices and so it deserves a lot of encouragement. I shall point out that charge from Bhusawal in 1949 was only Rs. 580/-. In 1970 it had become Rs. 1964/-. By the present time it is Rs. 2,840/-. This becomes highly un-economic as compared to the various other commodities. I may point out certain illustrations which will show the disparity between the prices charged and their arbitrariness. From Tawi to Azadpur (De'hi) for a distance of 577 km. the charge for apples is Rs. 585 i. e. Re 1.00 per km. From Bhusawal to Delhi—distance of 1093 kms.—the charge is Rs. 2840.00. There is no reason why there should be such a disparity between the different sections. I shall urge that the hon. Minister should adopt as far as possible an equitable view and more so in case of farmers who are said to be the back bone of this country and who are to the extent of 70 per cent of the population.

SHRI G. NARSIMHA REDDY

(Adilabad): I will not go into the details which have already been dealt with by my predecessors. I would like to bring to the kind notice of our Minister the figures of receipts and expenditure shown in the Budget which was presented the other day.

When we compare the figures of 1976-77 to 1975-76 the gross traffic receipt is Rs. 210.54 crores. Now the hon. Minister has estimated the same receipts to be about Rs. 122 crores. Of course, I cannot say what may be the reason of expecting less income this year than the last year. Last year expected extra earning was Rs. 210.54 crores and the expenditure was Rs. 108.22 crores. Now the hon. Minister is expecting earnings of Rs. 122.69 crores and he wants to spend Rs. 110.46 crores. I do not understand at all why do you expect less income as compared to the last year and why do you want to spend more amount than the last year? This is my first point.

My second point is regarding the amenities to the passengers. This has been touched upon by so many friends of mine. The hon. Minister is going to spend a total sum of Rs. 4.34 crores on amenities. The amount to be spent on amenities for the Railway employees is Rs. 70.49 crores. I am not against the amount to be spent on their welfare. But anybody who goes through this Budget the people of this country—may have a doubt whether this Budget is for the welfare of the employees only or are the Railway authorities going to think about the welfare of the passengers? There are about 5,000 odd stations in our country and there are many stations in our country which do not have drinking water facilities. I am not requesting the Minister to provide air-coolers or cold water everywhere. But I am requesting him to provide the minimum necessity of the passengers especially in the remote areas wherever we have got small railway stations. Drinking water is a must. I request the Minister to provide this minimum necessity to the passengers.

17 hrs.

Then, when you compare the income of the different railway zones what you find is this. The NE and NF railway is running at a loss of the order of Rs. 12.6 crores and Rs. 11.8 crores. While other railways make sufficient profit, these are making sufficient losses. Are the people travelling without tickets? One wonders what the reason might be. It is a matter of surprise to any person who goes into this aspect in the railway budget.

Without expenditure the Railway Minister can give certain amenities. I will bring certain instances to his notice. In respect of sleeper coaches, if at any particular station the allotted quota is over, we see today boards hanging, saying, berths will allotted. They get into the railway platform, wait for train to come and the TTI or whoever it is, gets down from the train and there is a great rush and within the short time of 5 minutes or 10 minutes that the train stops there there is a lot of confusion and great rush and you can well imagine the scope for corruption there. Why cannot all these things be done before the train leaves the previous station? Why can't the authorities tell us how many seats are going to be vacant, how many berths are going to be vacant and all that? All these are possible because we have telecommunication facilities on the railways. Before the train leaves the previous station, to the next station you can give this message. You can tell them what are going to be the vacant berths and wherever you have waiting list that can be accommodated. All these things are possible and can be done. When so many passengers are squeezed on the platform there is such a great rush that you find scope for large-scale corruption. With these words I request the Railway Minister to consider the suggestions which I have made and I thank the Chair for the opportunity given to me to speak on the Budget.

THE MINISTER OF RAILWAY (PROF. MADHU DANDAVATE): Mr. Chairman, Sir, at the very outset let me express my gratitude to the members on both sides of the House who have given expression to their goodwill and hoped that I will be able to execute various plans effectively in the course of the year. I will reciprocate that goodwill and I will proceed to point out that I have taken cognisance of some of the important points that have been raised from both sides of the House.

At the very beginning I would like to make reference to a grim tragedy that I myself witnessed 110 k. m. from Gauhati where the well-known Tezpur express collapsed and as a result of that 85 persons died. I had already laid on the Table of the House an elaborate statement giving various facets and various aspect of this tragedy.

There was some misunderstanding. Some Members, while referring to the Statement, said that the Railway Minister had painted the tragedy as an act of God. Sir, I might persuade many hon. Members to intervene in this debate. But, it has not been my habit to import God into the debate. If there was a reference to the act of God, it was because of the fact that, when the Additional Commissioner of Railway Safety who conducted the preliminary enquiry brought forward his preliminary findings in his report, he had specifically mentioned that no railway employee was responsible for this tragedy and there, in his report, he said that it was an act of God. It was just an English phrase. All that it means is that it was a natural calamity, I had put those words in 'quotes' to indicate that they were not my words but the words that were picked up from the preliminary findings of the Additional Commissioner of Railway Safety.

After that, a few Members of this House had expressed certain doubts

regarding the correctness of these findings. I do not go by the number of persons who raised the doubt. For a democrat, doubt is important. How many raised the doubt is not important at all. That is the way we have been trained in politics and, therefore, for a sensitive man like me when I find a doubt in a few colleagues of mine—a few Members from that side and some journalists in Assam had expressed certain doubts regarding the findings that had been brought and publicly debated—whether the Irrigation Department of the State Government is responsible for some aspects of the tragedy by not opening out the sluice gates, all doubts had been expressed and suspicions had been put forward, under such a situation, the only path that was open to a democrat was to respond to the demand of the people and, therefore, I had decided—I wish to make a categorical announcement to-day—that we shall not rest content only with the findings made by the Additional Commissioner of Railway Safety but we shall appoint a judicial commission to probe into the entire matter. I am sure both sides of the House will appreciate the spirit in which I am making this suggestion—rather the announcement.

Sir, I was very happy to find that there were certain changes in the tenor of the debate. I was extremely happy to find that Shri Qureshi was in his full spirit and he had captured the militant spirit to champion the cause of railway labour. It is a great gain to us that after the relaxation of emergency he has captured this spirit. I was very happy that my colleague, Shrimati Parvathi Krishnan also restored the militancy in championing the cause of labour—no doubt that restoration had to come after the relaxation of the emergency—and credit goes for this charming lady's restoring that spirit of militancy and championing the cause of labour and I shall reciprocate to that particular gesture.

[Prof. Madhu Dandavate]

Now, let me start with replying to some of the points that had been raised by various Members of the House. Let me begin with the speech of Shri T. A. Pai. Sir, as I know Shri T. A. Pai, he is a man with a sound understanding of the economics and therefore, I was astonished to find that he fumbled and blundered at the very first point with which he began his enunciation. Firstly, 80 per cent of his speech was the denunciation of his own past administration in the Railways. I have no quarrel. He was so objective that he felt that his objectivity must land him into criticism of his predecessor and, probably, in that spirit, he did it. I have no quarrel with that. But, when he came to the criticism of the budget for 1977-78, he fumbled at some of the basic fundamentals as for instance, regarding the originating rail traffic, he said that whereas the Minister's 1977-78 budget suggests an estimated originating traffic of the order of 220 million tonnes, he said this is no progress at all and quoted the figures of 1969-70. He said in 1969-70 the originating traffic was 207 million tonnes and now the new Minister has suggested originating traffic of the order of only 220 million tonnes. How slow is the progress! And he said from a radical Minister we did not expect slow progress at all.

Sir, I will point out the fallacy in his argument here. I fail to understand how he is trying to compare two dis-similar figures. It is an elementary proposition both in economics and mathematics that when comparisons are to be made the comparisons must be made amongst like sets and like entities. What was the figure of 207 million tonnes in 1969-70 which he quoted! That particular tonnage was inclusive of 34 million tonnes of non-revenue traffic. What is the non-revenue traffic? We have two sets of traffic. The non revenue traffic is concerned with that component of traffic which does not bring

any revenue at all. For instance, we carry our own rails and spare parts. For that no revenue is earned. Only that account is there.

SHRI T. A. PAI(Udipi): Mr. Chairman, Sir, I was comparing the capacity of the railways. It does not matter whether you collect revenue or not. I was not comparing his performance. I was talking about the performance of the Indian railways. We have to see as to whether the investments that we have made really productive or how you are going to set it right. I was not making any criticism of your policy.

PROF. MADHU DANDAVATE: Sir, I am the last man to defend inefficiency even if it is my own inefficiency. All that I wanted to point out was that it was not made clear at that time. You compared the figures of 207 million tonnes in 1969-70 to those of 220 million tonnes which I have included in the estimates for 1977-78. All that I want the House to understand is that when 207 million tonnes were quoted they included 34 million tonnes of non-revenue traffic and therefore, if you subtract from that 34 million tonnes what is left is only 173 million tonnes. So, that was the performance in 1969-70. What I have proposed is 220 million tonnes which does not include non-revenue traffic at all. If I include the non-revenue traffic—which is of the order of 34 million tonnes—the total would be 244 million tonnes. I am proud to say about it—not that I am satisfied with it. I am still not satisfied with the performance—but at the same time I do not want to be a prophet of doom.

Mr. Chairman Sir, I would like the House to remember that the target which has been fixed for the Fifth Five Year Plan is 250 million tonnes and I have offered in this budget estimates 244 million tonnes. Only 6 million tonnes are left when one full year is there.

What was the performance when the Congress Government was there? When we reinstated the workers, when we created a climate...

(Interruptions)

I will come to the discipline part at a later stage. You had the whole bourgeois concept of discipline; we have altogether a different concept, a revolutionary concept. I will come to that later. Now, I would like to tell you that these figures are not paper manipulations. After we reinstated the workers in the Railways, I went to a number of production units and I checked up the figures and knew what was the increase in production in the production units, what was the increase in productivity in each workshop. I visited almost all the Railways and I found that all those reinstated workers were with a new gleam of life in their eyes. They put in more work, there was more production and as a result of that in the month of April alone we had one million tonnes of loading more as compared to the loading that was done in the peak period of Emergency, in April last. After all, in connection with the loading, there is something like a law of average and a law of statistical data and on that basis we have interpreted that even in the month of April we are able to have one million tonnes of loading more as compared to the same period last year. We expect it to continue and on that basis I changed my estimates and increased them from 217 million tonnes to 220 million tonnes. If you take the non-revenue component also, it is 244 million tonnes. But I would agree with Mr. Pai in one respect. One must not be complacent. There must be proper coordination between the road traffic and the rail traffic and if I may be permitted to say even the shipping. It may be possible to rationalise the entire transport system and Government may after sometime have to go in for rationalisation. Rationalisation and co-ordination is not something that can be brought about in a few months. Co-

ordination is not something that can be brought about within a few weeks. I assure the House that I will try my best to bring about this co-ordination. Our estimate was that it would be 220 million tonnes of originating traffic. I will try to step it up and fulfil the expectations of Mr. Pai.

SHRI T. A. PAI: You have made a comparison between April this year and April last year. I would like to know what are the figures previous to April, that is, for the month of March. What is the performance?

PROF. MADHU DANDAVATE: Just now the figures are not at my disposal but I will check up. Normally, as a student of Science, I know that comparisons are made, but they are to be made in identical months. Therefore, I made comparisons between April this year and April last year. That was the peak of Emergency and this is the peak of freedom.

SHRI T. A. PAI: All that I am saying is in this country most of the performances come only in February-March. In April they slightly go down. I think that after February-March they get distributed as quickly as possible. That is why I wanted you to look into it. That is all.

PROF. MADHU DANDAVATE: In fact what Shri Pai has said has given a further tribute to the workers. If it is maximum in March, and if in April it is supposed to come down a bit, even when there is such a gradient downwards if our performance shows one million tonnes more than last April, probably it would be better in other months when it is supposed to be prosperous.

He made a constructive suggestion with which I have no quarrel at all. Mr. Pai suggested that the railways must refuse to borrow from the general revenue to meet their dividend obligations. It is here your government blundered and it is here your

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government did not accept your advice. But in anticipation of your speech I accepted your advice and I will tell you what we have done in the budget. In this year's budget on page 92 of the Demands for Grants of the Central Government as also in the first page of the explanatory memorandum you will find that the dividend to the general revenues is of the order of Rs. 225.32 crores. On investment prior to 31st March, 1964 the dividend rate was 5.5 per cent and after that it was 6 per cent. Taking all that into account, we have already made a provision in our estimates for payment of dividend of the order of Rs. 225.32 crores. You should be happy that we are not going to draw from the general revenues to meet our obligations. In the past the government blundered on this matter. After providing for this dividend we have been able to show a surplus of Rs. 32.5 crores. In the past they drew from the general revenues to meet their obligations of dividends and after that they showed surpluses. We have been able to show a surplus of about 32 crores without drawing from the general revenue... (Interruptions) But, here again, I do not want to be complacent; I am the last man to be complacent. I want the railway department to move from progress to progress; I want their performance to grow in strength and stature.

When you are comparing our Performance with past performance an interesting data, namely the rate of growth of traffic, should be taken into account. The average traffic growth rate from 1969-70 to 1976-77, when all of us were sitting on the opposition and criticising you and then you had the emergency over which you gloat so much because you say you had discipline. This and that was 58 million tonnes this was the average rate of growth of traffic. If you see our estimate for 1977-78 we have offered a growth rate of 7.8 million tonnes. I may tell you that I am still not satisfied with it. You may say that these are paper manipulations. But the pre-

sentation of figures that I made in the interim budget and the presentation of figures of estimates that I have given this time for 1977-78 clearly indicate that whatever projections were made are not merely paper calculations or paper manipulations and whatever we have done in the course of three months has shown the improvements. That shows that there is room for further optimism and no room for pessimism. Actually the estimates have been revised upwards.

SHRI N. SREEKANTAN NAIR (Quilon): We will congratulate you next year.

PROF. MADHU DANDAVATE: Even if you do not congratulate, it does not matter. Most of the speakers on the other side of the House gloated over the fact that in the last budget when all of us were in jails, they were able to mop up surpluses to the extent of Rs. 65 crores for 1976-77 whereas this year the railway ministry is able to offer, that is for 1977-78, a surplus of only Rs. 32.5 crores. This is also a very interesting proposition to be noted. The previous Government had enhanced in 1976-77 the freight rates and after increasing the freight, how much did they get from the pockets of those who were responsible for paying the freight? They were able to mop up Rs. 87.5 crores. They increased the freight and through the increased freight, during the Emergency when there could be no agitation, when there could be no strikes—as far as the trade unionists are concerned, they were behind the bars—they were able to increase the freight and as a result of that they were able to mop up a surplus of Rs. 87.5 crores. These are facts.

SHRI T. A. PAI: Is your present surplus of Rs. 32.5 crores based on these increased freight rates.

PROF. MADHU DANDAVATE: Allow me to continue. I am coming to that.

AN HON. MEMBER: Do not make it a political speech.

PROF. MADHU DANDAVATE: It is not a political speech. I do not want to utilise the budget debate for delivering a political speech. We have enough political platforms. Only you lack them. You will find that you were able to mop up Rs. 87.5 crores through the increased freight and then you were able to show to the world that you had actually mopped up a very big surplus of Rs. 65.00 crores. On the contrary we have projected Rs. 32.5 crores surplus. It is not merely the fact of your showing Rs. 87.5 crores surplus. You may say that you are responsible for it. But as I pointed out to you earlier, even the dividend liabilities you had drawn from the general revenue in the past. As far as we are concerned, we have estimated it to be Rs. 225 crores. Suppose you had to borrow that, you know, what would have been our surplus. It would have been Rs. 225 crores more than the present surplus.

SHRI T. A. PAI: Are you saying the surplus this year is Rs. 225 crores plus this surplus of Rs. 32.5 crores? You must be very very clear. It looks as though, from Rs. 65 crores last year, the surplus had, during the past one year, risen to Rs. two hundred and odd crores. In that case, I should congratulate you and we would be grateful if this can be maintained.

PROF. MADHU DANDAVATE: Mr. T. A. PAI. I know the facts. Perhaps, you feel very much embarrassed.

SHRI T. A. PAI: You said in your own speech that from the surplus of Rs. 32.5 crores you are transferring Rs. 30 crores to the dividend account. It is from your own speech. I do not have any other material except which the Railway Board or you had presented to us. If this is really a scoring point, you could have said it in your Budget speech as well. You have said in your speech that we have made tremendous progress. After all

between the interim Budget and this one, if you say that a tremendous progress has been made, I would like to say that it is not realistic. Within two months' time, there cannot be such an improvement, whether it is run by us or by you.

PROF. MADHU DANDAVATE: Can I proceed?

SHRI T. A. PAI: If that be the case, we will congratulate you.

PROF. MADHU DANDAVATE: I am thankful for the congratulations. But to receive the congratulations, I have to spin out the facts. Mr. Pai has rightly said just now that if this is a scoring point, I could have said it in my speech. I hope that you read not only my speech, but also the budget papers supplied to you. The facts and figures have already been mentioned and I do not expect this from an Economist of the calibre of Mr. T. A. Pai. I have clearly said that after showing in the estimates that particular quantum which was paid as dividend, after the adjustment we have shown this surplus. I think the point is extremely clear. I gave the detailed facts so that all the members who might not have gone through the budget papers thoroughly may know them.

17.30 hrs.

[MR. SPEAKER in the Chair]

Regarding new lines, there is something very interesting. In the Lok Sabha alone, more than 30 members have made suggestions for the construction of 75 new lines in various regions. Before coming here I did a little home work about the cost of each line which has been suggested. I am essentially a student of physics and mathematics and my mathematics is not poor. I found that the total cost of the 75 new lines worked out to Rs. 1360 crores. I do not have any grouse against X or Y. But in all humility I submit

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that the financial constraints have to be taken note of. Out of all the new lines which we have accepted, we have to decide the priorities. Whether it is economics or politics, it is a game of priorities. If we do not set up priorities and take up all the schemes, no line will be completed. Without taking into account the inflation, the minimum expenditure on these 75 lines will be Rs. 1369 crores. Therefore, I do not want to give any false assurance to individual members, though it is very easy to do so. Even when they come and meet me at Rail Bhavan or at my residence, all that I tell them is, "I will try to look into your grievance. I do not give an assurance that it will be settled." Sometimes I get a memorandum from 25 to 30 MPs suggesting that a particular train must be made faster. I get a memorandum from an equal number of MPs that it should be slowed down and additional halts must be introduced! My instructions are, let us try to set norms about places where a train has to stop in terms of agricultural necessity, industrial requirements, educational requirements and above all in terms of the potential of passengers who will be available at that station. It is just like a computer. After setting up the norms, whenever a grievance comes, feed it into the computer and draw out the result from the other end. If the norm is satisfied, the train will halt there; otherwise not. That is how we are going to tackle it. There will be no partiality towards any region.

There is a legitimate grievance of the Martin-Burn Railway employees. Mr. Ramanand Tiwari had made a representation. Shrimati Parvathi Krishnan sent all the workers to my residence. I welcomed them in my bungalow. There is no policeman at my gate. I discussed the matter with them and they went away satisfied. I will tell the House what I propose to do.

As far as this railway is concerned, in order that this private company is able to bear operating losses, our railways have been giving to them every year Rs. 20 lakhs. Even then they are not able to run the lines on sound footing. If we find that they are not able to run the lines, in that eventuality we will make our best efforts, although it is not our concern at all, to accommodate the employees of that railway and absorb them in various fields of the railway purely on humanitarian grounds. This will be our approach and bring it into broad gauge?

SHRI T.A. PAI: Are you not converting it into broad gauge?

PROF. MADHU DANDAVATE: You know what is the expenditure involved.

SHRI SAMAR MUKERJEE (Howrah): I have also repeatedly asked this question several times. The Government should take over and then decide. Otherwise the passengers will suffer.

PROF. MADHU DANDAVATE: Merely taking over of the lines will not do.

SHRI SAMAR MUKHERJEE: You institute an enquiry, go through the whole thing and then decide.

PROF. MADHU DANDAVATE: I do not want to give an assurance in this House. I am not saying that the Government is going to take over. It is not the Railway Ministry that has to take the decision and therefore, this is the difficulty. We will consider the proposition.

As far as the new lines are concerned, our colleague Shri Annasohab P. Shinde has made a relevant point. He said that whenever new lines and tracks are developed and built up, generally those lines are supposed to be the infra-structure for industrial development because the entire bias of the politicians in the country is only an industrial bias and he rightly said that there must be an agricultural bias

to the entire perspective and he indicated that there are certain regions in which certain agricultural requirements are to be fulfilled. Movement of foodgrains is to be effectively brought out and therefore, from the agricultural point of view building up of the railways as an infra-structure is a must and therefore, I can assure him that when we consider the construction of new railway lines as an infra-structure, we will not consider that as an infra-structure merely for the industrial development, but also for the agricultural development and also for the movement of foodgrains from the surplus areas to the backward areas. That will be the approach which will be consistent with the general rural-oriented approach of the Janata Party.

SHRI J. RAMESHWARA RAO (Mahboobnagar): Mr. Speaker, is that the reason why only Rs. 30 lakhs have been provided for the Bibinagar-Nadi-gudi line which is the agricultural hinterland of Nagarjuna Sagar?

PROF. MADHU DANDAVATE: There was some reference to the consultation with the trade unions and I was pleasantly surprised to find that the reference came from Shri T.A. Pai. Another trade unionist also made that reference. I wish to make it clear that whenever I try to evolve any scheme, I want to bring about a certain reform. Whether it is a question of eradication of corruption or some other mal-practice, or toning up the efficiency, or improving the operational efficiency of the railways, I am very happy to inform the House that I have the fullest cooperation from all the trade unions in railways, no matter whether they are recognised or unrecognised unions, no matter whatever be the political ideology of those trade unions. This is my happy experience. I have no quarrel with the trade unions. I want to tell you that recently a meeting of the corporate enterprise group was held where there

were representatives of the accredited federations, recognised federations and representatives of the officers' federation.

Of course I was there because I have introduced a new style of functioning where I straightaway go to the associations of officers and trade unionists. I understand them and if I tell them that they must have more patience to wait, they are prepared to wait. Our experience of the first meeting was very interesting and all the federations and even unrecognised unions had made a very interesting suggestion that the corporate enterprise group is functioning at the Central level and if results are to be produced very effectively, that instrument must be brought down to the junior level and... And in my budget speech I have already announced that we will bring about this participatory experiment down to the level of the zonal railways; and I am sure that it will be able to give us better results.

When I am on the point of consultation with the unions, I would like to raise a very important point which was also raised by a number of friends like Mr. Qureshi, Mrs Parvathi Krishnan, Mr. Samar Mukherjee, Mr Chitta Basu and Mr Jagadamba Prasad Yadav. It relates to consultation with the unions. It is true that all the genuine demands of the workers are not met in the budget but I would like to indicate that I am trying to make some further announcements today. We had to wait for the clearance from the Finance Ministry. I am going to make that announcement at a slightly later stage. There was a charter of demands presented prior to the May 1974 strike. It was not merely a charter presented by the All India Railwaymen's Federation, but even by the other unions who were associated with the railwaymen's struggle, i.e. NCCRS. All of them had identical demands presented to the Railway Ministry; and I wish to

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make it very clear that the style of our functioning will be that after the budget session, we will sit with the representatives of railwaymen, if there are some technical difficulties. Even last time, when the technical hitch came in the All India Railwaymen's Federation sat for negotiations. But what about the other unions? How can they do it? We left it to the All India Railwaymen's Federation to choose whom they consider to be their colleagues and whom they want to have for assistance as other members of the NCCR; and in an indirect manner, negotiations went on with all these colleagues. I assure this House that after the budget session, we will start a dialogue with various trade unions; we will place before them the financial position of the Railways; we will clearly tell them that as far as the revenues of the Railways are concerned, they are not to be fully utilized only for the wage bill of the staff; they are also to be utilized for the developmental activities of the Railways and for the amenities to be provided, especially to the second class passengers. And after presenting the entire picture of resources, we will have a dialogue with them and tell them: here is our financial position: we have no two account books, one to be kept with the Railways and the other to be shown to the income-tax. That is how some agencies function. We will tell the representatives: "This is our revenue: this is our resource for developmental activities; this is for amenities to passengers; and this is available for staff facilities and wage bill." And by proper consultation with the representatives of the trade unions, we will try to settle the problem. That will be the *modus operandi* adopted in settling all these disputes.

Now, when I am on the issue of trade unions in railways, let me clarify the policy regarding a very crucial issue in the Railways—in fact it exists elsewhere also—i.e. the frag-

mentation of railway unions. The railway trade unions continue to remain fragmented. There are two recognized federations. There are the loco associations and there are a number of categories which organize their own associations. If they continue to be in that particular stage, even the bargaining power and the capacity of the railwaymen goes down; and it becomes very difficult even for the Railway Administration to maintain discipline—the discipline of our conception and not of the orthodox conception. Therefore I have informally talked to various representatives; but we would like to have formal consultations with representatives of various trade unions, recognized and unrecognised. We would like to have some type of *modus operandi* to be followed. I am very happy that the Labour Minister is in the House. I am happy to announce that recently, the Indian Labour Conference met in New Delhi in May 1977. There a tripartite committee has been set up to study the issue of recognition of unions and formulating the *modus operandi* for evolving one union in one industry. Fortunately, in that conference various representatives who owe allegiance to the various central trade unions have been present, and also representatives of government and also employers. As a result of that, what has been done is the Labour Ministry has already set up a tripartite committee. They have to give their findings in a time-bound manner they have been told, on the question of recognition, on the question of formulating the *modus operandi* for one union in one industry. After due consideration and consultation, they must submit their findings and report within two months. We will await their findings. In the meantime, we will consult all recognised and unrecognised unions in the railways, not by forcing down their throat any procedure but by having a common consultation with all of them, we will evolve the *modus operandi* which will be acceptable to all the trade unions, and we will prevent fragmentation in

the trade union movement in the railways, so that our dream of evolving a single railway federation or a single railway union materialises. That will be our approach, as far as one union is concerned.

There has been some criticism in the past, not that there was very much less this time, about the misuse of saloons, which is only a popular name for inspection coaches. There are different types of coaches. This point was referred to by many hon. Members, including my friend, Shri Kundu. He has suggested that misuse of saloons must be strictly prohibited. You will be very happy to know that clear-cut instructions have been sent to all the General Managers that "your style of functioning will have to be changed". We have instructed them that generally for attending the meetings or any other functions, the saloons should not be used. Only when an officer has to go on inspection to any out-of-the way place, where the track has to be properly inspected and there are no arrangements for boarding and lodging and they will be completely deserted, only in such contingencies the inspection coaches or saloons can be used. Otherwise for purposes of luxury the saloons cannot be used. These are clear-cut instructions that have been given to them and I want to repeat that particular announcement in this House.

SHRI M. RAMGOPAL REDDY: I have also suggested this in my speech yesterday.

MR. SPEAKER: Your suggestion has been accepted.

PROF. MADHU DANDAVATE: There has been a lot of criticism regarding the grant of contracts for refreshment stalls and also book stalls, which has been raised by Shri Kundu and, if I mistake not, Shri Lakkappa and many others. On this issue I want to give a solemn assurance in this

House that we will try to break the monopoly of a few individuals who control the refreshment stalls on the railways. That will be done. But, it has to be done in a phased way, because some contracts have already been arrived at. We will have to wait till those contracts are terminated after the period is over. No new contract will be given to anyone who has already got a contract. At the same time, my mind is very clear on to whom we shall give priority. Believing in the co-operative movement, where we come across co-operative societies with honesty and integrity—that particular rider is very important, because sometimes the private contractors manipulate themselves in the form of co-operative societies and there is a facade of a co-operative society by a few private entrepreneurs who are interested in the contract; we will have to break that practice also—where we come across co-operative societies with honesty and integrity we will always give first preference to such co-operative societies with integrity and honesty and they will be allowed to run the refreshment stalls.

As far as book stalls are concerned, there is one difficulty. A very good and concrete suggestion has come that wherever there are unemployed educated youth, they must be given the responsibility to run the book-stalls. Very often we find that even when some of them are offered the responsibility, they say that they have not got the necessary resources. So, they are not able to fulfil the requirements of the general public.

As a result of that, it is not possible for many of them to start the stalls. Therefore, we will have to decide every case on merit, but wherever we find that unemployed educated people are able to mobilise resources and show a bank guarantee

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to get some loan, we will be prepared to give them priority. Otherwise we will have to think about this problem in a slightly different manner.

Shri Kundu had a very constructive suggestion. I do not under-estimate the damage done by accidents, but strangely enough, there seems to be a status quo in accidents. Till April last year the number of accidents in this country was 146 and it has remained at 146 upto April this year. If you add to it the accident of our coming to power, it will go up to 147, but otherwise it has remained at 146. I am very unhappy about it because I do not want the status quo, I want the rate of accidents to come down. Therefore, we will see to it that our machinery through our engineers of inspecting the tracks and bridges is strengthened further. Periodical inspection of bridges will be there, especially in the sensitive areas where there are likely to be floods. As I said in my last statement, we are making special efforts to see that some sort of co-ordination between the flood control authority and the railway authorities is established so that we can anticipate floods in certain areas and damage can be avoided.

As far as the amount made available for the rehabilitation of bridges is concerned, I would like Mr. Kundu to know that in 1975-76 it was Rs. 5.9 crores and for 1977-78 it is Rs. 8.19 crores—not that it is adequate.

In regard to workers' participation, I only want to add that in addition to the Corporate Enterprise Group, we are introducing shop councils at various levels, and I am sure they will be able to give the workers a sense of participation.

The International Women's Year is over and Shrimati Mrinal Gore was in jail at that time, but now, with retrospective effect, she is pressing the demands of women, after coming out from jail. In a place like Bombay, there is heavy rush of working women and so she wants me to explore the possibility of having special women's trains from south to north, from Victoria Terminus to Churchgate Station. We will explore that suggestion. We will find out whether the full capacity of one complete train can be utilised by ladies. Once that is done, there is no objection. More bogies are not sufficient. There are already bogies.

I am sorry to say that many friends on the other side tried to ridicule the reduction in the price of the platform ticket as playing to the gallery. It is not so. I myself have said that it is not going to mean much change in revenue. I think this is a stupidity that was introduced by the administration in the past, that the minimum fare to the nearest station is 30 paise while the platform ticket is 50 paise. It is irrelevant whether it is 50 paise or one rupee because nobody will purchase it if he is clever enough, he will always purchase a ticket for 30 paise. This was an anomaly which was there, and I just incidentally eliminated it. I do not want to take much credit for that, and I do not want my colleagues to praise me for this type of small mercy. In fact, it is not a mercy at all. It is an irrationality that was existing which I eliminated.

I was listening to the Congressmen in both the House and it was really a strange situation to hear them. Some of them have said that by reducing the platform ticket from 50 paise to 30 paise, it will only help the affluent sections. One Congress MP said that if you want to help the poor, this platform ticket of 30

paise should be brought down to 10 paise. Another Congress MP said that by reducing the platform ticket, there will be more congestion on the platforms. So, three points of view are represented by the three wings of the Congress. If on the question of railway platform ticket there is no unified mind in the Congress, I do not know, how, on the wider question of Railway administration, are they going to evolve a unified mind at all.

A word about the re-structuring of the Railway Board. There is the Railway Board Act, 1905. Even when I was sitting in the Opposition—Smt. Parvathi Krishnan quoted a lot from my speeches; probably when I was in jail she did research work on my speeches and quoted at least three or four; I am thankful to her; I feel flattered—I found from my previous speeches when I was on the Opposition benches—I spoke almost every year on the Railway Budget for four years when I was out of jail—I never made a demand for the abolition of the Railway Board. All that I demanded was that there need not be abolition but there has to be some instrument of administration only which must be rationalised, which must be decentralised and that there must be devolution of power. And whatever I have said when I was sitting on the opposition benches, to the best of my ability I will try to fulfil the promises that were demanded from the opposition benches by me. Therefore, I had promised last time that I would study in depth the re-structuring of the Railway Board. I contacted various trade organisations and I met a number of economists. I studied in depth the report of the ARC and, therefore, I have announced through my Budget speech that we have broadly accepted the recommendations of the Administrative Reforms Commission and on the lines recommended by the ARC, we

will be prepared to make the functioning of the Railway Board more effective.

Many people with a sense of cynicism have asked: Is the new Minister going to be the prisoner of the Railway Board? Sir, I refused to be the prisoner of anybody. As far as my convictions are concerned, even at the cost of going to jail I did not become the prisoner of the former Prime Minister of the country and I am not likely to be the prisoner of the Railway Board even. I wish to make this very clear. I shall put forward my independent points of view but I shall not indulge in the vulgar practice of referring to the officers by name in this House and criticise them. If a Congressman criticises me or if I criticise a Congressman, we have got the forum of this House open to us to reply to the criticism but this forum is not available to the officers at all. Therefore whatever is to be said to the officers, I shall say through orders, communications and through a number of agencies through which I am required to say, but I shall not refer to individual officers here.

In this connection, I wish to tell you that because in the past a number of extensions were given to the Members of the Railway Board and other employees of the Railways, whenever a Minister wanted to discuss, various problems with the officers, there was no free and frank discussion at all.

18 hrs.

I went to a number of places and met the officers. I told them, "This is my point of view. Let us have a free and frank discussion. I am not going to give you any extension at all. As soon as you complete the age of 58, I am going to say, good-bye." We are introducing the system of ending extensions right from

[Prof. Madhu Dandavate]

the Railway Board to the lowest echelons of the railways so that a number of young officers and employees who are stagnating will have an opening. That is as far as the restructuring of the Railway Board is concerned.

In the end, I would like to refer to the Emergency situation. We have been demanding that all the operations and the repressions of Emergency must end. If we have been released and those of us who were in jail have become Ministers today, why should those employees in the railways who suffered during the Emergency only because of certain trade union orientation of their own, only because of their political convictions if they were either thrown in jail under MISA or DIR or sometimes because they were suspected to be the members of the banned organisations, continue to suffer. I do not want that particular position to arise. Therefore, I have made it explicitly clear that those who are subjected to suspension or dismissal or premature retirement as a consequence of Emergency will all be reinstated. Not only that. The disciplinary rule 14(2) was misused to punish certain railway employees. We will review all those cases. As regards those who were suspended for corrupt cases, we are not going to tolerate them. But as regards those who were victimised for their political convictions or trade union activities or political affiliations, because their trade union activities or political affiliations were inconvenient to the then party in power, I say that all these victimised workers will be reinstated. For that, I want to fix the time-limit of six weeks. Within six weeks, we will be able to complete the process. I give this solemn assurance to the House.

Sir, I would conclude my speech by making an important announce-

ment. I thought that I would have been able to make this announcement in my Budget speech. But due to some technical difficulties, I was not able to do it. I will make that announcement today. The Class IV railway employees of the lowest strata have suffered for years and their trade unions have been consistently demanding some promotion for Class IV employees. They have been demanding for selection grades. That was denied to them for all these 30 years. I want to make an announcement on that.

I am aware that the promotion prospects of certain categories of Class IV staff in the Railways are not adequate. Considering this, it has been decided to introduce suitable selection grades to the extent of 20 per cent of the sanctioned posts of the recruitment grades of certain Class IV staff in the non-technical service of the Railways. This will benefit nearly 50,000 Class IV employees in the Indian Railways. It has also been decided that these selection grades will be introduced retrospectively from 1st August, 1976.

This is the announcement that I wanted to make. With that, I conclude.

MR. SPEAKER: We will take up the discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1977-78 tomorrow.

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18.05 hrs.

DISCUSSION RE: DETERIORATION IN LAW AND ORDER SITUATION IN SEVERAL STATES

MR. SPEAKER: We shall now take up discussion under Rule 193. Shri B. P. Mandal.

श्री बी.पी. मंडल (मधेपुरा) : अध्यक्ष महोदय, बड़े दुख की बात है कि भारत के अनेक राज्यों में अमन और चैन की स्थिति गड़बड़ा रही है। सब से ज्यादा दुख मुझे अपने राज्य विहार के कारण हो रहा है जहाँ पर अभी तक ऐसा सुना नहीं गया था कि चुनाव के दरम्यान खूनखारी हुई हो। एकाध खून खराकी कहीं शायद हुई हो लेकिन जैसा कि अखबारों से माननीय सदस्यों को मालूम हुआ होगा अब की बार चुनाव के पहले दिन यानी 10 जून 1977 को जिस दिन चुनाव शुरू हुआ भारत के अखबारों में निकला कि वहाँ 22 आदमी मारे गए आपस की लड़ाई में और दूसरे दिन भी फिर 2 आदमी मारे गए। तीसरे दिन की अभी तक खबर नहीं है। अखबारों में जिन 24 आदमियों के मरने की बात है ऐसी जानकारी है कि इस में भी ज्यादा आदमी वहाँ मारे गए हैं। गोह एक विधान सभा का लेव है, गया जिसे मैं पड़ता हूँ। अखबारों में निकला कि दो कड़ीडेट्स के सपोर्ट्स की आपस की लड़ाई में बन्दूकें चली और इतने आदमी मारे गए। लेकिन मेरी खबर है कि कम से कम 12 आदमी वहाँ मरे हैं। इसी तरह एकनगढ़, पालीघाट, धोमी, वेगूसराय, छपरा और मुजफ्फरपुर, जिने में हिजरा एक जयह है, इन सारे स्थानों पर आपस के झगड़ों में गोलियाँ चली और लोग उस से मारे गए। अभी तक ऐसा नहीं हुआ था, इस बार ऐसा हुआ।

हमारे गृह मंत्री भारत में बहुत मशहूर है एक बड़िया और एबल एडमिनिस्ट्रेटर के रूप में और इंटीग्रिटी एंड आनेस्टी के लिए उन का नाम मशहूर है। उन के गृह मंत्री रहते हुए ऐसी बात हुई है। मैं समझता हूँ कि वे जरा इस बात पर ध्यान देंगे तो जर्दी इस बात को समझ लेंगे कि

विहार में ऐसी बातें बहुत पहने से चल रही हैं।

1974 में जब विद्यार्थियों का आन्दोलन वहाँ चला था तो वहाँ के जिन अफसरों ने निर्दोष लड़कों पर गोलियाँ चलाने में और वाजिब जुलूस को निकलने देने में रोकने में कड़ाई दिखाई थी वही अफसर अब तक वहाँ है। फिर उन के रहने हुए चुनाव में जो कभी पहने नहीं हुआ वह क्यों हुआ? पटना के जिला मजिस्ट्रेट थी एम दुव है। जिन्होंने लोकनायक जयप्रकाश नारायण के आन्दोलन के समय अपनी बड़ी करामातें दिखाई थीं। ये डिस्ट्रिक्ट मजिस्ट्रेट काप्रेस रिजीम में बहुत खंखलवाह समझ जाने थे और आज चार बर्ष से वह पटना में स्थित है। उन के कलेक्टर रहते हुए ही बैलछी गांव में वह घटना घटी जिस पर गह मंत्री ने यहाँ बयान दिया। सरे आम दिन में, बाड़ डे लाइट में नौ आदमी वहाँ आग में जना दिए गए। पटना के बिल्कुल नजदीक यह स्थान है। जिस कलेक्टर ने एमर्जेंसी के टाइम में विद्यार्थियों पर जुल्म करने में और जयप्रकाश बाबू के जुलूस को रोकने में अपनी बहादुरी दिखाई थी वह ला एंड आंडर सिचुएशन को कंट्रोल नहीं कर सका। मैं सीधा चांज लगाता हूँ कि इस में अफसरों का हाथ है और उसी कारण विहार में ऐसी परिस्थिति हुई है जिस के अंदर बैलछी में यह घटना घटी और दूसरी घटनाएं एलेक्शन के टाइम में हुई हैं। अगर भविष्य में इन बातों को हमारी सरकार रोकना चाहती है तो अभी भी उन राज्यों में प्रेसीडेंस रुल है। जो यहाँ से एडवाइजर भेजे गए हैं मैं समझता हूँ कि उनकी भी जवाब देही है, कलेक्टर की जवाब देही है, एस पी, की, डी आई जी, की और आई जी, की जवाब देसी है। खास कर याना अफसर की जवाब देम

[श्री श्री० पी० मडल]

है, वह तो बहुत नजदीक इस जगह से था। गोह में जो आपस में गोली चली है उस का कारण क्या है जब कि सब को मालूम है वहां पर पोर्निंग के टाइम पर आम्डं गांड रहती है, पुलिस रहती है, मजिस्ट्रेट रहता है, पैट्रोलिंग पार्टी घूमती रहती है, तो क्या ये लोग वहां तमाशा देखते रहे? बिना अफसरों के हाथ के वहां पर इतना बड़ा जुल्म हो नहीं सकता है। हमारे होम मिनिस्टर या हमारी सरकार उन्होंने अफसरों की बेजो हुई रिपोर्ट पर जब यहां जवाब देगी तो हम वाजिब बात पर नहीं पहुंच सकेंगे। मैं गृह मंत्री महोदय से कहूंगा कि बिहार की बहुत बड़ी आशा उनके पीछे लगी हुई है। वे उत्तर प्रदेश और बिहार में कोई फर्क मत समझें। दोनों मिले हुए राज्य है। इसलिए वे बिहार में भी दिनचर्पी लें। मंत्री महोदय सो. बी० आई०, या किसी दूसरी ऐसी एजेंसी से इन वारदातों की जांच करवायें और जिम कलेक्टर के जुरिस्टिकशन में, जिस एम. पी० या दारोगा के जुरिस्टिकशन में वारदातें हुई हैं उनके खिलाफ तुरन्त स्टिक्ट ऐक्शन लें। अगर अफसरों को सस्पेंड होने का डर होगा तो फिर ऐसी वारदातें नहीं होंगी।

अध्यक्ष जी, कुछ दिनों के लिए मैं भी बिहार का मुख्य मंत्री था। मुझे याद है उसके पहले बराबर ईंट-ब्करीट में हिन्दू मुस्लिम दंगे हो जाते थे लेकिन मैं ने अफसरों को डायरेक्शन दिया कि जिस अफसर के जुरिस्टिकशन में ला एंड आंडर की प्राब्लम होगी, हिन्दू मुस्लिम रायट होंगे उसको तुरन्त सज्जा दी जाएगी। नतीजा यह हुआ कि मारे बिहार में कहीं भी एक रायट नहीं हुआ। लेकिन ये जो वारदातें आज बिहार में हो रही हैं, वे आज तक कभी नहीं हुईं। ये जो अफसर हैं वे हमारी सरकार के प्रति बफादार नहीं हैं। अभी जो बिहार में मुख्य मंत्री थे, श्री जगन्नाथ मिश्र, उन्होंने अपने आदमियों

को तमाम बिहार में ऊंची-ऊंची जगहों पर रखा है और उन से वे सलाह लेते हैं। मुझे मालूम हुआ है इस चुनाव में भी अक्षरों से काफ़ी मदद की है। बिहार में गत पार्लियामेंट चुनाव में हम ने सब से ज्यादा लोड ली थी, लेकिन आज वहां पर नतीजा भी दूसरा हो रहा है। मैं समझता हूं कि इस के पीछे भी अफसरों की साजिश है। बैठकों की बात अलग है। अमरदुर एक गांव है वहां आज से दस दिन पहले मास्टकेन पर डकैतियां होती रहीं। गत मास 16 तारीख को कुछ आदमी पटना गए थे, उन्होंने चिट्ठी लिखी कि जैसे ही गाड़ी महमराम पहुंची, डकैतों ने रिवाल्वर और छुरों से सारे क पार्टमेंट को लूट लिया। आज बिहार में प्रेसिडेंट रूल के समय में यह स्थिति चल रही है। इस समय जो आकिसजं वहां है, एमजॉमी के समय में भी उन का यही रखेंगा रहा है। ऐसी बात नहीं है कि एमजॉमों में वहां की ला-एण्ड आंडर पोजीशन अच्छी थी। एमजॉमी में विद्यार्थियां और जनना के आन्दोलन को दबाने में ये आकिसजं सक्रिय थे। एमजॉमी के टाइम में पटना के नजदीक दो ही स्टेशन आगे फुजार स्टेशन पर ब्राड-डे-लाइट में बदमाशों ने एक आदमी का गला काट लिया और दो मीन जा कर कानी जी के मन्दिर में वह गला चढ़ा दिया। एमजॉमी के समय से ही वहां ला एण्ड आंडर की पोजीशन खराब है। अब इसको और ज्यादा खराब कर दिया गया है। इस पर हमारी सरकार का कड़ाई करनो चाहिरे।

दूसरे राज्यों की भी ऐसी ही परिस्थिति है। हमारे माथी श्री कंवर लाल गुप्त दिल्ली की वारदातों के सम्बन्ध में बतलायेंगे,.... दिल्ली में भी रोज वारदातें होती हैं

MR. SPEAKER: Mr. Vayalar Ravi and Mr. Kanwarlal Gupta will also be speaking....

ओं श्री० पी० मंडल : मैं एक बात और कहना चाहता हूँ कि यह जरूरी नहीं है कि ला एण्ड आर्डर मेन्टेन करने के लिए गोली चलाई जाए । मैं गोली चलाने के बिल्कुल खिलाफ़ हूँ । हम ने जलियांवाला बाग में चलाई गई गोली के खिलाफ़ क्रिटिसाइज़ किया था । कांग्रेस सरकार में जो गोली चली, हम उस के भी खिलाफ़ बोले । हमारे बिहार में, मेरी कांस्टीबुएन्सी में 19 मार्च, 1974 को गोली चली, एक लड़का मारा गया । उस समय बी०एस० एफ० के इंस्पेक्टर जनरल रस्तम जी थे । उन्होंने एक स्टेटमेंट दिया कि जो यहां बच्चों पर गोली चली, वह यूरोप में इन्टरनल डिस्ट्रिब्युशन में कभी नहीं चलाई जाती है । वहां पर रायट-गन इस्तेमाल होती है, रबर-बुलेट्स इस्तेमाल होती है । इसलिए मेरा कहना है कि गोलियां नहीं चलाई जानी चाहिए । अगर हम ने जरा भी गोलियां चलाने का इशारा दे दिया तो ये लोग तो खून की नदिय बहा देंगे । हमारी यह सरकार बड़े भारी रेवोल्यूशन के बाद बनी है, इस को बिना गोली चलाए फंशन करना है और अगर कहीं गोली चलानी भी पड़े, तो रबर-बुलेट्स चलाई जाए । मेरा यह विचार है कि कड़ाई करने से, आफिसर्ज को सर्पण्ड करने से ला-एण्ड-आर्डर स्थिति में सुधार आ जाएगा ।

मुझे नंबर इतना ही निवेदन करना था ।

SHRI VAYALAR RAVI (Chira-Yinkil): Sir, the law and order situation is a matter of anxiety for everybody, irrespective of one's political affiliations. I think it is a matter primarily of the State Governments but it becomes relevant here because the violence took place in the northern parts of the country where many of the States are under President's Rule and thus under the control of the Central Government today. It is very unfortunate that political violence was of such a high order. It may be due to

the polls and may be a temporary phenomenon which may not be perpetuated but, nevertheless, certain elements, especially the ruling party, seem to think that they have all the freedom. They definitely have no freedom to take the law into their own hands, to whichever political party they may belong, and deal with the people directly, spreading panic among them and disturbing the peaceful life of the country. In this connection, I would like to refer to certain things which happened in Bihar, about which my friend has just spoken. I am afraid the official calculations of the killings may not be correct. The official death toll in Bihar is 26 but I am afraid it may be round about a hundred. It may be due to political rivalry between two groups but I agree with the hon. Member that the officials failed to prevent this political violence resulting in the death of many people in a State like Bihar.

Another day the Home Minister made a statement in regard to the burning of bodies of Harijans while replying to a Calling Attention motion. In this connection I would invite his attention to the press report which appeared in the 'Sunday Indian Nation'. This report was given by the Police to the Press. I quote:

"According to police the gang of Singheshwar Mahto was hiding in a house in the village. The gang led by Parameshwar Mahto came to know of it and attacked them by breaking open the house where they were hiding which resulted in the death of eleven persons and caused injuries to three persons.

The source said that the police reached the spot when the accused (Parmeshwar Mahto group) were making an attempt to hide the bodies and succeeded in taking all the bodies into custody".

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): That report refers to burnt bodies being taken into police custody.

SHRI VAYALAR RAVI: In any case, the report received by me from my friends says that the real culprits, who are very influential people, are still at large. The Home Minister himself has admitted that 50—60 persons were involved in this incident and the people who died belonged to one group and the others could escape without any injuries. How can it be, if it was a clash? The police did not reach in time. This shows negligence on the part of the police and it creates a suspicion in our minds that the whole thing has been cooked up in this way by the police to favour the real culprits and this report has leaked out to the newspapers to create a different story. I hope, the Home Minister will look into this.

I am not going to say anything about West Bengal, where many people died in the poll violence, and this is a State where violence is always there. I am much worried about Kashmir. It is the concern of everybody, whether on this side or that side. We know that Kashmir has a special status in the Indian Union and we want complete peace in the valley because of the sensitive situation there. I do not want to blame Sheikh Abdullah but I would only quote a report from the *Times of India* dated 12th June. It said:

"The historic town of Awantipore, 30 kms from here, was partially burnt down, about 100 persons were injured and a large number of cars and buses damaged today when violence broke out in the Kashmir valley during electioneering".

And, it is still going on. No doubt, the Home Minister has made a statement regarding recent incidents of violence in Kashmir, but what effective steps is he going to take to prevent violence and ensure a peaceful election in the valley. That is my point. Sheikh Abdullah is ill and I do not

want to make any reference to him. The workers of the National Conference Party should be tamed to make the elections peaceful. They should not be allowed to take the law in their hands. They have beaten a lady candidate of Janata Party and she is in the hospital. I hope, necessary steps would be taken immediately to prevent all such happenings.

We all know what has happened in Punjab. In Delhi itself a Congress worker has been killed recently. His name is N. K. Chaddha. He was just walking in the night at 11.00 p.m. and he was killed by Janata Party workers and only one person has been arrested in that connection. I am afraid the police has not taken effective steps to find out the culprits. Delhi is right under your nose and control and this has been done by your own party workers, but you could not take any action against them and have arrested only one man.

SHRI KANWAR LAL GUPTA (Delhi Sadar): He was a bad character. What you are saying is not correct.

SHRI K. LAKKAPPA (Tumkur): It is a very convenient version that you can give.

SHRI VAYALAR RAVI: Does it mean that you should kill all the bad characters. I think you should not do that.

In Delhi, during elections there have been many cases of serious violence. Our party people never went to the house of Shri Kanwar Lal Gupta or to the house of Shri V. K. Malhotra. None of the Congressmen burnt their houses, but we know what happened in Punjab. I am sorry to say that a number of people, especially Congressmen, have been killed in Punjab. A person belonging to Janata Party has also been killed in Amritsar. We are

against political killings and I am sorry for what happened there. Here is a report that Shri Raghunandan Lal Bhatia, an ex-Member of Parliament, his father was also a member, is being harassed. His house was raided on the plea that somebody was hiding there. All the ladies of the house had to run away from there. Then, your party workers burnt the house of the DPCC President, Shri Jai Inder Singh and Janata Party workers prevented the Fire Brigade from putting down the fire. The goondas entered the DCC office and burnt it down. The Janata Party has been taking law in their hands. You killed Mr. Chaddha in Delhi. He was a Congress worker. Do you want that the Congress workers should retaliate and go to the houses of Shri Kanwar Lai Gupta and Shri V. K. Malhotra as your people has done in Amritsar. I assure you, we will never do that and we are against this. If you allow me I will quote again what the Police has said about one murder 'n regard to which Shri Hans Raj Sharma former minister, went on fast.

"While the Patiala Sessions Court today granted bail to the five Congress workers arrested in connection with the Dera Bassi firing incident last week, the Punjab Police claim to have established the identity of the culprit who still remains at large....."

The Police admit that they could not arrest the real culprit. Yet, you harass the Congress workers and arrest them and put them in jail but you could not arrest the real culprit. You are simply giving protection to people who kill Congressmen. While you are harrassing the Congressmen in Punjab, your workers go and ransack the District Congress Committee office. The hon. Member of Parliament of your party—his name was Dr. Baldev Prasad—I wish that some sense would come to him. This is the way the whole thing is happening in the country. This kind of political violence has to be put

an end to, violence by any party whether your party or our party.

Lastly, in Delhi I hope hon. Members will be very much concerned about the jail break in the daylight by the followers of the late Sunder Daku. The hon. Minister has been kind enough to start an inquiry into the death of Sunder Daku and the reported molesting of his sister. I do not know whether he has seen a report in the Press that Mr. Sunder had no sister at all. Yet he is making an inquiry into it. Five people who were in the jail could escape in broad daylight in Delhi. Everyday reports come in the press that people are murdered in Delhi. We are seeing reports of DSPs and DIGs coming and going but you have completely failed to maintain law and order in Delhi. We all live in Delhi with our families. Robberies taking place in daylight. Life in Delhi has become insecure.

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): Does the hon. Member know that 12 prisoners escaped from Tihar Jail? They were prisoners under your rule.

SHRI VAYALAR RAVI: That will not justify this.

The escape of prisoners shows the failure of the administration whether it happened under the Congress rule or the Janata Party rule. But here daylight break from jail takes place and the prisoners escape from Delhi and you could not arrest them so far. Later the report of certain murder comes, and I don't want to name any people.

Lastly, there is this para-military force functioning in the country. They are taking law and order in their hands. You cannot maintain law and order with this para-military force. It is RSS. Theirs is a big force and they have been given armed weapons training. I do suspect they are given full freedom and respectability. That is

[Shri Vayalar Ravi]

the reason for political violence which is day by day increasing in the country. If you think you can control the freedom of the political parties and intimidate workers of other political parties using RSS, may I remind you that you are sadly mistaken. Do you believe that you have the freedom to kill people? You have to protect the right of the people to function and work in this country and carry on their legitimate political activities.

With these words I will appeal to the Minister through you that paramilitary forces like the RSS are a danger to democracy which will crush the freedom not of the Congress Party alone but even your own freedom.

श्री कंबर लाल गुप्त (दिल्ली सदर) : श्री रवि के भाषण को सुन कर मुझे बड़ा आश्चर्य है। अच्छा होता अगर उन्होंने पोलिटिकल मोटिव से भाषण न किया होता और तथ्यों को सामने रख कर मुकाबला दिए होते। उनको शायद मानूम ही नहीं है। कानून और व्यवस्था की मिथ्यनि बिगड़ी है या नहँ यह अननग बात है। लेकिन मैं बतलाना चाहता हूँ कि एमरजेंसी के दिनों में भी बहुत गुंडागर्दी होनी थी। आज तो गुंडे गड़बड़ कर सकते हैं और पहले भी करते थे लेकिन एमरजेंसी में स्टेट ने स्टेट के चीफ मिनिस्टर्ज ने और बड़े बड़े मंत्रियों ने जो गुंडागर्दी की उसकी मिसाल भारत में आपको कही नहीं मिलेगी। हरियाणा में अभी एक कमीशन विभाया गया है। मैं श्री रवि ने पूछता चाहता हूँ। क्या यह मही नहीं है कि वहां के मध्य मंत्री के आदेश से पुलिस के अफसरों ने बहन और बाई को नंगा करके, दबाव में लाकर एक बाट पर सोने के लिए मजबूर किया था? क्या यह गुंडागर्दी की हृद नहीं थी? यह सही है कि जाहे जनता सरकार हो या कांग्रेस को सरकार हो नाशिकियों को सुरक्षित जीवन बिताने का अवसर मिलना चाहिए, उस में

किसी प्रकार की रकाबट पैदा नहीं होनी चाहिए, उनकी सम्पत्ति सुरक्षित रहनी चाहिए। कुछ लोगों ने जो गुंडागर्दी की है उसका मुझे अफमोस है और उसके सिए मैं माफी मांगता हूँ। मुझे मालूम नहीं है कि जो तथ्य माननीय सदस्य प्रस्तुत कर रहे थे वे सही थे या नहीं।

आज तीन आदमी चले गए हैं जेल से दिल्ली में। लेकिन क्या माननीय सदस्य को मालूम है कि चालीस फुट की टनल बना कर और तीन महीने तक उसको खोदते रह कर इनके राज्य में तेग्ह आदमी जेल से भाग गए थे जिस की खबर आज तक अखबारों में नहीं आई है। . . .

SHRI VAYALAR RAVI: That is why you are justifying it?

श्री कंबर लाल गुप्त : मैं बाहता हूँ कि हर किसी को सिक्योरिटी मिलनी चाहिए। हर एक के मन में यह भावना होनी चाहिए कि मैं सेफ हूँ, मेरी प्राप्टी सेफ है। आप स्टेटमेंट्स को छोड़ दें। वे दोनों तरह के हैं। स्टेटमेंट्स ये भी कहते हैं कि दिल्ली में कुछ कानून व्यवस्था की हालत बिगड़ी है। हमको ठीक किया जाना चाहिए। लेकिन हमके भी कुछ कारण हैं। आजकल अखबारों पर मेंसर नहीं है जो पहले था। पहले पूरी रिपोर्ट नहीं आती थी। आज पूरी आती है। पहले उनको दर्ज भी नहीं किया जाता था, आज उनको किया जाता है। एक कारण है यह भी कि पहले पुलिस पुलिसिंग नहीं करती थी। पहले पुलिस किसी को भी पकड़ कर भीसा में डाल देती थी। तब न्यूल आफ जंगल था। आज वह बात नहीं है। दोनों का इस बाते आप मुकाबला नहीं कर सकते हैं। भीसा में हमको बन्द किया गया। वहां हमारे साथ कम से कम एक हजार लोग ऐसे थे जो बैठ कारेक्टर्ज थे। आज साष्ट्रारण जो कानून है उसके जरूर से ला एं आर्डर की स्थिति को ठीक किया

जा रहा है। इस वास्ते दोनों का कोई मुकाबला नहीं है।

मैं मानता हूँ कि जनता पार्टी से लोग ज्यादा अपेक्षा करते हैं। कांग्रेस से वे ज्यादा अपेक्षा नहीं करते थे। इस वास्ते हमारी सरकार को ज्यादा सतर्क होना चाहिए और इस और विशेष ध्यान देना चाहिए। जनता की जो अपेक्षाएँ हैं, डैमोक्रेटिक ट्रेडीशन को रखते हुए, उनको भेटेन करते हुए हमें पूरी करनी है।

एक दुख की बात है। पुलिस एक्ट 1861 का बना हुआ है। एक सेंचरी पहले बना था। उस में कोई बदल आज तक नहीं किया गया है। अंग्रेजों ने सी साल पहले जो बनाया था वही आज भी चला आ रहा है। स्टेट लेबेल्ज पर आपने पुलिस कमिशन बिठाए हैं। लेकिन आन हॉटिया लेबल पर कोई नहीं बिठाया। चेंड राकमटांसिस में, डिकोनेमिक, सोशल, पोलिटिकल आदि क्षेत्रों में जो जेजिज आई है उनको सामने रखते हुए हमें चाहिए कि हम आन हॉटिया पुलिस कमिशन बिठाएं जो साइटिफिक ढंग से जो काइम्ज किए जा रहे हैं उनको स्टडी करे, यह देखे कि पुलिस के लोगों को क्या क्या एमेनेटीज दी जानी चाहिए, किस प्रकार की उनको ट्रेनिंग दी जानी चाहिए, पुलिस फोर्स को मार्डनाइज कैसे किया जाए और वह आपने सुझाव दे।

अभी करीब 11000 पुलिस स्टेशन हैं।

एक पुनिम न्टेशन का एरिया करीब तीन सौ स्क्वेयर मील का होता है। जो डिवेलपमेंट एंट्रीज हैं उनके मुकाबले में हमारे यहां काइम्ज का जो रेट है वह बहुत कम है। लेकिन इसका यह मतलब नहीं है कि हम कुछ न करें। हम को चाहिए कि इस रेट को हम जितना कम कर सकते हों करें। हमें लोगों को पूरी सुरक्षा प्रदान करनी है। बजाए इसके की कार्रवाई हो जाए, काइम कमिट कर दिया जाए और उसके बाद पुलिस हरकत में आए,

पुलिस को पहले से ही उसको रोकने के लिए कार्रवाई करनी चाहिए, प्रिवेटिव एक्शन लेना चाहिए।

माननीय सदस्य ने पैरा मिलीटरी की बात कही है। मैं पालिटिक्स नहीं लाना चाहता हूँ। लेकिन मैं नाम बता सकता हूँ रवि जी को दस नहीं पचास नाम बता सकता हूँ जो हस्ट्री शीटर्ज थे उन्होंने यूथ कांग्रेस में जा कर लाखों लूप्या कमाया। आज वह फिर हस्ट्री शीटर्स गुंडागर्दी कर रहे हैं।

These people are responsible for deterioration of law and order. I demand of the Home Minister that he should take stern action against them.

जिस केस के बारे में माननीय रवि ने कहा है उस में किस प्रकार के आदमी हैं मैं जानता हूँ।

Let there be an enquiry. I will demand that there should be an enquiry.

दो गुंडों के बीच की लड़ाई थी और उस में वह मारे गये। अगर आप इनक्वायरी कराना चाहते हैं तो करा लीजिये, मुझे खुशी होगी।

केरल में दो, तीन बच्चों को पकड़ कर पुलिस ने उन को जेल में मारा। उस सिलसिले में दो डी० आई० जी० संपैड़ड हैं, चीफ मिनिस्टर के ऊपर भी कार्यवाही हो रही है। मुन्दर डाकू को मार दिया गया, उस बारे में यहां पर आप ने एक इनक्वायरी बैठायी। उसी तरह से सुरजीतपाल को मार दिया गया लिकिन उस केस में आप ने एक इंसेक्टर और एक ए० एस० आई० को संसेंड किया है। जब तक आप बड़े अधिकारियों पर हाथ नहीं डालेंगे,

[श्री कंवर लाल गुप्त]

के खिलाफ कार्यवाही नहीं करेंगे, तब तक काम नहीं बनेगा। जीवन सब का सुरक्षित है चाहे वह कोई इन्सान हो, फिर जब इन दोनों के सेवा में यह साबित हो गया है कि कि दोनों को मारा गया है और यह काम आई० जी, डी० आई० जी०, एस० पी० की सर्वां के बगैर नहीं हो सकता इसलिए उन के खिलाफ भी कार्यवाही होनी चाहिये। छोटी मछलियों को पकड़ने से काम नहीं चलेगा, बड़े बड़े अधिकारियों के खिलाफ भी आप को कार्यवाही करनी चाहिये।

दिल्ली पुलिस के रेकूटमेंट में बड़ी ग्रांथली चलती है, काफ़ी पंसा खाया जाता है। रेकूटमेंट के लिये सरकार को अलग से एक मशीनरी बनानी चाहिये और आज जो नोकरी देने के लिये पंसा खाया जाता है इस को बन्द करना चाहिये। दिल्ली में एक कमिशनर आफ़ पुलिस होना चाहिये। ऐसा न होने से काम डिवाइडेंड रहता है, डिस्ट्रिक्ट मैजिस्ट्रेट अलग काम करता है, और पुलिम बाले अधिकारी अलग काम करते हैं। जिस की बजह से कोई कोशाड़िनेशन नहीं रहता है। और जब तक कोशाड़िनेशन नहीं होगा तब तक कोई कार्यवाही नहीं होगी। पहली सरकार ने भी मान लिया था कि दिल्ली में एक कमिशनर आफ़ पुलिस होगा, लेकिन अभी तक उस पर कोई कार्यवाही नहीं हुई। गूह भंवी जी इस बारे में उचित कदम उठायें, यह मेरी मांग है।

दिल्ली पुलिस के बारे में 10, 12 साल पहले खोलला कमीशन बनाया गया था जिसने कुछ सिफारियों की थी। पिछली सरकार ने उस कमीशन की बहुत कम सिफारियों को माना। खोलला कमीशन ने पुलिस कम-चारियों के हाउर्सिंग और बच्चों के स्कूलिंग

के बारे में जो सिफारियों की थीं उन के बारे में कोई कार्यवाही नहीं की। मेरी मांग है कि उस कमीशन की सिफारियों पर अमल होना चाहिये। उन के हाउर्सिंग, बच्चों की स्कूलिंग के बारे में, बौद्धनाइज़र तरीकों के बारे में कार्यवाही होनी चाहिये। उन की बोबिलिटी होनी चाहिये, ट्रेनिंग ठीक होनी चाहिये। और जब तक इन बातों को कार्य-नित नहीं किया जायेगा तब तक पुलिस अपना काम अच्छी तरह से नहीं कर सकेगी। आप देखिये कि दिल्ली में जो एस० पी० है वह आफिस में बैठ कर अधिक समय टेबिल बकं करते हैं और फौल्ड में कम जाते हैं। जब तक सीनियर अधिकारी फौल्ड में नहीं जायेंगे तब तक पुलिस प्रशासन ठीक से नहीं चलेगा। आप उच्च पुलिम अधिकारियों को आदेश दीजिये कि वह फौल्ड में जा कर काम करें।

दिल्ली में प्रोफेशनल बेल देने वाल बहुत हैं। मैं चाहूंगा कि सरकार इस पर विचार करे कि एम, आई० एस० ए० बैड करेक्टमें पर लगाना चाहिये कि नहीं? इस केम को या इस पीइट को दोनों तरह में लोड किया जा सकता है, लेकिन सरकार जहर इस पर विचार करे कि एम, आई० एस० ए० बैड करेक्टमें पर लगाना चाहिये कि नहीं। और अगर नहीं लगाने हैं तो कम से कम जो प्रोफेशनल बेल देने वाले हैं उन पर कड़ी कार्यवाही होनी चाहिये जिस से वह बेस एक्सेप्ट न कर सकें। इस तरह की कोई भी व्यवस्था होनी चाहिये जिस से वह लोग ठीक से रह सकें।

यहां पर गुड़ों को एक्सटन करने की बात कही गई है और उस पर बास्ते एक्ट लाग है। बास्ते एक्ट के मुताबिक गुड़ों को एक्सटन करने में बहुत देर लगती है, इस के लिए राजस्थान एक्ट ज्यादा ठीक होगा।

अगर राजस्थान का एक्ट यहां लगायेंगे तो वह ठीक होगा

जहां तक हम यह कहते हैं कि पुलिस गलत करती है, यह मब कुछ करती है, हम यहां पुलिस का मोरेल गिगाना नहीं चाहते हैं, हमें उम के मोरेल को ठीक करना है और उम के लिए पब्लिक में को-आपरेशन लेने की व्यवस्था भी मरकार की तरफ में हो। पब्लिक की को-आपरेशन में पुलिस बासे कुछ काम कर सकेंगे जो ला एंड आर्डर की हालत ठीक हो सकती है।

मैं चाहूंगा कि इन्वेस्टीगेशन, ला एंड आर्डर और सबैनेम इन तीनों के डिपार्टमेंट अलग अलग हो। अब क्या होता है कि जब कभी कहीं झगड़ा होता है तो सब को एक साथ प्रोक्ट दिया जाता है और इससे इन्वेस्टीगेशन का काम पौछे पड़ जाता है। और काम रुक जाता है और इस तरह मैं कन्पिट्म बच जाते हैं।

इन शब्दों के साथ मैं मंत्री महोदय से मांग करूंगा कि पुलिस एक्ट जो 1861 का है, उम में आल इंडिया नैवेल पर मंशोधन करें, आल इंडिया एक कमीशन बिठायें जो कि 100 लाल पहले बने हुए एक्ट को आज की हालत के मुताबिक बदल सके और सब सवालों को स्टडी कर के जो आज की हालत की ज़रूरतें हैं, उसके मुताबिक ठीक कर सकें। मैं यह भी मांग करूंगा कि पुलिस को जो मुविधाएं देनी ज़रूरी हैं वह भी उन को पूरी तरह से मिलनी चाहिये जो कि खोमला कमीशन ने रिकमैंड की हैं। इसी तरह मैं अगर मिलकर काम करेंगे तो यहां की हालत ठीक होगी।

MR. SPEAKER: Now, no new names can be added to the list that I have already got here. There are four more names. The Minister also must be given ten minutes at least. So, if you make it short by not repeating what

the other hon. Members have said, I would be able to give a chance to one more Member. I shall call the hon. Minister at five minutes to Seven. He must also have five minutes to reply to the points raised by the hon. Members.

My difficulty comes only when you give more names from your side.

Shri Lakkappa.

SHRI K. LAKKAPPA (Tumkur): Mr. Speaker, Sir, it is an important and useful discussion really that has been raised by the Members from the other side. My friend, Shri Ravi has made certain points. The hon. Home Minister is an upright Minister of the Janata Party Government. Of course, I have no personal acquaintance with him. That is because I am basically a Congressman. He has got a good reputation. I am very happy about that.

MR. SPEAKER: Why can't you put that in writing?

SHRI K. LAKKAPPA: I am not going to give a certificate. He has a varied experience in administration. I would however like to bring to his notice the enormous increase in political violence in this country whether it is in the States where we are running the Government or at the Centre where you are running the government. Let me quote what happened from April onwards.

In Gujarat, particularly, the present Government is run by the Janata Party. There are instances about which a harijan minister has made a statement regarding the harassment of harijans being on the increase. He has narrated 45 specific cases of harassment. As a consequence of such a harassment, 200 harijans of Valagamada village in Gujarat had left that village completely. It may be due to political rivalry or group hatred but the entire situation

[Shri K. Lakkappa]

in this country, after the Lok Sabha elections, has worsened. I have seen Janata party workers tearing off Congress party flags. It may be in Karnataka, Andhra or Bihar. The previous government had done something good to protecting the interests of the weaker sections. As such, this government has got the onerous responsibility to see to it that protection is provided to all the weaker sections of the country. It may be the Congress workers beating the Janata workers but I am saying that after the Lok Sabha elections in every part of the country an impression has been created that police people are not acting. I find the police officers are terribly afraid everywhere. There is an infiltration of the para-military organisation, namely, R.S.S. That is why I am bringing this to your notice. They may infiltrate in the recruitment system of the police. I hope the hon'ble Home Minister is already aware of all these things. He knows how infiltration has taken place in the Janata party of para-military elements. This is very dangerous for the society. Ultimately this government will be responsible for any violence or violent activities that may take place in this country. It is in this context that we are suggesting amendment in the recruitment system. There is something wrong with the recruitment system as vested interests and reactionaries have infiltrated already in various organisations. The situation is worse so in the present government as these elements are taking advantage of the present government. A para-military organisation is working as a parallel. It is perpetuating and giving training. Everywhere they are raising their head and creating an atmosphere of animosity. Therefore, the present government has got a responsibility to make a special assessment of the situation.

Will the Home Minister kindly appoint an impartial parliamentary committee belonging to all parties to find out the facts and see as to how many Harijans have been harassed in this

country? There is flagrant violation of the Central Act meant to protect the weaker sections. There is large-scale boycotting of the Harijans. Harijans are not allowed to draw water or take rations. In view of these circumstances, I am requesting the Home Minister to create a special cell in the Home Ministry to protect the interests of the weaker sections in the country.

SHRI S. KUNDU (Balasore): Sir, after hearing my friends from the Congress benches, I thought as if the whole world has gone wrong within two-and-a-half months. One of the Members, Mr. Ravi has started saying 'political killings' and he may think we are responsible for that. He has said it in his own inimitable style and he wanted to make us responsible for that. Another ebullient and vociferous Member, Mr. Lakkappa, went to the extent of saying that there has been an enormous increase in political violence. I am sorry to say that these two gentlemen will never read the writings on the wall and never see the light of the dawn of freedom which has been restored by the Janata Government.... (Interruptions)

Freedom to live freedom to think...

MR. SPEAKER: Elections are over now.

SHRI S. KUNDU: Freedom not to be tortured as Rajan was tortured in Kerala, freedom not to be tortured as Mr. Fernandez was tortured but freedom to live among people as you are now living. Perhaps you have never tasted it and now you taste it. You remained in one party rule all along... (Interruptions)

Sir, I would like to say here that with the strongest hand, wherever there is any sort of goondasim, robbery, dacoity, killing, etc. the Hon'ble Home Minister must ruthlessly suppress them. Whether it is Indira brigade or Sanjay brigade or any paramilitary force, if

it is there, if there is any link with this sort of activity, it must be curbed and suppressed. I am happy that you are taking action on this. Therefore, when we speak of political violence when we speak of political killings, I would like the hon. Members to view it from a different angle. During the last 30 years of Congress regime, we spent crores of rupees on police. It was Rs. 30.0 crores and now we are spending Rs. 300 crores. But political violence and political killings have been increasing day by day. We have not been able to solve it. We do not know whether this can be stopped with the help of bullet of 'danda' or some sort of socio-logical problem is involved. We do not know whether these people are denied of justice at all levels, even by the politicians, even by the courts, even by the Police or even by the Tahsildars. Sometimes out of frustration wherever youth have been unemployed for years and years, they become angry. We must look into this aspect of the problem.

As Mr. Gupta has suggested, a time has come when we must also see and reorient the police force, make radical changes in the outlook of the police. I find the whole impression about Delhi goes down when I get into a taxi or a scooter in Delhi. I think it is so bad. Why these people go on deceiving us. Why the administration has not been able to motivate them? I have no complaint against them because I know they are completely uprooted, their lands have been taken away and their houses have been uprooted. There is no house for them to live in. But what is the police doing? The police have not been able to motivate the people who are strangers and outsiders. Therefore, this problem should not be judged only with the strength of the police force of the Janata Government. This has to be judged from the socio-logical point of view. We are very much concerned about the situation in Kashmir and in Nagaland. In Naga-

land there was recurrence of violence. I do not know. Many persons say many things. They say that it has been done deliberately by a group of people to give bad name to the Janata government because it did not agree to elections in Nagaland. I do not know; the hon. Home Minister may say about these things. Kashmir is a sensitive area and we must be cautious in sensitive areas and see that such things do not recur. The question of Bihar has been mentioned.

MR. SPEAKER: Please do not repeat: it has been referred to already.

SHRI S. KUNDU: I do not want to repeat. These incidents cause us concern and I hope the Home Minister will reply to these points.

SHRI CHITTA BASU (Barasat): I shall restrict myself to events in West Bengal. You will agree with me that a singular phenomenon in West Bengal last year was the political killings on a large scale and the gangsterism of political elements there. After the assembly elections in 1972, the Congress party came to power—I think Mr. Ravi would know—the then Chief Minister wanted to fortify his position, after he came to the assembly by large scale rigging in 1972 general elections to West Bengal Assembly. He did so by taking resort to gangsterism by encouraging hoodlums, by offering arms to the hoodlums in connivance with the police administration. I know that the plan was masterminded by the government; it was the then Chief Minister who did it. I do not want to mention his name. He masterminded the entire conspiracy and organised these things, sometimes on salaries of upto Rs. 100 per person per month. They were also paid for each killing. There was killing at roads, killing in homes and even in jails. The offices of the left opposition were forcibly occupied by their gangsters in col-

[**Shri Chitta Basu]**

laboration with the police administration, aided and abetted by the then Chief Minister. Trade unions were emasculated; workers were driven out from work.

AN HON. MEMBER: How is it relevant?

MR. SPEAKER: It is old story; we are now talking of law and order today.

SHRI CHITTA BASU: In that background they also wanted to have elections. Barrakpore provides an example of how large scale rigging took place. Even during the recent assembly elections, what happened? One candidate, Radhika Banerjee was aimed at and fired; unfortunately somebody sitting beside was killed; he escaped.

The same type of thing happened in Belighata. There was large scale killing in Baranagar and Barasat. Seven young men were killed; they were shot dead and their bodies were placed on the open road. All those things were pre-planned and they were intended to terrorise people and stifle the voice of dissent. This has been the back-ground. My humble submission to the hon. Home Minister is this. All newspapers in West Bengal have published so many stories of this nature, horribile stories.

19.00 hrs.

Thousands of people have been killed in open day light even in the jails. Such horrible stories are there. May I know whether the Government of India would take proper note of it? All these are happening because of the political motivation of a particular party. It is political violence which should be dealt with from the political angle and on political platform. My humble suggestion is that a committee of Members of Parliament be formed to go into this question of political violence which is taking place now all over the country in depth. I do not

like to mention any particular State. Unless we eradicate this problem of political violence, the law and order situation cannot satisfactorily improve. This is not a question which can be wished away. It is not a question of this party or that party. It is a question which involves all of us, whether we belong to this side of the House or that side. Political violence has to be eliminated. Political gangsterism has to be condemned. For that purpose, a proper atmosphere has to be created so that all political parties have the freedom to work among the masses, so that there may be a good political climate and democracy may function properly.

ओ० एम० रामगोपाल रेडी (निजामावाद): अध्यात्म महोदय, हमारे चौधरी चरण मिह जी आज उम्मी म्यान पर बैठे हैं जहां मरदार पटेल और पं० गोविन्द बल्नन्द पन जी बठने थे। हमारे उन महान व्यक्तियों ने जो काम किये थे, हमारे चौधरी माहब में भी हम उसी तरह के कामों की उम्मीद रखते हैं। आज देश में जो कानून और व्यवस्था इतनी खराब हो गई है, इस की क्या वजह है? मैं चौधरी माहब में बिनाई करता हूं, आप ज्यों ही होम मिनिस्टर बनें, आप ने सब को कहा कि एकदम फीअरलेस हो जाओ, आप के मन में कोई भय न हो। इसका नतीजा यह हुआ कि जिन्हें गुण्डे थे, दादागीरी करने वाले लोग थे, होड़जंड थे, मटका खेलने वाले थे, जुधा खेलने वाले थे, न्यगिलंग करने वाले थे, उन के दिन से भय बिलकुल निकल गया और आज वे न्युन-आम काइम्ब कर रहे हैं।

दूसरी बात युझे यह कहनी है कि हर छोटी-बड़ी बात के लिए आप कमीशन मुकरिर करते जा रहे हैं। इसका नतीजा यह हुआ है कि हर पुलिस वाले की हिम्मत टूट गई है अगर कही गड़बड़ होती है तो पुलिस वाला उधर नहीं जाता है, दूसरी तरफ

जाता है, क्योंकि उधर जाये और गोली या लाठी चलाने की छलूरत पड़े तो उसे डर है कि कमीशन बैठ जायेगा और उस की नौकरी चली जायेगी । आप ने जेलों में जितने क्रिमिनल्ज थे, नक्सलाइट्स थे, सब को एक दम छुटकारा देने का हृकम दे दिया है ।

श्री गौरी शंकर राय (गाजीपुर) : क्या नक्सलाइट्स क्रिमिनल्ज होते हैं ?

श्री एम० रामगोपाल रेडी : जो नहीं, उन्हें अच्छे लोग होते हैं, उन को उग्र छोड़ कर देखिये, सब मानूस हो जायेगा ।

श्री गौरी शंकर राय : मेहरबानी कर के नक्सलाइट्स को क्रिमिनल्ज न कहिये ।

श्री एम० रामगोपाल रेडी : बहुत अच्छी बात है, सब को छोड़ दीजिये । आप ने जिसने क्रिमिनल्ज हैं उन सब को छोड़ने का हृकम दे दिया है, इसका ननीजा दशा होता ? देश की प्राचिक स्थिति खाराव होती, फैक्ट्रीज बन हो जायेंगी । हर रोज मुबह अखबार उठा कर देखिये—कोई दिन ऐसा नहीं जाता जब कि दो—चार हृत्याकां न हुई हों । हृत्याकां को आप चाहे आन्म-हृत्याकां में बदल दीजिये, कुछ भी कोरिये, लेकिन यह बात सच है कि देश में हृत्याकां बहुत हो रही हैं । इस समय गवर्नेंट को चलाने की विमेदारी आप के हाथ में है । अपोजीशन की तरफ से पूरी-पूरी मदद देने की बात, कंस्ट्रक्टर को आपरेशन की बात, हमारे लीडर कह चुके हैं । हम सब आप के साथ हैं, मेहरबानी कर के देश में शान्ति कायम कीजिये, ताकि देश आगे नहीं सके । हमारे जो भूतपूर्व होम मिनिस्टर्ज हो चुके हैं उन के नामों-कदम पर चल कर दस देश का नाम रौशन कोजिये ।

गृह मंत्री (बौधरी चरण सिंह) : अध्यक्ष महोदय, माननीय मित्रों ने जो कुछ कहा है, उस से मेरे ज्ञान में कुछ इजाफा हुआ है । मैं उन को इस के लिए धन्यवाद देता हूँ अगर त्वे रचनात्मक सुझाव बहुत ही कम दिये गये हैं । पहले तो यह एज्यूम कर लिया गया है कि दो महीनों के अन्दर काइम्स बढ़ गये हैं । अब उम के लिए क्या आधार है मेरे दोस्तों के पास ? कोई आधार नहीं है । कहीं कोई एकाध रिपोर्ट निकल गई है कि 200 हरिजनों ने गांव को छोड़ दिया और बेलची गांव की बाबत टाइम्स आफ इण्डिया में रिपोर्ट आई और यह एज्यूम कर लिया गया कि काइम्स बढ़ गये हैं । बस यह एक साइकोलोजीकल चीज़ है । आखिर मेरे जो दोस्त उधर बैठे हैं उन को कुछ नो कहना चाहिए था उन लोगों के बिलाफ जो उधर बैठे हैं या फिर कहीं कोई चारी हो गई या डाका पड़ गया तो रोज अखबारों में निकलता है क्योंकि यह एक बहुत अच्छा मजमून है लेकिन कोई इन को साबित नहीं करता है । यह भी कहा जाता है कि गुण्डाज आर नाऊ फी । ठीक है । गुण्डों का शायद आप भी फी कर देते लेकिन इतिकाक ऐसा है कि पहले जो प्रधान मंत्री थीं, जिस बक्त उन्होंने भी सा हटाया—संक्षण 16 ए वर्गरह वर्गरह—प्रीर दूसरी चीजें हटाई, तो ज्यादातर गुण्डे उसी बक्त छूट गये थे । गुण्डों की आजादी शायद कुछ इस के लिए जिम्मेदार है जो आज कल हो रहा है लेकिन यह दोष हमारा नहीं है । गुण्डों को तो पहले ही उन्होंने छोड़ दिया था । मैं उन को दोषी करार नहीं देता लेकिन मैं फैक्ट के तौर पर बता रहा हूँ कि हम ने थोड़ा ही उन को छोड़ा है ।

गुण्डों की प्रावृत्ति एक बड़ी भारी प्रावृत्ति है । पहले भी थी और आज भी है । गुण्डा प्रावृत्ति यह है कि उन के

[चौधरी रन सिंह] :

खिलाफ़ पुलिस को कोई गवाही नहीं मिलती है, कोई विटनेस नहीं मिलता है। सब से बड़ी प्रावलम यही है। खंड, हमने २०० पी० में एक एन्डी गुण्डा कन्ट्रोल एक्ट बनाया था और उस से हम को काफ़ी सहायता हुई। राजस्थान ने उस के बाद उस में कुछ और इम्प्रॉवमेंट किया।

अब दिल्ली के बारे में कहा जाता है कि सिचुएशन बहुत खराब हो गई है, और यह हो गया है और वह हो गया है। ठीक है, हमारा होगा क्योंकि थी कंवरलाल गुप्त जो कहते हैं उस की मैं तरसीद नहीं करता। वे शहर के अन्दर रहने हैं और रोजाना लोगों से मिलते-जुलते हैं। उन का इम्प्रेशन सही होगा नकिन आम तौर पर जो यह इम्प्रेशन बना हमा है। उस से मैं सहमत नहीं हूँ। गुण्डों को कन्ट्रोल करने की जो बात है, वह बड़ी मुश्किल बात है। मैं दिल्ली के अफ़सरों के माथ दो मीटिंगें कर चुका हूँ अगरतच मैं यह तसलीम करता हूँ कि जितना मुझे दिल्ली एडमिनिस्ट्रेशन की तरफ ध्यान देना चाहिए था, उतना मैं नहीं दे पाया हूँ और इस का कारण यह है कि उस से कहीं ज्यादा महत्वपूर्ण चीज़ें हैं जो मेरा सारा समय ले नेती हैं। जैसे ही मैं उन से निपटा, मैं ज्यादा करता हूँ कि और ज्यादा समय इस में लगाऊंगा।

यह जो गुण्डा कन्ट्रोल एक्ट है, बम्बई एक्ट यहाँ पर नाफिज है और बम्बई में गुण्डों को कन्ट्रोल करने की बात अचूक रही है। ऐसा हो सकता है कि कहीं प्रोसीजर में गलती थी। इसलिए मैं ने दो अफसर बम्बई भेजे। वे वहाँ पर गये और कुछ दिन अध्ययन करने के बाद आज

ही उन्होंने मुझे रिपोर्ट भेजी है। जिस बत्त मैं हाउस में था रहा था, वह रिपोर्ट मुझे मिली और मैं केवल उस का कवरिंग लेटर ही पढ़ पाया हूँ। पूरी रिपोर्ट मैं नहीं पढ़ पाया। लेकिन मैं ने वह रिपोर्ट होम सेक्रेटरी को देई है और उनसे कहा है कि उस को पढ़ कर मुझ में डिस्क्रिप्शन करें। गुण्डा प्रावलम ही ला एण्ड आर्डर की मैन प्रावलम है क्योंकि उस में पुलिस को गवाही नहीं मिलती है।

इस के बाद बेल की बात आती है। बेल में बड़े बड़े जो कातिल हैं या डाकू हैं, जिन के खिलाफ़ एलिगेशन्स हैं और एविडेंस में भी जो चीज़ डाकें मैं नूटी जाती है वह उस के मकान पर मिल जाती है, लेकिन फिर भी उम को बेल पर अदालत छोड़ देती है। उस ने फिर जुम्म किया और फिर उसी अदालत में वह बेल के लिये जाता है और उस को फिर छोड़ दिया जाता है। इस तरह से आसानी से उन लोगों को बेल पर छोड़ दिया जाता है और पुलिस को गुण्डों के खिलाफ़ कोई गवाह भी नहीं मिलता है। इसलिये यह एक बहुत बड़ी प्रावलम है, जिस वा हल निकालने की ज़रूरत है। अब प्रश्न यह है कि बेल के अधिकार इनको दिये जायें या न दिये जायें। अगर दिये जायें तो बहुत से लोग इसको निवारता ही इस्तेमाल करते हैं। गांव बाले जानते हैं कि इस आदमों ने कांस किया है लेकिन वह जमानत पर था जाता है। उसके खिलाफ़ गवाह नहीं मिलता। खंडर ये सब नम्बी चौड़ी बातें हैं, मैं इनको प्रभी छोड़ देता हूँ।

कहा जाता है कि कमीशन बिठाने से पुलिस में डिमारेलाइजेशन हो गया है। कमीशन पुलिस बालों के खिलाफ़ नहीं बिठाये गये हैं। कमीशन उन्हीं के खिलाफ़ बिठाये गये हैं जिन्होंने ज्यादतियां की हैं। हो सकता है कि कुछ पुलिस बालों ने भी उदादितियां की

हों और वे ज्यादतियाँ उन्होंने पोलिटिशियंस के आईर पर की हों, कुछ बड़े अफसरों के कहने पर की हों। लेकिन ये कमीशन जो मुकर्रं हुए हैं वे पोलिटिकल लेबल पर जो ज्यादतियाँ हुई हैं, हायर लेबल के कहने पर जो ज्यादतियाँ हुई हैं उनकी जांच पड़ताल करने के लिये हुए हैं। अगर इसमें कुछ पुलिस वाले जिन्होंने ला का गलत इस्तमाल किया है वे डिमारे-लाइज होते हैं तो क्या कमीशन मुकर्रं न किये जाये?

दिल्ली के एडमिनिस्ट्रेशन की बात की जाती है कि इसे इम्प्रूव बत्यें नहीं किया जाता? इसके बारे में एक समस्या यह है कि इसका सर्विस कड़ छोटा है। अगर यहाँ किसी का ट्रांसफर किया जाना है तो छोटी सी जगह है, उसी में ट्रांसफर हो सकता है। अगर यू० पी० में किसी का ट्रांसफर होता है तो बनारास से देहादून किया जा सकता है तो कि सात सी मील जगह है। यह किसी के लिये भी नियर पनिशेंमें हो सकता है। अगर दिल्ली का केडर हरियाणा, राजस्थान, यू० पी० के साथ हो तो यह स्थिति इम्प्रूव हो सकती है। छोटा केडर होने की बजह से इसमें एफोशियेंसी को इम्प्रूव करने की कम गुजारायश है। [स लिः कोई फेकिट्व : टेप्स भी नहीं लिया जा सकता।

कहा गया कि दिल्ली में पुलिस में सेंस आफ गिल्टीनेस है। अगर वे सेंस आफ गिल्टीनेस महसूस करते हैं तो इसका क्या इलाज। इसका शायद इलाज यही हो सकता है कि जिन्होंने गलतियाँ की हैं उन्हें सजा तो देनी ही है। इसका यह इलाज तो नहीं है कि भूल जाओ कोई सजा नहीं मिलेगी। यह इलाज तो हो सकता है कि उन्हे इंडीपेंडेंटली काम करने दिया जाए। पहले वे कदम-ब-कदम पर कोई काम करने से हिचकते थे। मैंने चार्ज लेने के बाद आई० जी० को बुलाया और कहा कि जिस तरह से राजनीतिक लोग डिमारेलाइज करते रहे हैं वह अब नहीं होगा। मैंने उनसे यह भी कहा कि आप किसी की

सिफारिश न मानें। अगर जनता पार्टी के किसी लीडर की भी सिफारिश आये तो उसे भी न मानें। मैंने उन्हं साफ कह दिया कि आप मेरी सिफारिश भी न माने और ला के मुताबिक, कोशश के मुताबिक काम करें। अगर वे लोग रोज सिफारिशें मानने लगें तो साहब उनका इंडीपेंडेंटली काम करना मुश्किल होगा। हमने उन्हें यह भी कह दिया है कि पुलिस की तरफ से कोई गलत बात नहीं होनी चाहिय, गवर्नरेंट की तरफ से भी कोई गलत बात नहीं होगी।

यह कहा गया कि नो फायर आर्मस शुद्ध वी यूज़। यह कैसे हो सकता है। जहाँ तक सीरियस काइम्स का ताल्लुक है, ओटे भोटे काइम्स की बात दूसरी है, उनमें तो पुलिस को करना ही पड़ेगा। अब हमने गुण्डों को बाहर भेज दिया, 15 दिन के बाद वे फिर आ गये। उनका क्या इलाज हो सकता है? कुछ इलाज हम सोच रहे हैं। लेकिन क्या यह मुमकिन हो सकता है कि आर्मस इस्तमाल न किये जा?। अगर क्रिमिनल्स को यह बात मालूम हो गयी तो काइम्स बढ़ेग, रुकेंगे नहीं। तो इस बारे में सजेश स देने से पहले सोच लें कि इसका क्या नतीजा निकल सकता है।

SHRI K. LAKKAPPA: What about political violence?

चौधरी चरण सिंह: उस पर भी मैं आंगना। लेकिन पोलिटिकल है या नान पोलिटिकल है इसको आप तय करेंगे या सब इंस्पेक्टर तय करेगा? इसकी डेफोनीशन बड़ी मुश्किल होती है।

Political violence and non-political violence has to be defined. What is "political" and what is "non-political" is not easy to define. Ultimately, we will have to leave it to the discretion of the sub-inspector.

पंजाब की बात उन्होंने कही है। पंजाब में कांग्रेसी ओ के दफ्तर में आदमी को शूट

[चौथरी चरण सिह]

किया गया है। लेकिन मैं तो उस बात का जवाब दे रहा था जो माननीय मदस्य ने इवर से उठाई थी। उन्होंने कहा कि पुलिस फायर आमंत्र यूज न करे। इसका जवाब मैं न दूँ?

SHRI VAYALAR RAVI: The police are merely looking as onlookers helplessly when the house of the District Congress President has been burnt.

MR. SPEAKER: He has mentioned it and now repeated it.

SHRI K. IAKKAPPA: Politically large-scale violence is going on and that situation has not been controlled. Whether it relates to this party or that party is not material. Meetings are going on for the last few months.

चौथरी चरण सिह: उन्होंने कहा कि जितनी वायलेंस अब की बार बिहार में हुई है पहले कभी नहीं हुई थी। अभी बहुत जल्दी में मैंने अपने अफसरों को नोट भेजा और पूछा कि बिहार में पिछले प्रसेम्बली और पालियार्मेंट के इलेक्शन में कोई वायलेंस हुई था नहीं हुई। माननीय मदस्य ने इम्प्रेशन दिया कि पहले कभी कुछ नहीं हुआ। मैं उनको मुनाना चाहता हूँ कि पहले के आंकड़े क्या हैं। 1971 लोक सभा पोल के आंकड़े ने। पील के पहले 29 इंसीडेंट हुए, इसके दौरान 122 हुए और सात उसके बाद हुए। 1972 के जो प्रसेम्बली के इलेक्शन हुए उनमें 22 पील के पहले 121 पील के बीच और तीन उसके बाद ——

एक माननीय मदस्य: मर्डर भी बता दें।

चौथरी चरण सिह: दम हुए थे। 1977 लोक सभा पोल के ले लें। 122 पहले हुए, 89 बीच में हुए और कोई इंसीडेंट बाद में नहीं हुआ। शायद इस वास्ते नहीं

हुआ कि मालूम हो गया था कि जनता पार्टी आ गई है। 10 मर्डर हुए और 16 इंजर हुए। अब की बार 45 इंसीडेंट पहले हुए, 74 बीच में हुए और बाद में एक हुआ। डेस 25 हुई। एक माहब सौ कह रहे थे लेकिन 25 हुई। मैं कहंगा कि एक भी नहीं होनी चाहिये। मेरे मित्र इम्प्रेशन दे रहे थे कि हैन बर्पा हो गया है। वह कुछ अर्थे तक वहां के चीफ मिनिस्टर रहे हैं और मैं चाहता था कि वह जिम्मेदारी की बान कहते। ऐसी बात कहते जिस का असर पड़ता दम मरे, दस मरे और फिर दम मरे। अब की बार 25 मर गये। लेकिन एक ही इंसीडेंट में एक इंडिपेंडेंट और भी पी पी आई के डीडेंट वे: लगड़े में दस एक ही बार में मर गये पच्चीस वे: अंदर। जो उन्होंने यह कहा कि ऐसी बायनेम पहले कभी नहीं हुई इस बास्ते यह ठीक नहीं है।

बेलची विलेज की बात कही गई है। वहां से साढ़े 22 किलोमीटर की दूरी पर पुनिम थाना है। पुलिस हर बक्त और हर जगह मोजूद रहे यह सम्भव नहीं हो सकता है। मकान के अन्दर घूम गये थे, बाद में पुलिस ने उनको कम्पटी में निया, मकान जला डाला, इसको भी प्राप्त मूल ले। अब वहा पहुँचने के लिये कोई महक नहीं है। बहुत यांडे फासले में महक है। यह भी मालूम हुआ है कि बिहार पुलिस के पास वहां जीप भी बही है। इस बास्ते मब इंस्पेक्टर पैदल चला बहुत दूर तक और देर में पहुँचा। लेकिन मान लो चार मीन दूर यह इंसीडेंट होता जबकि यह मात्रे 22 किलोमीटर दूर है तब भी यह इंसीडेंट हो सकता था। थानों के पास चोरियां होती हैं डाके पड़ जाते हैं, कल्स हो जाते हैं। बड़े बैल एडमिनिस्टर्यू कंट्रीज में और टारंज में इस प्रकार की घटनायें हो जाती हैं। बिल्कुल न हों यह मुमीकन नहीं है। मैं चाहता हूँ कि होम मिनिस्ट्री पर खुल कर बहस हो जब बजट आये। जितने आप दे: यहां काइम्स हो रहे हैं वह नहीं होने चाहिये। लेकिन जिन कन्ट्रीज

को एडवान्स्ड कहा जाता है, सिविलाइज्ड तो मैं अपने ही देश को मानता हूँ औरों के मुकाबले, तो एडवान्स्ड कल्ट्रीज में अगर आप अमरीका को ले लें वहां हर 10 साल में काइम डबल हो जाता है। उस के कुछ कारण हैं जिनकी डिटेल में जाना पड़ेगा। यहां दिल्ली में काइम हो गया, मर्हुर हो गया, दो लड़कियों की रेपिंग हो गई और उन को मार दिया गया। एक अखबार में लिखा गया कि पुलिस क्या कर रही थी? पुलिस क्या करनी? 58 नाव दिल्ली की आबादी है। क्या पुलिस हर बर में रह सकती है? और दूसरी बात यह भी है कि दिल्ली की 36 लाख की आबादी पर जो पहले पुलिस फोर्म था वह फोर्म आज भी है। तो उन का रेकूटमेंट बढ़ना चाहिये। अब मवाल होता है कि दफ्तरों के लिये, रहने वे: लिये त्रांस्ट्रॉक्शन कहां से आये? जब रूपया इस काम के: लिये पाय करने की बात होगी तो मुझे पूछा यकीन है कि मेरे सामने बैठे हए। त यही कहें कि हम पुलिस स्टेट बनाना चाहते हैं। मुझे मालूम है कि यू०पी० में 90 परमेंट क स्टेबिल्स के: पाय रहने को मकान नहीं है। फिर इन्वेस्टीगेशन के: लिये जो एक्सिप्मेंट्स और फेसिलिटी बहानी चाहिये वह नहीं है। यह सब कहां से आये? तो अपने लिमिटेशन्स भी हमें ममझने चाहिये।

बेनची गांव में जो घटना हुई उस को मेरे मित्र ने यह मारिन करने की कोशिश की कि पुलिस अधिकारियों की गलती से यह कांड हो गया। मैंने अपने बयान में कहा था कि पांच मुकदमे उनके आपस में गंगवार चल रहे हैं। मेरे मित्र ने कहा पुलिस वहां क्यों नहीं पहुँची। मकान ढाया, सेंध लगायी तब निकाला, मारा और उन को जलाया गया। याने से दूर होने की बजह से पुलिस वहां पहुँच नहीं सकती थी। आपने पुलिस की कैलसनेस बतायी। मैं पूछता चाहता हूँ कि पुलिस अफसरों को इन से ब्यागेन होगा? फिर आप ने कहा कि इन्वेस्टीगेशन सी० बी० आई० को सुरक्षा कर दीजाये। तो सी० बी० आई०

बाले भी तो पुलिस अधिकारी ही हैं। वहां के: किस पुलिस अफसर की बाबत कह सकते हैं कि इस की बजह से हुआ। क्या पुलिस अफसर होना ही दोष है? बूरोक्रेसी का गड़ कुछ बैड सेंस में डस्टेमाल होता है। लेकिन जितनी जिम्मेदारी सोसायटी का भला करने की सरकार लेती जायेगी उतनी ही बूरोक्रेसी बढ़ेगी। आखिर बूरोक्रेसी में भी तो हमारे और आप के ही आई, भतीजे हैं। जो हमारा स्टैन्डर्ड है वही उनका होगा। इसलिये केवल अफसर हो जाने पर उन को कंडम करना ठीक नहीं है।

आगे कहा कि हम ने आर्डर दे दिया था कि अगर उन के जिने में रायट हुआ तो उहें डिसमिस कर दिया जायगा। क्या ऐसा हो सकता है? नहीं हो सकता है। बहुत दफा मैंने पड़ा कि डी० एम० और एस० पी० को कह दूँ कि अगर उन के जिने में रायट हुआ तो उनको डिसमिस कर दिया जायेगा। क्या इस में ममस्या हल हो जायेगा। रायट हो सकता है बाबूजूद उनकी अच्छी इंटेंशन होने के मैं आपको बताऊँ कि बस्ती जिने में 7,400 गांव हैं, कैसे गेक लेगा डी० एम० इतने बड़े जिले में रायट होने को? और अगर नहीं रोकता है तो वह डिसमिस हो जायेगा। तो क्या यह मम्भव है?

एक बात यह कही जाती है कि 30 अप्रैल से 15 जून के बीच में प्रेसीडेंट रूल लागू होने के बाद सिचुएशन वर्सन: हो गई। कैसे हो गई? क्योंकि प्रेसीडेंट रूल हो गया इसलिये वर्सन हो गई? नहीं हुई है। जैसे ही प्रेसीडेंट रूल हुआ अगले दिन: जो हमने लेटर लिखा उसमें यही कि कि आपको ला एड आर्डर में टेन करना है। दूसरी बात यह लिखी कि की और फैयर डलेक्शन करना है इर्टेस्पेक्टिव आफ गेन्स और कंसीडरेशन। तीसरे हम ने देखा कि कोप्रेस मिनिस्ट्री ने करोड़ों करोड़ों रुपये खर्च कर के चली गई तो हमने उनको कहा कि जो खर्च आप रोक सकने हों उसको रोका जाए। यही तीनों डापरेंशन्स हमने दिये

[चौथी चरण सिंह]

ये। तो इलेक्शन्स में पैशन्स एरा इज हो जाते हैं जिना किसी कारण के उनको कोई रोक नहीं सकता है। मैं यू० पी० की एक मिसाल देता हूँ। बदायूँ जिला पंचायत के एक गांव में आठ आदमी मारे गये। अब लाठी और ये मारे गये। अब यह कहना कि दिल्ली में बैठने वाले लोगों की यह ना, बलियन है, तो नाकाबन्धियन तो है, नेकिन इसको क्या किया जाये।

यह कहना कि 100 मड़से इ. बिहार, पंजाब में मड़र हो गया तो ये कहां चले गये, कर्गेस वाले मारे गये। तो कांग्रेस के दफ्तरों में ही एक आदमी मारा गया। कांग्रेस (ओं) वालों के यहां एक आदमी उनके दफ्तर में ही क्लैंग या पोस्टकार्ड लेने गया था, वह कांग्रेस में न ही था। गुड़े साथ थे, उमने वही उसे छाट कर दिया। बनाईये इसमें जनता पार्टी की क्या ज़िम्मेदारी हो गई। कोई कहना है कि दिल्ली में गुण्डे गये। तो यह तो एडेल्ट फैवाइज़ है, यब अपनी राय रखते हैं। अगर कोई बकर मर जाये तो कांग्रेस का भी हो सकता, जनता का भी हो सकता है। तो यह कहना ठीक नहीं होगा।

काश्मीर में हमने कहा कि कोई एड फेयर इलैक्शन हों। हमारी पूरी कोशिश भी है सेकिन वहां बहुत ज्यादा पैशन्स है, प्रेज़ीडिम भी है। अधिकतर दो युप रहे हैं। वहां कुछ गड़बड़ हो गई। हमने मीसा में 121 आदमियों को गिरफ्तार कर लिया, क्योंकि वहां और कोई ला था नहीं। हमने वहां के लोगों को कहा कि स्ट्रिक्टली मेन्टेन करें। जितना आपका गुस्सा है, जो आप चाहते हैं वही मेरी प्रतिक्रिया है। हमने यह भी कहा कि कोई मीटिंग हिस्टर्न हो, इसकी कोशिश करें। स्थिति कट्टोल के बाहर नहीं है। अब कहने हैं कि पोलिटिकल वायोलेंस इन्क्रीज हो गई, यह बन्द नहीं हुआ। मैं फिरसे बोट करता हूँ।

प्रध्याय महोदय 4 ही किस्म के जुल्म है। एक तो पोलिटिकल वायोलेंस है और एक एक्सट्रीमिस्ट वायोलेंस। जनता पार्टी के घीर कांग्रेस (भार) के लोग वायोलेंस में विश्वास नहीं करते, नैक्सलाइट कुछ करते हैं, सी० पी० आई० के लोग कुछ करते हैं जो कि हम लोगों से ज्यादा करते हैं, बतौर अपनी पालिसी के वह करते हैं। लेकिन मैं बताता हूँ कि एक्सट्रीमिस्ट वायोलेंस के 1975 के पूरे माल में 100 केसेज हुए थे और 1977 में जनवरी से जून तक कुल 17 केसेज हुए। 75-76 के फिरसे हैं प्रब्रैन के 5 और मई में 1। यह एक्सट्रीमिस्ट वायोलेंस हुई है।

इनैक्शन को बान में बना चुका हूँ कि जो पहले हुए है लेकिन अब की बार बिहार में ज्यादा हो गये थे।

स्ट्रॉड्स वायोलेंस मन 1975 के मुकाबले में बड़ी नहीं है। घटी भी नहीं है, लेकिन बड़ी भी नहीं है। अब्रेन और मई यहीं, जिसमें जनता पार्टी का चार्ज था इसको अगर कांग्रेस करेंगे तो टोटन इंसीडेंस 805 हुए थे और अब्रेन-मई 77 में 799। इसमें कोई फक्त नहीं है। वायोलेंस इंसीडेंस पहले 181 हुए थे और अब की बार 125 हुए।

लेबर के मामले में जो पहले स्ट्राइक्स हुए थे वह 150 थे अब्रेन में जून तक और अब की बार 600 के लगभग स्ट्राइक्स हुई हैं। स्ट्राइक्स करने का ग्राइट लेबर का है, उनके मन में रिक्रेटमेंट था। स्ट्राइक्स को हम इल-इलीगन नहीं मानते हैं। पहली तर 75 ला-लैसनेस के 64 मामले हुए थे और अब की बार 160,170 के करीब हो गये हैं। ये बेसक ज्यादा हैं, यह मैं नस्लोम करता

हूँ लेइन कारण बतलाता हूँ
कि दो महीने तक बहुत
रिस्वैस्ट करके रखा गया था। उन्होंने
कहा कि अंडरट्रायलम भाग गये और जेल में
प्रिव्हेन्ज भाग गये। भागते हूँ—यही नहीं कि
भागते हैं, भागते रहेंगे।

मैं माननीय सदस्यों का और ज्यादा समय
नहीं लेना चाहता हूँ। मैंने खोसला कमीशन
की रिपोर्ट मंगा रखी है। मुझे उसे पढ़ने
का मोका नहीं मिला है। दिल्ली में पुनिस
कमिशनर रखने के बारे में एडमिनिस्ट्रेटर्ज में
डिफरेंस आँक आरोग्यिन्यन बहुत ज्यादा है।
सैट्रूल कमीशन के एपायंटमेंट के बारे में भी

हमारे यहाँ विचार हो रहा है। माननीय सदस्य
ने, जो दिल्ली की नुमायंदगी करते हैं, कहा
है कि स्टेट लेवल पर कमीशन बैठे हैं, लेकिन
सैट्रूल लेवल पर कोई कमीशन नहीं बैठा है।
हम इस विषय पर विचार कर रहे हैं और
बहुत मुमकिन है कि बहुत जल्दी हम उस का
एनाउंसमेंट कर दें।

MR. SPEAKER: He House stands adjourned till 11 A. M. tomorrow.

19.31 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, June 16, 1976 / Jyaistha 26, 1899 (Saka).