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Thursday, August 7, 1980
Sravana 16, 1902 (Saka)

LOK SABHA DEBATES

(Third Session)



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C O N T E N T S

No. 45 Thursday, August 7, 1980/ Sravana 16, 1902 (Saka)

C O L U M N S

Oral Answers to Questions :	
*Starred Questions Nos. 878 to 880 and 882 to 886	1—30
Written Answers to Questions :	
Starred Questions Nos. 881 and 887 to 898	3C—50
Unstarred Question Nos. 7147 to 7297	51—215
Re. Adjournment Motions	215—221
Papers laid on the Table.	222—226
Committee on Absence of Members. Minutes.	226
Calling Attention Matter of Urgent Public Importance.	226
Shortage of life saving and other essential drugs.	226—255
Shri Rasheed Masood.	226
Shri Dalbir Singh	234
Shri Chintamani Jena	235
Shri Harish Kumar Gangwar	238
Shri Ram Vilas Paswan	242
Shri Zainul Basher	249
Shri Veerendra Patil	251
Petition Re. ban on export of frog's flesh	956
Matters Under Rule 377	256
(i) Subarnarekha Flood Control and Irrigation Project	256—257
Shri Chintamani Jena	256
(ii) Resumption of Oil exploration in Pilibhit district of Uttar Pradesh	257—258

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

COLUMNS

Shri Harish Kumar Gangwar	257
(iii) Reported non-supply of raw material by STC, SAIL and India Petroleum to West Bengal	258
Shri Sudhir Giri	258
(iv) Purchase of Jute by Jute Corporation of India in Purnea and and Saharsa districts of Bihar.	258—259
Shri Tapeshwar Singh	259
(v) Reported shortage of kerosene in Tamil Nadu	259—261
Shri Era Makan	259
Shri Veerendra Patil	260
(vi) Reported direct approach by the Chief Minister of Rajasthan to World Bank about assistance for Narmada Project.	261—263
Prof. Madhu Dandavste.	261
Shri Kedar Panday	262
(vii) Purchase of cotton by Cotton Corporation of India in Rajasthan, Punjab and Haryana.	263
Shri Birbal.	263
(viii) Reported death of a person in police custody due to alleged torture by Delhi Police.	263—264
Shri Satyanarayan Jatiya	263
(ix) Relief measures to flood victims of Badaun and Bareilly districts.	265
Shri Jaipal Singh Kashyap.	265
Barhamputra Board Bill.	265
Motion to consider	
Prof. N.G. Ranga	265
Shri Zavier Arakal	269
Shri Harish Kumar Gangwar.	271
Shri A.T. Patil	273
Shri Sontosh Mohan Dev	282
Shri Kedar Panday.	286

Clauses

2 to 30 and 1	295
Motion to pass	295
Shri Kedar Pandey	295
Shri Ramavtar Shastri	295
Motion <i>Re.</i> Conduct of Minister of Energy and Coal.	296—302
Shri C. T. Dhandapani	298
Shri Jyotirmoy Bosu	299
Shri C. M. Stephen.	301
Shri Bapusaheb Parulekar	332
Shri Shivraj V. Patil.	340
Shri Dhanik Lal Mandal	347
Shri Eduacdo Feleiro	352
Shri Indrajit Gupta.	357
Shri Ananda Gopal Mukhopadhyay	361
Shri Harikesh Bahadur	364
Shri P. Shiv Shankar	366
Release of Member	382
(Swami Indravesh)	

LOK SABHA DEBATES

I

LOK SABHA

Thursday, August 7, 1980/Sravana 16,
1902 (Saka)

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Loss of Fertilisers at Miraj Railway Station

*878. SHRI RATANSINH RAJDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the loss of 500 tonnes of fertilisers at Miraj railway station on way to Panvel which had been ordered by Government of Maharashtra from Goa;

(b) whether due to negligence of the railway staff who did not care to protect the fertiliser wagons from rains, the fertilisers were reduced to pulp and completely useless;

(c) is it also true that 2500 bags of cement have been similarly rendered useless due to negligence on the part of railway staff at Miraj and Panvel;

(d) will the Government fix up responsibility on the concerned staff and take action against them for the loss of fertilisers; and

(e) is it a fact that there are only two sheds at Panvel station against the requirement of minimum 10 sheds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (e) A statement is laid on the able of the Sabha.

Statement

(a) There was no case of damage to fertilizer consignments at Miraj in the recent past.

(b) At Panvel station 3383 bags of urea, received from Goa between 12-6-1980 and 17-7-1980, were found affected by rain water resulting in net loss of 23.73 tonnes. No Railway staff at Miraj or Panvel is held responsible for damage as the staff concerned had taken all possible precautions to guard against the consignments getting damaged by rain.

(c) There was no case of damage to cement consignments at Miraj. However, 12 consignments of cement consisting of 9,776 bags were loaded in open wagons by senders from Raghavapuram (BG) to Panvel (BG) in May-June, 1980. Out of these, 4616 bags were found affected by wet resulting in net loss of 91.14 tonnes of cement. This traffic did not undergo any transhipment. No negligence on the part of the Railway Staff has been established.

(d) Negligence on the part of the Railway staff has not been established so far.

(e) At present two temporary and one permanent sheds are available at Panvel station which can accommodate about 14 wagon-loads. The work on the extension of the existing permanent covered shed at Panvel is in progress. When completed, this extension of goods shed will accommodate another 22 wagon-loads and will be adequate for the present level of traffic.

SHRI RATANSINH RAJDA: The reply of the hon. Minister is completely unsatisfactory and full of inconsistencies. In answer to part (a) of the question, he has stated that there was no case of damage of fertilisers, but in part (b) he has accepted that 3,383 bags of urea were damaged. The hon. Minister, I think, is aware that urea is also a fertiliser. This is how inconsistencies are there.

He has stated that no Railway staff at Miraj was responsible for the damage, but according to press reports in all the Maharashtra dailies, it was a case of negligence and dereliction of duty on the part of the Railway staff. So, I would like to know what, according to the Minister, is the cause of the damage.

SHRI MALLIKARJUN: With due respect to the hon. Member, he would notice that part (a) of the question is about Miraj. So, the information furnished is that at Miraj no damage occurred. In reply to part (b) of the question we have agreed there was damage I also know that urea is a fertiliser. The fertiliser was sent from Goa to Panvel. At Miraj there was transhipment because it was travelling by metre gauge up to Miraj and from Miraj it had to go on broad gauge. It was coming in covered wagons up to Miraj, but from Miraj no covered wagons were available. Therefore, we had to board it into box wagons. The South Central Railway has stated that up to Poona there was no lapse on the part of the Railway staff. While travelling from Poona to Panvel, it was covered by tarpaulin, but because of unfortunate rains, some damage occurred on the way to Panvel.

SHRI RATANSINH RAJDA: This is a highly objectionable reply. He says that precautions were taken by covering it with tarpaulin, and yet he says that because of rain it has been damaged. So, there are inconsistencies. I think the Minister should not try to shield the members of the staff who

are responsible for dereliction of duty. A great loss has occurred to the farmers because the Chief Minister took special interest in ordering this consignment and the fertilisers were being sent to the farmers in a particular district in Maharashtra, but because of this loss, the farmers are without urea, and that would affect agricultural production. So, in the light of what I have said, would he kindly carry out investigations and fix the responsibility of the staff?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I do appreciate the anxiety of the hon. Member. The question is that of line capacity and the availability of wagons and when this happened. As the House is aware, in the last few months, all the wagons both covered and open were diverted to thermal power plants for loading of coal. We had to supply the essential commodities to most of the drought affected areas and so we had so much of burden. Sometimes it is unfortunate that because of the situation, we have to take some calculated risks and in this something has gone wrong. Nevertheless, we have ordered an inquiry into this.

Tamluk-Digha Line

*879. **SHRI SUDHIR KUMAR GIRI:** Will the Minister of RAILWAYS be pleased to state:

(a) the progress so far made in respect of survey in connection with the construction of a rail-link between Tamluk and Digha in Midnapore, West Bengal; and

(b) the factors to be taken into account for the purpose of the construction of the said rail-link?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). A Statement is laid on the Table of the House.

Statement

(a) Reconnaissance survey conducted in August, 1979 revealed that linking of Digha with Tamluk station via Contai (88 kms.) appears to hold more promise from traffic point of view than any other route. Exact traffic prospects can be assessed after completion of the detailed traffic survey. Nearly 72 kms. of survey work has been completed.

(b) Important factors are financial return on cost of the project, availability of funds, clearance by the Planning Commission and a cost benefit appraisal of the project.

SHRI SUDHIR KUMAR GIRI: Before putting my supplementary, I would like to submit a brief background. The area through which the proposed rail-link is to be constructed comprises of more than 22 lakhs of people. The quantity of goods carried out of the area works up to 30 lakh metric tonnes while that of the goods coming into the area works up to 10 lakh metric tonnes. Haldia complex is there. If the proposed rail-link is...

MR. SPEAKER: What are you trying to make out? Formulate your question.

SHRI SUDHIR KUMAR GIRI: I sought your kind permission to frame my question and before putting my question, I am giving the background in brief.

MR. SPEAKER: I cannot allow that. This is question hour. You have to put a straight question.

SHRI SUDHIR KUMAR GIRI: I would like to know whether the hon. Railway Minister attaches sufficient importance to the proposed rail-link and whether he considers it as an urgent matter and if so, what is the time limit within which it is likely to be completed.

SHRI MALLIKARJUN: Engineering-cum-Traffic survey has already been started for linking Digha with Tamluk. Digha is one of very impor-

tant places of holiday resort and the reconnaissance survey has shown that this will be promising. We are keen to finish the survey early. It is covering a distance of 88 kms. and a distance of 72 kms. has already been surveyed. After the completion of the survey, the evaluation will be made and it will be sent to the Planning Commission and it will be taken up immediately after that.

SHRI SUDHIR KUMAR GIRI: In reply to my earlier question, the hon. Minister had replied that there would be two rail links one between Tamluk and Digha and the other from Contai Road to Digha. I would like to know from the Minister if the rail-link between Tamluk and Digha would be constructed and in what time.

SHRI MALLIKARJUN: As I have already mentioned, it has got three alignments. One from Octoi to Digha and it is on Banspura-Haldia section. As soon as the survey is completed and after getting the clearance of the Planning Commission, it will be taken up.

SHRIMATI GEETA MUKHERJEE: Tamluk being my home-town, I would like to ask a supplementary. Is the Railway Minister aware that the already existing line between Panskura and Tamluk in fact up to Haldia can become really remunerative if it is extended up to Digha. It is also very urgent from the point of view of utilising the present rail link that is there. Considering that, may I know whether the hon. Minister will set a time-limit to complete not only the report but the project itself?

SHRI MALLIKARJUN: The hon. Member's suggestion is taken into account. It is true that Tamluk-Panskura-Haldia section is in her constituency. We appreciate the hon. Member's suggestion.

SHRI ARJUN SETHI: As the hon. Minister has stated that Digha is one of the important places in this region, may I know from the hon. Minister

whether there is a proposal to have a rail link from Jaleswar in Orissa to Digha, whether that proposal is being considered and, if so, by what time it is going to be materialised?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I seek a separate notice for it.

SHRI JYOTIRMOY BOSU: Is the hon. Minister aware of the fact that the area in question is very densely populated and, therefore, the proposed railway line is bound to be more than viable and is he also aware of the fact that the Public Accounts Committee in its report had clearly stated, for developing backward areas suffering from regional imbalance, the viability formula should not apply and, because of the fact that very frequent accidents killings hundreds of bus passengers are taking place, very often, will the hon. Minister give a special priority in the matter of technical survey, commercial survey and final location survey of these two lines that have been mentioned by the hon. Minister.

SHRI MALLIKARJUN: I never mentioned that it is not viable. It is a promising line. We are taking it up with all the interest.

Posts held by Indians in UN Agencies

+

*880. **SHRI BRAJIMOHAN**

MOHANTY:

SHRI K. MALLANNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there have been any decline in the number of Indian personnel on the staff of various U.N. agencies and other inter-Governmental agencies;

(b) if so, the reasons thereof;

(c) the number of posts which were held by Indians in various UN agencies and other inter-Governmental agencies but are vacant at present; and

(d) the steps Government have taken to ensure that Indians get a fair share while filling up these vacancies?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir.

(b) Does not arise.

(c) and (d) Under the recruitment system of the UN, particular posts are not ear-marked for particular nationalities. As and when vacancies arise, Government of India forwards names of suitable candidates. Diplomatic efforts are also made to ensure that Indians get a fair share while filling up these vacancies.

SHRI BRAJIMOHAN MOHANTY: I would like to know whether the Government have analysed that the geographical imbalance is being reflected in the staff pattern of the United Nations Organisation and whether it is a fact that only in the lower strata of posts, the employees from Asia and Latin America are filled up and that in the policy-making bodies, the posts are being filled up from particular countries. I would like to invite the attention of the Government to the U.N. Resolution No. 3009 passed by 119 nations calling upon all the countries to sponsor names of women in policy-making bodies. I want to know how many women, after the resolution has made this recommendation, have been sponsored by the Government of India.

SHRI P. V. NARASIMHA RAO: The total number of posts occupied by Indian personnel in the U.N. Secretariat in the last two years was as follows: 1978—188; 1979—202. Of these professional posts and above which are subject to geographical distribution and for which India's entitlement is in the range of 14 and 19, they were: 1978—52; 1979—54. We have one post at the Under Secretary-General level, three posts at the Assistant Secretary-General level, four posts at D-II level and 16 at

D.I level, making a total of 24. Thus we have more people at these senior level than we are entitled to for the whole range of staff.

As for the inter-Government agencies, there are in FAO 26 posts in their regular programme and 111 field posts; in UNESCO we have 21 posts at headquarters and 29 in the field.

So, according to the present formula—the formula which is at the moment being applied—it cannot be said that we are under-represented; in fact, we are slightly over-represented but, from our point of view, the formula itself is faulty and therefore we are taking steps to see that the formula is amended suitably. But that is a different matter.

SHRI BRAJAMOHAN MOHANTY: Another part of my question about women has not been answered.

SHRI P. V. NARASIMHA RAO: The question pertained to men and women combined; I have no break-up of men and women at the moment.

SHRI BRAJAMOHAN MOHANTY: I would like to know whether it is a fact that less women are in employment and that is a violation of Art. 8 of the Charter.

SHRI P. V. NARASIMHA RAO: As I have said, I do not have the break-up of men and women. If the hon. Member wants, I will certainly go into it and let him know how many women there are—less or more or exactly the same. I will certainly give him the details.

SHRI M. SATYANARAYAN RAO: I would like to know from the Minister whether it is true that in spite of the fact that India is the second largest country in the world, after China, and the largest democratic country in the world, no efforts are being made to see that our country gets Security Council membership. In this connection I would like to know

from the Hon. Minister what efforts he is making to see that India becomes a Security Council member.

SHRI P. V. NARASIMHA RAO: This question concerns U.N. posts, not membership. On membership, I am prepared to answer a separate question if the Hon. Member wants.

SHRI KRISHNA CHANDRA HALDER: The Hon. Minister, while replying, has just now stated that the proportion of Indian officers working in U.N. is slightly on the upper side, but he has also stated that the formula is a faulty one. So I would like to know what are the criteria for sponsoring names to the U.N. and what is the positive suggestion to rectify the faulty formula.

SHRI P. V. NARASIMHA RAO: The previous position was like this. From 1948 to 1962 the only factor considered for geographical distribution of posts in the professional category was the contribution factor: the more the contribution of a country the more posts that country got. It was considered that member States would be reasonably represented if the proportion of their nationals in posts, subject to geographical distribution, was the same as the proportion of their assessed contribution to the budget of the U.N. This method was however changed by the General Assembly in December 1962 by adding two new factors, namely the membership factor and the population factor. The percentages now assigned to contribution,—this is the present position—population, and membership is 72.6 per cent, 8.8 per cent and 18.6 per cent respectively. From our point of view this is still very very unsatisfactory. Therefore, in December, 1979, in the Fifth Committee of the U.N. General Assembly, India had taken the lead to get a Resolution adopted for the re-examination of the present quota system, and as a result, the General Assembly requested the Secretary-General to submit at the next Session (a) a detailed report on

the factors which have determined the quota so far; and (b) a series of alternative arrangements for the quotas on the basis of several additional factors which could result in adequate weightage being given to the population factor and possible ceiling on the present role of the contribution factor in the calculation of all the national quotas. In other words, we stand to gain by any of the additions made as a result of this report which we are expecting from the Secretary-General. This report is expected to be presented at the 34th Session, and we are waiting for it.

SHRI RATANSINH RAJDA: In the world of international diplomacy, while appointing our officers in the United Nations, etc., once Pandit Jawaharlal Nehru had agreed in this Parliament, one predominant factor is also taken into consideration and that is, officers or diplomats who have got pretty wives are given precedence. Does that factor weigh heavily with this Government?

SHRI P. V. NARASIMHA RAO: I do not have anything about that in the rules. That will now have to be checked up from experience.

SHRI RATANSINH RAJDA: Because they also play a very delicate role in diplomacy.

SHRI SATISH AGARWAL: Is it a fact that the Indian personnel posted in U.N. and other international agencies get a much higher salary scale than what they get in India, and if so, has the Government made any rules or guidelines for posting people to these countries? What is the total number of such persons serving at the moment and what are the rules and guidelines in this regard?

SHRI P. V. NARASIMHA RAO: I have given the figures already. It is true that the U.N. emoluments are much higher than the emoluments in India. But it is also true that in some other countries, the emoluments are even higher than the U.N. emoluments. Therefore, people do not come

from those countries to the U.N. Those vacancies also sometimes come our way.

SHRI SATISH AGARWAL: I wanted to know the total number...

SHRI P. V. NARASIMHA RAO: I have already said category-wise.

Withdrawal of Foreign Troops from Kampuchea

*882. **PROF. MADHU DANDAVATE:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether following recognition of Kampuchea by India, Government of India have made serious efforts to ensure that the foreign troops are withdrawn from Kampuchea; and

(b) if so, what is the response to such efforts?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). We are against the presence of foreign troops in any country. Our principled stand on this subject is well-known. As has already been stated in the Lok Sabha, Kampuchea needs all possible assistance from the international community if it is to develop its economy, restore its infrastructure, and re-establish its status as a sovereign, independent and non-aligned nation. This would also facilitate the eventual withdrawal of foreign forces from Kampuchea.

We have been advocating that Vietnam and the Asean countries should continue with their dialogue. It is our hope that peaceful discussions among the countries of the region would result in a climate of trust and confidence facilitating the eventual withdrawal of foreign troops from Kampuchea.

PROF. MADHU DANDAVATE: In his reply in the very first paragraph he has said, "We are against the presence of foreign troops in any country". Now, against the background

of our consistent stand that there should be no foreign troops in any country, has not our Government miserably failed to utilise this particular issue of recognition of Kampuchea as a pressure lever to secure the withdrawal of troops from Kampuchea?

SHRI P. V. NARASIMHA RAO: In the case of Kampuchea this was absolutely impossible. The conditions in which we find Kampuchea today it needs something else and not at all making it as a lever for recognition and so on. Recognition is something which is the first step towards helping Kampuchea on its feet. We could not leave Kampuchea to the tender mercies of only one power. That was something which we could not have done.

The time is going to come when, according to the principle we stand for, we will see and we will make all efforts to see that Kampuchea becomes really independent and non-aligned and foreign presences are vacated.

PROF. MADHU DANDAVATE: I would like to know from the hon. Minister whether it is a fact that our step in recognising Kampuchea without securing the withdrawal of foreign troops has isolated our country from a considerable section of the non-aligned world.

SHRI P. V. NARASIMHA RAO: No, Sir. I do not believe so. I have had talks with some of the concerned countries and also some non-aligned countries and I do not believe that we have been isolated. In fact some of them said—I do not want to name them as it is not proper—that it is as well that India recognised Kampuchea as 'at least we can make India as a window on Kampuchea hereafter.'

DR. SUBRAMANIAM SWAMY: I would like to know from the Minister the number of countries which have recognised Kampuchea before

India recognised and the number of countries which have recognised Kampuchea after India has recognised. Also I would like to know whether he would lay a White Paper on the Table giving a synopsis of the reactions of the various governments to our recognition.

SHRI P. V. NARASIMHA RAO: I can certainly give a list of the countries which had recognised Kampuchea before we did it but after we did it—it is a continuing process—in reference to which State I have to give, I really do not know.

It is a continuing process and it is going to result in a chain reaction and more and more countries, we hope, are going to follow suit, and we are quite confident that as a result of our recognition, some problems facing Kampuchea will be solved.

DR. SUBRAMANIAM SWAMY: That was not what I asked. I asked the number of countries which have recognised Kampuchea before and after our recognition.

SHRI P. V. NARASIMHA RAO: In respect of which country? It is a continuing process....

DR. SUBRAMANIAM SWAMY: Before our recognition.

SHRI P. V. NARASIMHA RAO: I can give a list of that. Do you want it to be placed on the Table?

DR. SUBRAMANIAM SWAMY: Yes. Also a White Paper giving the reactions... (Interruptions) or a Black Paper because it is a black act.

Prof. Dandavate raised a pointed question, that there have been reactions from the non-aligned world. We would like to know how each government reacted.

SHRI P. V. NARASIMHA RAO: There is no need for a White Paper or a Black Paper and for any such switch-over from the white to the black, there is no need....

PROF. MADHU DANDAVATE: Whatever paper you use, it is going to be white.

SHRI P. V. NARASIMHA RAO: The point is that there is no need for a White Paper. I can always answer questions. If you want, I can give you the gist of reactions of different countries and I can also give you the gist of our own response to those countries.

SHRI TRIDIB CHAUDHURI: It is a question of withdrawal of foreign troops from Kampuchea, not about the recognition of Hong Samrin government. Anyway, I would like to know whether after the recognition of the Hong Samrin government the government had any discussions or negotiations with the Vietnamese government whose troops are actually present in large numbers in Kampuchea about this issue and what was the result?

SHRI P. V. NARASIMHA RAO: That will be done in due course. Our Ambassador in Hanoi has just visited Phnom Penh. He has given us a report. Based on that report we are going to take further steps. This is going to take some more time. We cannot insist on everything happening overnight. There is a history behind this. And then we will have to do all these things in their own times.

SHRI INDRAJIT GUPTA: Just in order to make the records straight because this has been implied here that diplomatic recognition of some Governments should be made conditional, I would like to know from the hon. Minister, whether there is a presence of foreign troops or not in that country, whether that principle has ever been followed by Government in the

past? Have we not recognised several governments in whose countries the American and other troops are present in large numbers?

What exactly is the guideline or principle that you follow?

SHRI P. V. NARASIMHA RAO: Sir, I agree with the hon. Member that that has not been a decisive factor to any decision about recognition. We know that troops are stationed in some of the countries which are recognised all over. So, there is no question of this particular factor being taken solely as a guiding factor. There are so many other factors; in fact, the other factors are more important.

श्री राम नगीना मिश्र : मैं मन्त्री जी से जानना चाहता हूँ कि कम्पुच्या को मान्यता देने के पहले, क्या बाहुंच्या को मान्यता न दी जाए—इसके लिए विषय में कुछ ऐसे भी राष्ट्र हैं जो भारत मरकार पर दबाव दे रहे?

मैं यह भी जानना चाहता हूँ कि इससे पहले जो सरकार थी उसका, कम्पुच्या का मान्यता दी जाए या न दी जाए—इसके बारे में क्या विचार था?

क्या भारत सरकार विषय के अन्य राष्ट्रों द्वारा दबाव देने के बाद जूद अपने पंचशील के सिद्धांत पर कटिबंध होकर उस देश को मान्यता दी है?

श्री यो० बी० नरसिंह राव : जो दबता है उसको दबाया जाता है। हम दबते नहीं हैं इसलिये हमें कई दबाता नहीं है। यह जरूर हुआ है कि कम्पुच्या की समस्या पर कई देशों ने हमें सुझाव यह दिया कि आप अपनी मान्यता न दें तो अच्छा है और कई देशों ने यह भी सुझाव दिया कि आप फौरन दे तो अच्छा है। हमने अपना

समय, जिसको हम उचित समझते थे, चुना आर उसा समय हमने किया।

श्री राम नगीना मिथ : इसके पहले नो सरकार थी उसका मान्यता देने का बारे मे क्या चिचार था ?

SHRI P. V. NARASIMHA RAO: Sir, it is a fact—I must express my inability in finding out exactly the position of the previous Government and I am still trying. (Interruptions)

SHRI JYOTIRMOY BOSU: Will the hon. Minister agree to this fact that if there was normalisation of relations between India and China, India could assume the role of removing the misunderstanding between the Soviet Union and China and thereby that will enable us to stabilise this political balance in the whole of Asia?

SHRI P. V. NARASIMHA RAO: This is a question regarding Kampuchea. Now the supplementary raised is different. I would very much request Mr. Bosu to address that supplementary to the other side.

SHRI JYOTIRMOY BOSU: This side.

श्री पी० बो० नर्तसह राव : यह तजाहुले आर्फाना क्यों करते हो ?

Other side means Chinese side.

SHRI JYOTIRMOY BOSU: Sir, he is violating the rule. I cannot frame a question which does not involve Government of India. Shri Rao is a very very intelligent man.

MR. SPEAKER: Next question.

Deaths in all major Hospitals of Delhi during Doctors Strike

*883. KUMARI KAMLA KUMARI: Will the Minister of HEALTH be pleased to lay a statement showing:

(a) the number of patients died in all major hospitals of Delhi and New Delhi during the last one year in

general and the number of deaths during the Doctors' Strike in particular;

(b) whether Government propose to take the help of Army doctors in such situations; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) A Statement showing the number of deaths during the year 1979 and the period from 5-7-80 to 31-7-80 in the strike-bound hospitals is attached.

(b) No, Sir.

(c) It is considered not necessary as the Wards and Emergencies are being manned by the Senior Doctors on duty in the various hospitals.

Statement

Name of the Hospital	Patients Died	
	During 1979	From 5-7-80 to 31-7-80
1. Safdarjang Hospital	4050	289
2. Dr. Ram Manohar Lohia Hospital	2535	193
3. Lok Nayak Jayaprakash Narayan Hospital	3466	264
4. Smt. Sucheta Kripalani Hospital	2344	19
5. Kalavati Saran Children Hospital.	2652	160
B. Pant Hospital.	286	20

कुमारी कमला कुमारी : अध्यक्ष महोदय, मुझे कुछ अस्पतालों मे जाने का मौका पड़ा था और वहाँ मैंने देखा कि पेंशन्ट्स को काफी भीड़ है, इलाज अच्छी तरह से नहीं हो पा रहा है क्योंकि डाक्टरों की कमी है। इस लिये मैं

जानना चाहती हूँ—क्या सरकार अन्य राज्यों से कुछ अच्छे डॉक्टरों को कुछ समय के लिये हड्डताल बुलायेगी जिस से कि रोगियों को हालत सुधर सके और उनका अच्छा इलाज हो सके ?

SHRI NIHAR RANJAN LASKAR: Naturally due to the absence of about 1660 persons from the hospital there has been some diminution of the quantum of service available for the public. But in spite of that the patient-care aspect has not been neglected. Every effort is being made so that the patient-care requirement is taken care of.

कुमारी कमला कुमारी: मैं मंत्री महोदय से जानना चाहती हूँ कि यह हड्डताल कब तक समाप्त होने वाली है, इनका डेट बताइये।

SHRI NIHAR RANJAN LASKAR: We are seized of the problem. At various levels, discussions are going on. I hope very soon it will be over.

श्री आर० पी० यादव: अध्यक्ष जी, इस सदन में कुछ समय से ऐसी परम्परा चल रही है कि जो सवाल पूछा जाता है, उसका वास्तव में जबाब नहीं दिया जाता और जो नहीं पूछा जाता, उसका जबाब अपनों तरफ से दे दिया जाता है। आप इस प्रश्न और उत्तर का दिखाये— 1979 के बारे में माननीय मदस्या ने कुछ नहीं पूछा है, लेकिन जानवक्ष कर 1979 के आंकड़े दिये गये हैं। आप सभा पट्टल पर रखे गये विवरण को देखेंगे तो पता चलेगा कि हड्डताल के पीरियड में कितने लोग मरे हैं, यदि उन का नाम भर का हिसाब लगाया जाय तो वह उतना ही आता है जितना 1979 के बारे में बताया गया है। क्या मंत्री महोदय का इस बात की जानकारी है कि इस हड्डताल के पीरियड में जैसा आये-दिन पत्तों में आ रहा है।

बहुत संदिग्ध में लोग मरे हैं, जिस जा यहां पर जिक्र नहीं किया गया है। 1979 में जो सरकार यहां पर थी, वह तो अपना कार्य-काल पूरा किये बिना छली गई, क्या आप भी वही इरादा रखते हैं कि कार्य-काल पूरा किये बिना चले जायें ? इस सन्दर्भ में मैं जानना चाहता हूँ—जितने लोग 1979 में मरे हैं, यदि उनके आंकड़ों को फैलाया जाये तो हड्डताल के समय में मरनेवालों की संख्या कम नहीं है, इस दरिट से क्या आप विचार रखेंगे आरं ऐसी व्यवस्था करेंगे जिस से मरने वालों की संख्या कम से कम हो सके।

SHRI NIHAR RANJAN LASKAR: In this very House I have said about this very categorically. What the hon. Member says is not correct. I produced facts last time. Again I can tell him this information. In July 1979 in Safdarjung Hospital the figure of deaths was 329. In July 1980 the figure is 289. In AIIMS in 1979 it was 127; now it is 147. It is not a hospital where strike is going on at the moment. You might know this. In Dr. RML Hospital, in July, 1979 it was 207 and now it is 133.

SHRI NIREN GHOSH: There have been a large number of deaths which have been taken place in hospitals. Much difficulty is felt by the patients during the duration of the doctors' strike which is still continuing. May I now what is preventing settlement of this issue? Who has made it a prestige issue—the Government or the doctors? Will Government come forward and try to settle this issue without any further delay?

SHRI NIHAR RANJAN LASKAR: Sir, my Minister has categorically stated in this House earlier that we are prepared to concede their just demands, but they should call off their strike first. It is not that we are not prepared to consider their just demands and it is not we who are responsible for the continuance of the strike.

DR. FAROOQ ABDULLAH: Sir, is it a fact that the patients have been suffering a lot in these hospitals because of the strike by junior doctors and the routine cases are being put off to a later date? Is it not a fact that in these hospitals, the consultants and professors are trying to look after the ward where the patients who are seriously ill are lying and only waiting for their deaths at the hands of these doctors? Further, is it not a fact that some of the cardiac centres in these hospitals have come to a stop?

SHRI NIHAR RANJAN LASKAR: As I have already stated, because of the absence of doctors on strike, pressure is on the senior-most doctors. We are taking care to see that emergent cases are looked after properly. We cannot entertain all the cases obviously, but the serious cases are being taken care of.

SHRI NARAYAN CHOUBEY: Perhaps, the number of deaths shown in the statement is correct. The number of deaths in 1980 is not as many as in 1979. However, it is a fact that admission of patients has been stopped in almost all the hospitals due to the strike still going on. I have gone through the statement of the hon. Minister, incharge, Medical Department, where he has said that efforts are being made, but the cursory way in which the efforts are being made is not producing the desired results. May I know if even now fresh attempts will be made to settle the dispute to that the number of patients dying in these hospitals gets reduced and the Government is also saved from the situation in which it has fallen?

SHRI NIHAR RANJAN LASKAR: I have already said that it is a fact that the senior doctors and medical officers of the faculties and hospitals, because of the strike, are under pressure, but they are trying their best to provide medical care to those members of the public who visit these hospitals. CGHS doctors are also

there to serve the people who visit these hospitals. Further, we have also recruited about 150 doctors to work in these hospitals.

AD HOC APPOINTMENTS IN CGHS ON YEAR TO YEAR BASIS

*884. SHRI K. LAKKAPPA: Will the Minister of HEALTH be pleased to lay a statement showing:

(a) whether it is fact that under the Central Government Health Scheme, various appointments have been made on *ad hoc* basis which have been continuing for many years on year-to-year basis;

(b) if so, the number and designations of such appointments and the dates from which these have been continuing, and

(c) whether it is proposed to regularise them and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) Information is being collected and will be laid on the table of the House.

(c) The process of regularisation of *ad-hoc* employees remains continuously under review and all efforts are made to regularise *ad-hoc* appointees as early as possible.

SHRI K. LAKKAPPA: Sir, I had highlighted the problems of the doctors functioning in CGHS and the Central Government hospitals. I appreciate that the Health Ministry has viewed very seriously the various problems confronting the doctors, because of which we are facing strikes and other things and the people are deprived of the medical facilities. It is most unfortunate that the doctors have taken a posture of trade union movement instead of rendering service to the people and the suffering patients. The attitude, I would say, has to change on both the sides. We

have to see the overall situation. The doctors are not satisfied with the manner of recruitment to various categories of doctors. They have been taken on *ad-hoc* basis and have not been confirmed. They do not have the proper facilities also. There is a lot of dissatisfaction among the doctors and the various categories of them who had been taken on *ad-hoc* basis. Therefore, I would like to know whether the hon. Minister is trying to sort out this problem in order to ease the situation. Are there any concrete proposals which have been suggested? To what extent, they have been concretised, suggested and implemented? I would like to know from the hon. Minister how the situation has been eased out at present?

SHRI NIHAR RANJAN LASKAR: There are a large number of doctors, of course, who have been taken on *ad-hoc* basis. This is a fact. But we are trying our best to regularise these posts as early as possible. (*Interruptions*) I have also said...

SHRI K. LAKKAPPA: That is not my question. My question was about easing out the situation.

MR. SPEAKER: In an answer to the last supplementary, he has done it.

SHRI K. LAKKAPPA: What are the concrete steps that you have taken? How many people have been confirmed and how many people have not been confirmed? And what effective steps have been taken to create an atmosphere of at least rendering service instead of working like trade union movement by the doctors? I do not appreciate doctors being involved in this....

MR. SPEAKER: Do not elaborate it.

SHRI NIHAR RANJAN LASKAR: To provide medical care, the Ministry employs quite a variety of medical and para-medical staff members. In all, approximately, it is 6000. There are also about 90 categories of posts.

So, in this respect, I would like to tell the hon. Member that *ad-hoc* appointments have been made in about 600 posts, covering 36 categories of posts. As I have already said, we are trying our best to regularise these sorts of posts.

SHRI K. LAKKAPPA: This is my second question. Of course, the first question was not answered. Whether the hon. Minister will have a second look on the overall situation and create an atmosphere of understanding regarding *ad-hoc* appointment, confirm them, ease the situation and improve their conditions and see that no such things would happen hereafter; whether he would also see that certain facilities or amenities, whatever they are asking for confirmation, etc., are provided. Whether this Ministry would have a second look on these things and see that the entire situation is improved and their condition are ameliorated.

SHRI NIHAR RANJAN LASKAR: The only thing, I think, the hon. Member was asking was about the employees. We are trying our best to regularise these things. I have said this earlier also; again I am telling you.

SHRI HARIKESH BAHADUR: I would like to know from the hon. Minister whether the government is going to fix a criterion that the doctors who have been working for three years or more than three years on *ad hoc* basis will be absorbed in the regular services.

SHRI NIHAR RANJAN LASKAR: It is not possible because they have to come through the UPSC. Unless they come through the UPSC, it is not possible to regularise them. This is the position.

SHRI BHAGWAT JHA AZAD: Whether the *ad-hoc* appointments are made against increase in the pressure of work or whether they are made against permanent vacancies. May I know what is the percentage of these *ad-hoc* appointments against permanent vacancies and since how long?

SHRI NIHAR RANJAN LASKAR: When we make an *ad-hoc* appointment, it is made clear to them. If a person comes through the UPSC, then that post will go. As soon as a person comes through the UPSC, that post will go. (*Interruptions*)

SHRI BHAGWAT JHA AZAD: What is the reply to my question. (*Interruptions*) I must know.

SHRI NIHAR RANJAN LASKAR: These figures, I do not have. I can give them later on.

FREE PASSES FOR TRAVEL BY SHIPS

Free passes for travel by Ships

*885. **SHRIMATI PRAMILA DAN-DAVATE:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any system, as in Railways, for the issue of free passes to individuals and institutions for travel by ships;

(b) if so, the details thereof; and

(c) the list of individuals and institutions to whom such free passes/ticket have been issued?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): (a) and (b). There is no system of issuing free passes to any person or institution to travel free by the vessels of SCI/MLL as in the Railways. The employees of SCI are, however, allowed free travel facilities on its passenger and cargo vessels once in 3 years. Beside, at times, on selective basis, charitable institutions are given free passes on SCI's passenger ships limited to two berths for a round trip in each case, subject to the availability of accommodation on the ship. The Mogul Line Limited also grants certain concessions on business consideration to groups travelling in the Konkan Passenger Service.

(c) The following charitable institutions were extended free passes for use of the individuals nominated by these institutions for travel on the SCI's passenger ship, 'Chidambaram' during the last 5 years (1974-79):

No. of free passes

1. Indian Cancer Society, Bombay.	4
2. National Association for the Blind, Bombay.	2
3. Handicapped orphans' Appear Association, Penang.	4
4. Cancer Foundation Ghaziabad.	2

श्रीमती प्रमिला दण्डवते : मंत्री राहोदर ने भारतीय नौकरीन निगम चिदाम्बरम नामक यात्री जहाज पर यात्रा करने लिए 1974 से 1979 तक कुछ संस्थाओं के काम परिसर की फैसिलिटी दी जाना चाहती है कि इन फैसिलिटिज के बाया आपका डिस्काउंटर बरने वा दिचार है या इनको कंसिन्यू करना चाहती है ?

हिन्दुस्तान में रेलों में संश्ल इंस्टी-ट्रूयूंज को जैस परिसर दिए जाते हैं क्या आन पार विद दैट आप शिर्स के लिए भी ऐसी इस्टीट्रूयूंज को पास देने के बारे में सोच विचार कर रहे हैं ?

श्री अनन्त प्रसाद शर्मा : आपने जो यह पूछा है कि इसको बन्द करने का इरादा है या नहीं, मैं कहना चाहता हूँ कि बन्द करने का इरादा नहीं है। जब वही भी इसके बारे में रिकवरेट आएगी हम उसको कंसिडर दरेंगे।

जहाँ तक दूसरी इंस्टीट्रूयूंज को देने की बात है, आपने जो भुजाव दिया है इस पर जब मांग आएगी तब हम दिवार करेंगे।

Visit of Transport Minister to U.K.

*886. SHRI M. RAMGOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether he visited United Kingdom during July, 1980 and held talks with British Minister of Transport; and

(b) if so, outcome thereof?

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIAION (SHRI A. P. SHARMA): (a) Yes, Sir.

(b) During the visit the Minister called on the Minister of Transport in U.K. and exchange views on subjects of common interest like shipping, inland water transport, ports, Indo-British cooperation in shipping etc.

SHRI M. RAM GOPAL REDDY: He has given a general reply; he has not given any particular subject. What is the result of it?

SHRI A. P. SHARMA: There was no fixed agenda for the meeting. As I had stated, we discussed general matters, common matters of common regarding shipping and transport between the two countries.

SHRI M. RAM GOPAL REDDY: If it is not very confidential, he can disclose to this House what he actually discussed. Is it that he has gone there to discuss this 'common matters' and this thing and that thing and come back, is that all?

SHRI A. P. SHARMA: Actually the visit was in connection with launching of a ship and naming of another ship. That was the main purpose of the visit and this meeting with the Transport Minister of U.K. was, of course, informal because I was there, I wanted to exchange views with him.

DR. SUBRAMANIAM SWAMY: You will remember that when Mr. Agha Shahi was here and made some comments about the press here, none

of us liked it. Is it a fact when the Minister was in U.K. he made remarks about the press there particularly about the coverage of the sad event of Shri Sanjay Gandhi's death here, this actually was taken adverse notice of by the British press and created a strain between India and England.

SHRI A. P. SHARMA: I do not know who took what interest. But I must confess that when I was there, I also took the opportunity to express our unhappiness at the way the British press has commented on the death of late Sanjay Gandhi describing him as a crown prince and also talking about the end of dynastic rule or something like that. When the British press met me I definitely conveyed the unhappiness of the people of this country, the Government of this country, at the way the comments have been made. I conveyed this to the British Government also.

SHRI NIREN GHOSH: Did he pay informal visit to U.K. and informally discuss many things with his counterpart? Did he discuss about Pitts S2A also there?

SHRI A. P. SHARMA: I did not talk about question. (Interruptions)

DR. FAROOQ ABDULLAH: On the 23rd of June when Shri Sanjay Gandhi died, BBC showed a film in which they showed that in U.P. some Muslims were praying in the mosque—that Sanjay Gandhi has died and, therefore, they have got deliverance and they were praying to God. I would like to ask the Minister: did he complain to the British Government about showing Muslims praying against a man who has become a hero and they showed Muslims praying in the Mosque and it was shown that these Muslims were praying and that their prayer had been answered because Sanjay Gandhi had died. I would like to ask the Minister, is it not a shame that our Minister should go to that country where they treat us like that?

SHRI A. P. SHARMA: I have already said what was the purpose of the visit. It was not the question of going to that country. We are buying ship from that country and this was an occasion for launching the ship and naming the ship. It was for that purpose I had been there. Had I known this particular thing from my friend, I would have conveyed it to the British Government in the same manner as I conveyed to the British Transport Minister and I requested him that the feeling of unhappiness of the people of India and the Government should also be conveyed to the Prime Minister of U.K. I may say that the British Transport Minister apologised for the way this has been commented upon and he said that sometimes the British press comment against them also. So far as the British Government is concerned and so far as the British people are concerned, whatever comment has come in the British press, it does not represent their views; that means the views of the people and the views of the British Government. (*Interruptions*)

DR. FAROOQ ABDULLAH: One question is there definitely. When the film on Prince's death was shown in U.K., the British Prime Minister and the Government there had to apologise to the Saudi Arabian Government. Have they apologised to your Government? I want to know in this House whether the British Government has apologised for defaming the Muslims of India.

SHRI A. P. SHARMA: This is a question which my hon. friend has raised in the House, in all humility, I want to tell him that it was not before me, otherwise I would have raised this question also, as I have already stated about the comment of the British press.

DR. FAROOQ ABDULLAH: Is Government thinking of it now? (*Interruptions*)

SHRI A. P. SHARMA: I have already said that I have conveyed the unhappiness of the people and the Government of this country to the British Government and to which the Transport Minister apologised.

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Doctors working in CGHS and avenues of promotion

*881. **SHRI CHANDRA PAL SHAILANI:** Will the Minister of HEALTH be pleased to lay a statement showing:

(a) the total number of doctors working under the CGHS in various grades separately;

(b) the avenues of promotion available to them and the average time taken to get next promotion for each of the grades separately;

(c) whether there is frustration among senior doctors due to bleak promotion prospects and acute stagnation;

(d) whether Selection grade posts would be created to remove stagnation among them; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF EDUCATION, HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND): (a) and (b) Two Statements containing the requisite information are placed on the Table of the Sabha (Annexure I and Annexure II).

(c) The Government has received some representations from CGHS Officers' Association in this regard.

(d) and (e) No, Sir. There is no such provision in the existing Central Health Service Rules.

Statement — I

*Total number of Doctors working under C.G.
H.S. in various Grades*

Sl No.	Grade	No. of Doctors
1.	Supertime Grade I	2
2.	Specialist Grade I	11
3.	Supertime Grade II	5
4.	Specialist Grade II	45
5.	G.D.O. Grade I (Senior Scale Class I)	285

6. G.D.O. Grade II
(Junior Scale Class I)

1413

7. Dental Surgeon

15

8. Ayurvedic Physicians

43

9. Homoeopathic Physician

37

10. Unani Physician

4

11. Medical Officer-cum-
Superintendent (Ayurveda)

1

12. Senior Physician (Ayurveda)

1

13. Staff Surgeon (Dental)

3

14. Junior Staff Surgeon
(Dental)

2

Statement — II

Avenues of promotion available to CGHS Doctors and Average time taken for promotion. :

S. No.	Grade/Scale of Pay	Mode of recruitment	Promotion
			Direct Recruitment
(1)	(2)	(3)	(4)
1	General Duty Officer Gr. II (Junior Scale Class I) Rs. 700—1300.	100% by direct recruitment.	..
2	(i) General Duty Officer Gr. I (Senior Scale Class I) Rs. 1100—1600.		100% by promotion.
	(ii) Specialists Gr. II Rs. 1100—1800 (Non-teaching clinical)	100% by direct recruitment.	
3	Composite Supertime Gr. II	50% by direct recruitment.	50% by promotion.
4	Supertime Gr. I (Level—II) Rs. 2250—2500.	..	100% by promotion.
5	(i) Supertime Gr. I (Level—I) Rs. 2500—2650.	..	100% by promotion.
	(ii) Supertime Gr. I (Level—II) Rs. 2250—2500.	..	
6	Ayurveda Physician (Rs. 650—1200)	100% by direct recruitment.	..
7	(i) Medical Officer-cum-Superintendent (Ayurveda) Rs. 1100—1600.	There are no posts at present in the higher-grade.	
	(ii) Senior Physician (Ayurveda) Rs. 1100—1600.	Do.	
8	Homoeopathic Physician (Rs. 650—1200)	100% by direct recruitment.	..

(1)	(2)	(3)	(4)
9 Senior Physician (Homoeopathy) Rs. 1100—1600).		There are no posts at present in the higher grade.	
10 Unani Physician (Rs. 650—1200).	100% by direct recruitment.		..
11 Dental Surgeon (Rs. 650—1200)	100% by direct recruitment.		..
12 Junior Staff Surgeon (Dental) Rs. 900—1400.			100% by promotion.
13 Staff Surgeon (Dental) Rs. 1300—1700.	33 1/3% by direct recruitment.	66 2/3% by promotion.	

NOTE : All posts, except the posts of Director General of Health Services and the Additional Director General of Health Services carry non-precising allowance at prescribed rates.

Requirements for eligibility for promotion to next higher grade	Next higher grade for promotion	Average time taken to get promotion	Remarks
(5)	(6)	(7)	(8)
1. 5 years regular service in GDO Gr. II	General Duty Officer Gr. I (Senior Scale Class I) Rs. 1100—1600.	5 to 9 years.	
2. (i) 10 years regular service as GDO Gr. I (ii) 8 year regular service as Specialist Gr. II.	Composite Supertime Gr. II (including years. Supertime Gr. II—Rs. 1500—2000 and Specialist Gr. I Rs. 1800—2250.)	8 to 14 years.	Promotion to Composite Supertime Gr. II are made from amongst the GDO Gr. I & Specialist Gr. II Officers in the ratio of 2:3.
3. 6 years regular service as Supertime Gr. II/Specialist Gr. I	Supertime Gr. I (Level-II) (Rs. 2250—2500).	8 to 12 years.	Promotion to Supertime Gr. II (Level-II) are made from among the Supertime Gr. II (Rs. 1500—2000) & Specialist Gr. I (Rs. 1800—2250) officers with 6 years regular service in the grade.
4. 2 years regular service in Supertime Gr. I (Level-II).	Supertime Gr. I (Level—I) Rs. 2500—2750.	2 to 4 years.	
5. (i) 2 years regular service in Supertime Gr. I	Addl. Director-General of Health Services (Rs. 3000—consolidated).	9 to 10 years.	

	(5)	(6)	(7)	(8)
	(ii) Addl. D.G. or Super-time Gr. I Officers (Level—I) with 3 years Service.	Director-General of Health Services, Rs. 3500 consolidated.	9 to 10 years.	
6	8 years regular service in the Grade.	(i) Medical Officer cum-Superintendent (Ay.) (Rs. 1100—1600) (ii) Senior Physician (Ay. (Rs. 1100—1600)	About 14 years.	Non-CHS posts (Purely on CGHS strength).
8	8 years regular service in the Grade.	Senior Physician (Homoeopathy) (Rs. 1100—1600).	No one has so far been promoted.	Non-CHS post (Purely on CGHS strength)
9	..	..	..	..
10.	..	..	..	There is no post in the higher grade at present
11	5 years regular service in the Grade.	Jr. Staff Surgeon (Dental) (Rs. 900—1400.)	6 to 9 years.	
12	5 years regular service in the Grade.	Staff Surgeon (Dental) (Rs. 1300—1700.)	6 to 13 years.	
13.	This is the highest post in this Speciality.			

Introduction of more superfast trains

*887. SHRI C. D. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has accepted the policy of not introducing more superfast trains.

if no, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

Chembur-Mankhurd Line

*888 SHRI CHANDRABHAN ATHARE PATIL: DR. SUBRAMANIAM SWAMY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has approved a techno-economic feasibility survey of the proposed extension of the existing Chembur-Mankhurd railway line to Panvel via Washi and Belapur, for the development of New Bombay;

(b) whether the Union Government have received demand from the Government of Maharashtra for extending the rail link from Mankhurd-Panvel to Nhava Sheva with a view

to develop suitable necessary infrastructure for the port which is likely to come up soon; and

(c) how much time it will take to have the aforesaid rail facility?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) and (b) Yes, Sir.

(c) It is not possible to indicate the time required to have rail facilities at this stage due to the following:—

(i) Feasibility Reports for Mankhurd-Belapur and Belapur-Panvel are yet to be finalised.

(ii) The Survey work for a rail link to Nhava-Sheva can be taken up only after the Bombay Metropolitan Region Development Authority deposit necessary amount required for taking up the Survey work.

After the above Reports are scrutinised in this Ministry, and if found feasible, these will be projected to the Planning Commission for acceptance, who provide funds for such schemes outside the normal railway plan.

New Train from Ahmedabad to Secunderabad via Jalgaon and Manmad

*889. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to start a new train from Ahmedabad to Secunderabad via Jalgaon and Manmad taking into consideration the increased number of passengers on the route; and

(b) if not, when Government are going to consider this proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) and (b) No, Sir. Introduction of a direct train between Ahmedabad

and Secunderabad is neither justified on traffic considerations nor feasible operationally due to line capacity constraints on certain sections enroute.

Railway Coach Factory in Kerala

*890. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had appointed a study team to study the possibilities of setting up a railway coach factory in Kerala;

(b) whether the team has submitted its report; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) In view of increasing demand for Railway coaches, a techno-economic survey regarding the feasibility of setting up a new coach production unit has been undertaken and no decision regarding its location etc., has yet been taken.

(b) The survey team has submitted the Interim report.

(c) The Interim Report contains details of assessment regarding requirement of Railway coaches, the production capacity available in the country, additional capacity required to be developed based on requirements, technologies for manufacture of coaches, design etc. This report has recommended setting up of a new coach building unit with production capacity of 400 coaches per year with scope for future expansion to 750 coaches per year at an estimated cost of Rs. 34.50 crores.

In the Interim report no recommendation has been made for the location of the proposed new coach building unit.

Take over of University College of Medical Sciences attached to Safdarjung Hospital

*891. SHRI MADHAVRAO SCINDIA: Will the Minister of HEALTH be pleased to state:

(a) whether in order to provide a unified authority to the University College of Medical Sciences attached to Safdarjung Hospital, Government had decided to take over the college;

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

(c) whether it has been repeatedly brought home to Government through representations and strikes that the present set-up of administration of the college which is divided between the two authorities, namely University of Delhi and the Government of India through the Safdarjung Hospital, has put the medical students to grave hardships and hurdles in their career; and

(d) if so, the reasons for the delay in implementing the decision?

THE MINISTER OF EDUCATION, AND HEALTH AND SOCIAL WELFARE (SHRI B. SHANKARANAND):

(a) and (d) The steps for a final decision in the matter are being processed in consultation with the concerned authorities.

(c) The College is under the management of the University of Delhi. However, facilities for clinical teaching are provided by the Safdarjung Hospital. The students have been representing against this arrangement.

जुलाई के दौरान रत्नाम-बड़ौदा सेक्शन में हुई रेल दुर्घटनाएं

*892. श्री दिलीप सिंह भोरिया: क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) जुलाई, 1980 के दौरान, पश्चिम रेलवे के रत्नाम-बड़ौदा सेक्शन में कुल वितरी रेल दुर्घटनायें हुईं,

(ख) उनके परिणामस्वरूप कुल कितने व्यक्तियों के जीवन आंग सम्पत्ति की हानि हुई, और

(ग) दुर्घटनाओं के क्या नारण थे ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) एक। यह 4-7-1980 को लिमखेड़ा स्टेशन पर एक माल गाड़ी और शटिंग करते हुए एक इंजन के बीच हुई टक्कर का मामला है।

(ख) इसमें जन-जीवन, की कोई हानि नहीं हुई। रेल सम्पत्ति को हुई क्षति का अनुमान लगभग 3,37,000 रु लगाया गया है।

(ग) जांच समिति के निपक्षों के अनुसार यह दुर्घटना रेल नियमांशियों की गलती के कारण हुई।

Abuse of Child Labour Laws

*893. SHRIMATI GEETA MUKHERJEE: Will the Minister of LABOUR be pleased to state:

(a) whether Government are aware that there is no uniform definition of 'Child' in the legal statutes of our country, and hence the abuses of child labour are given legal sanction, there being no uniform age limit defined; and

(b) if so, what do the Government propose to do about it?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) There are several definitions of the term 'Child' in various Statutes. A list of such definitions is given in Annexure-I.

From the point of view of child labour it seems that the minimum age for entry to employment is more relevant. The Minimum age for entry to employment as prescribed in the various laws examined by the Committee on Child Labour is indicated in Annexure-II.

The Committee on Child Labour has recommended that the minimum age for entry to any employment should be 15 and that the existing laws relating to prohibition and regulation of employment of children should be consolidated into a single comprehensive one. These recommendations are under consideration of Government.

There have been several questions in the Parliament and comments in the press on child labour regarding the exploitative conditions under which young children are employed in certain areas and certain type of occupations. I wish to take this opportunity to clarify the position of the Government with respect to this problem.

There is no denying the fact that many children are made to work under conditions detrimental to their health and development. There is no precise estimate of the number of children actually working. Based on the national sample survey, the number of working children in March 1978 was estimated at 16.3 million. Bulk of the child labour is in the rural area; most of the working children fall under the category of unpaid family workers who are employed in agriculture, cottage type industries and other traditional occupations.

It is axiomatic that the problem of child labour is the product of the socio-economic conditions prevailing in the country. It is the endeavour of Government to ensure the welfare of the children, who, of necessity, have to work. The Government is of the view that if there is a situation in which parents feel that their children

must work then it should be ensured that they work in such a way as not to impair their health or their future.

With a view to devise concrete measures towards this end the Government had appointed a Committee on Child Labour. The Committee was to study the laws relating to the employment of children and to suggest measures necessary for better protection and welfare of children at work.

The Committee has made many recommendations for safeguarding the interests of the working children. All these are presently under consideration of Government.

In the meantime the State Governments and other authorities concerned have been asked to take steps for more effective enforcement of the laws.

The instances of violation of the laws which have come to notice of Government have also been referred to them for necessary action.

Regarding employment of children in match factories the Government of Tamil Nadu have reported that they have taken steps to strengthen the enforcement machinery and that they have launched prosecution in several cases. Fresh licensing of factories within a radius of 5 Km. around Sivakasi has been banned and that it is proposed to establish a divisional office at Virudhunagar to ensure stricter enforcement of the laws.

In order to eliminate the problem of the child labour it is necessary that the public consciousness aroused in addition to the efforts being made by Government.

Statement-I

Definition of Child Under Different Acts

1. The Children (Pledging of Labour) Act, 1933

"Child" means a person who is under the age of fifteen years.

2. The Factories Act, 1948

"Child" is a person who has not completed his fifteenth year.

3. The Mines Act, 1952

"Child" means a person who has not completed his fifteenth year.

4. The Minimum Wages Act, 1948

In this Act "ADOLESCENT" and "CHILD" have the meanings respectively assigned to them in section 2 of the (State Factories Act, 1948).

5. The Motor Transport Workers Act, 1961

"Child" means a person who has not completed his fifteenth year.

6. The Plantations Labour Act, 1951

"Child" means a person who has not completed his fifteenth year.

7. The Beedi and Cigar Workers Act

In this Act a "Child" means one who has not completed his fourteenth year.

8. The Children Act, 1960

"Child" means a boy who has not attained the age of sixteen years or a girl who has not attained the age of eighteen years.

9. The Child Marriage Restraint Act, 1929 (19 of 1929)

S. 2(a) "Child" means a person who, is a male, has not completed 21 years of age, and if a female, has not completed 18 years of age.

10. The Women's and Children's Institution (Licensing) Act, 1956 (105 of 1956)

S. 2(a) "Child" means a boy or girl who has not completed the age of 18 years.

11. Orphanages and Other Charitable Homes (Supervision and Control) Act, 1960 (10 of 1960)

S. 2(c) "Child" means a boy or girl who has not completed the age of 18 years.

12. The Children Act, 1960 (60 of 1960)

S. 2 (e) "Child" means a boy who has not attained the age of 16 years or a girl who has not attained the age of 18 years.

13. The Delhi Primary Education Act, 1960 (39 of 1960)

S. 2(e) "Child" means a boy or girl within such age group, not being less than six or more than 14, as may be specified in a declaration made under section 4.

14. Maternity Benefit Act, 1961 (53 of 1961)

S. 3(b) "Child" includes still born child.

15. The Fatal Accidents Act, 1855 (13 of 1855)

S. 4.....the word "Child" shall include son and daughter and grandson and grand daughter and step-son and step-daughter.

The definition of the term "Child" in each Act applies in terms of the provisions of that Act alone.

Statement-II**Constitutional and Legislative Provision regarding Minimum age for Employment**

The Children (Pledging of Labour) Act prohibits the making of agreements to pledge the Labour of children who are under fifteen years of age.

Under the Plantations Labour Act, a child who has not completed his twelfth year cannot be required or allowed to work in any plantation (section 24).

The Employment of Children Act regulates employment of children of various age:—

(a) Only a child who has completed his fourteenth year may be employed or permitted to work in any workshop wherein certain processes as specified in Schedule to the Act are carried on [Section 3(3)].

(b) This requirement of minimum age limit does not apply to:—

(i) any workshop wherein any process is carried on by the occupier with the aid of his family only and without employing hired labour; or

(ii) to any school established by, or receiving assistance or recognition from, a State Government.

(c) A child who has not completed his fifteenth year shall not be employed or permitted to work in certain occupations [Section 3(1)].

(d) A child who has completed his fifteenth year but has not completed his seventeenth year may be employed or permitted to work in any occupation referred to in section 3(i) if the periods of work are fixed as specified in the Act [Section 3(2)]. This requirement does not apply to any apprentice of a child employed for the purpose of receiving vocational training.

The Apprentices Act specifies a minimum age limit of 14 years for the purpose of under-going apprenticeship training in any designated trade (Section 3). The Beedi and Cigar Workers (Conditions of Employment) Act also specifies an age limit of 14 years as the minimum age for employment.

Under the Factories Act, a child who has completed his fourteenth year may be employed or permitted to work under certain circumstances (Section 71, read with section 67). Under the

same Act, a child who has completed his fourteenth year, or an "adolescent", that is to say a person who has completed his fifteenth year but has not completed his eighteenth year, is permitted to work provided he has a certificate of fitness (Section 68).

The Mines Act specifies sixteen years as the minimum age limit for a person to work below ground, but a person who has completed his fifteenth year but not his eighteenth year may be employed above the ground in a mine for certain specific hours. [Section 40(1)(a) and section 44]. The Act also permits an adolescent (15—18 years) to work below the ground, if he has a medical certificate to that effect [Section 40(2)].

Under the Merchant Shipping Act, minimum age of employment is 18 years. However, a lower age is permissible in respect of work specified in certain section. Under the same Act, if a person who has completed his 18th year of age is not available for certain specified work, two young persons over sixteen years of age may be engaged and carried to see to do that work [Section 110(3)].

The Motor Transport Workers' Act prohibits employment of a child below 15 years.

Rule 5 of the Radiation Protection Rules made under the Atomic Energy Act prohibits the employment of a person below 18 years.

The Minimum age limit under the shops etc. Act is 12 years in certain areas; 14 in other areas and 15 years in State of Maharashtra.

According to Article 24 of the Constitution no child below the age of 14 years should be employed to work in any factory or mine or engaged in any other hazardous employment.

Infiltration of Bihari's from Bangladesh

*894. SHRI CHINTAMANI JENA:
SHRI S. M. KRISHNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news which appeared in 'Hindustan Times' dated 16-7-80 that the Pakistanis now stranded in Bangladesh have decided to infiltrate in small groups into India and stay in this country permanently; and

(b) whether it is also a fact that these Pakistanis are known as 'Biharis' are 4 lakhs in number and have abandoned the idea of going to Pakistan and have decided to come to India?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) At present there are about 3 lakh non-Bengalis in Bangladesh. These stranded non-Bengalis have been demanding immediate repatriation to Pakistan as all of them opted for Pakistan after the emergence of Bangladesh.

Travelling on Roofs of Trains on the Western Railways

*895. SHRI B. R. NAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the trains on the Western Railways in the Metre Gauge and on the Broad Gauge between Bombay and Delhi and Ajmer and Khandwa have virtually become double-decker and are used by the passengers for sitting on the roofs of the trains;

(b) whether the railway authorities have regularised the sitting of passengers on the roofs of the trains by issuing circulars and giving caution

orders to the drivers for the safety of passengers sitting on the roofs of the trains;

(c) whether sitting on the roofs is an offence and if so, what action is being taken by the Railways; and

(d) how many passengers have met with accidents while travelling on the roofs of the trains during the last one year and what preventive action has been taken by the railway authorities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir. However, it has been noticed that some passengers indulge in roof travelling even when accommodation is available inside the compartments.

(b) No, Sir.

(c) Travelling on the roof of a train is prohibited under Section 118(2) of the Indian Railways Act, 1890 and is punishable with imprisonment upto a term of 3 months or with a fine of upto Rs. 150 or both.

(d) Four persons met with accidents while travelling on the roofs of trains during 1979-80 on the Western Railway; out of them three persons were killed and one person was injured. Instructions exist to the staff not to start a train when people are found travelling on the roof and prosecute them if efforts to persuade or to force them to come down, fail. Special checks are conducted by the ticket checking staff to prevent travelling on the roof of the train.

Efforts are made to increase the accommodation available on trains. Special trains are run and additional coaches are attached to the trains to the maximum extent possible within the available resources to meet the requirements of the travelling public, particularly at the time of Melas, Urs and other festivals.

Publicity campaigns are conducted regularly to bring to the notice of the travelling public through the Public Address System the hazards of roof travelling.

W.H.O. suggestion to ban smoking

*896. SHRI CHIRANJI LAL SHARMA: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the W.H.O. National Workshop on cardiovascular diseases which concluded in Post Graduate Institute, Chandigarh on 23rd April, 1980 has suggested a ban on smoking and advertisements of cigarettes and bidis; and

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

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WEL-FARE (SHRI B. SHANKARANAND):

(a) The W.H.O. sponsored National Workshop on Cardio-vascular diseases which concluded in Post Graduate Institute, Chandigarh on 23rd April, 1980 has suggested that the Government should take active measures to curtail smoking such as—

(i) Ban on smoking in public places.

(ii) Yearly increase in taxation of cigarette.

(iii) Enforcement of W.H.O. recommendation to mention the nicotine and tar content on cigarette packets.

(iv) Doctors and para-medical staff should set an example by stopping to smoke.

(b) There is no proposal to impose a total ban on smoking and advertisements of cigarettes and bidis. However, the Government of India has taken certain measures to restrict smoking and advertisements of cigarettes.

Population Policy

*897. SHRI DIGVIJAY SINGH: Will the Minister of HEALTH be pleased to state:

(a) whether Government have enunci- ated a definite population policy; and

(b) to avoid uncertainties and ambiguities how soon will such a policy be laid on the Table of the House?

THE MINISTER OF EDUCATION AND HEALTH AND SOCIAL WEL-FARE (SHRI B. SHANKARANAND):

(a) and (b). There is already a population policy. Government's strategy to control population is to secure the willing acceptance of the people to promote the small family norm through a process of motivation, education and by provision of adequate services which can be avail- ed of by the people on a free and voluntary basis.

जामसार-छत्तीसगढ़ लाइन

*898. श्री मनफूल सिंह बौधरी: क्या रेल मंत्री यह बताना कांचपा करेंगे कि प्रस्तावित जामसार-छत्तीसगढ़ लाइन का कार्य कब तक ग्राम्य होगा ?

रेल मंत्रालय में राज्य मंत्री (श्री सो० के० जाफर शरीफ) जाम०१२ वा० रास्ते बीकानर और छत्तीसगढ़ बीच ए० नयी भीटर रेलवे लाइन के निर्माण के लिए एक प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण अभी हाल ही में पुरा हुआ है और सर्वेक्षण रिपोर्ट को जांच की जा रही है । जब तक सर्वेक्षण रिपोर्ट की सभी पहलुओं स जांच नहीं हो जाती और योजना आयोग को स्वीकृति नहीं मिल जाती, तब तक यह बताना फठिन होगा कि निर्माण कार्य कब शुरू हो सकेगा ।

Separate Departments for E.N.T., Orthopaedic and Anaesthesia

7147. SHRI BHIKHU RAM JAIN: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that according to the stipulation of the Medical Council of India E.N.T., Orthopaedic and anaesthesia should be separate departments as it exists in all the Medical Colleges in the country since it is an essential requirement for post-graduate courses;

(b) whether it is also a fact that despite the directive of the Medical Council of India for 3/4 years in the past to create separate departments of E.N.T., Orthopaedic and anaesthesia, the Aligarh Muslim University have not implemented it;

(c) if so, the reasons therefor; and

(d) when the same is likely to be done?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes. According to the recommendations of the M.C.I., it is the minimum standard requirement for a medical college of 100 admissions, annually.

(b) to (d). The Academic Council of the Aligarh Muslim University has already approved and recommended the establishment of the Departments of Orthopaedics and Anaesthesia. These recommendations are to be considered by the Executive Council of the University and the necessary amendments to the statutes on the basis of these considerations will be made thereafter by the University, in consultation with the Ministry of Education.

Improper Weighing Machines at Stations in South Central Railway

7148. SHRI K. ARJUNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some Railway stations in South Central

Railway in Andhra Pradesh do not have proper weighing machines and lime stones (goods) are weighed roughly at the time of loading resulting in heavy penalty by Railway authorities at the time of unloading in other stations viz; Salem in Tamil Nadu;

(b) whether it is also a fact that because of these heavy penalty levied by Railway authorities the consignees refused to take delivery of lime stones at Salem Railway Stations in Tamil Nadu and these were auctioned;

(c) whether it is also a fact that instead of rectifying the under weighing at the loading stations by providing proper weighing equipments, the Railway authorities stopped the supply of wagons for lifting goods from these areas of Andhra Pradesh, and

(d) whether there is any proposal to supply more wagons and weighing machines to these railway stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Running of Local Train from Dadar to Thane and Kalyan

7149. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a persistent demand for a long time, from Bombay Suburban commuters that few local trains should run from Dadar towards Thane and Kalyan and vice-versa at least during peak hours;

(b) what action has been taken by the Railway Administration in this regard; and

(c) what are the difficulties in accepting the demand and how these difficulties, if any, are to be overcome?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes. There have been demands for introducing local trains originating/terminating at Dadar and to run between Dadar and Thane/Kalyan etc.

(b) and (c). At present due to absence of a bay platform at Dadar and the present pattern of suburban services, any originating/terminating services at this intermediate station will interfere with the present arrangements of high frequency of suburban services and will adversely affect the peak hour clearance capacity in particular. However, a techno-economic survey for provision of suburban terminal facility at Dadar has been conducted lately and based on the recommendation of its report creation of suitable facilities at Dadar will be considered.

S.C. & S.T. Girls working on Contractors' Trucks Labour

7150. SHRI BHEEKHABHAI: Will the Minister of LABOUR be pleased to state:

(a) whether women and particularly girls belonging to the Scheduled Castes, Scheduled Tribes and Backward Classes have to work day and night on the trucks of the contractors in many parts of the country;

(b) if so, the areas in each of the states in the country where such practice is in vogue;

(c) whether it is a fact that these women and girls are being exploited morally, economically and socially; and

(d) whether Government propose to bring forward any legislation to put an end to their exploitation in such a manner?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c). The Central Government has not so far

received any complaint in this regard. The conditions of work of motor transport workers are regulated by the Motor Transport Workers Act, 1961 which fixes the hours of work as being not more than 8 hours a day, and 48 hours a week, and regulates daily intervals of rest, spread over, etc. for adult motor transport workers. It also prohibits employment of children below 15 years of age in any capacity in a motor transport undertaking and provides deterrent punishment for contravention of its provisions. The Act is administered by the State Governments/Administrations and their Inspectorates are empowered to ensure the implementation of the provisions of the Act.

(d) As the matter is already covered by a legislation, the Central Government has no proposal for any new legislation.

Express Train between Rayagada and Raipur

7151. SHRI RASA BEHARI BEHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been great public demand to run express train between Rayagada and Raipur; and

(b) if so, what action has been taken by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Introduction of an Express train between Rayagada and Raipur as an additional train is neither justified on traffic consideration nor feasible operationally due to lack of terminal facilities at these stations. Conversion of one of the existing three pairs of passengers trains on this route into an Express train is also not considered desirable as it would involve deletion of existing stoppages and would lead to counter representations.

Examination for Post of Draftsman

7152. SHRI THAZHAI M. KARUNANITHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an examination was conducted in March, 1980, for the post of Draftsman in the scale of Pay Rs. 425-700, in Signal and Telecommunication Department of Southern Railway;

(b) if so, the number of total vacancies and for how many vacancies examination was conducted;

(c) whether it is a fact that 5 Scheduled Caste Officials have passed the written test and they are being considered against the general vacancy; and

(d) if not, how many are being filled against the general vacancies and how many against reserved vacancies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) Total number of vacancies existing at the time of selection was 14 (12 for general category and 2 for Scheduled Caste) and the examination was conducted to fill up 15 vacancies including 1 anticipated.

(c) and (d). 5 Scheduled Caste candidates passed the written test. They were considered against Scheduled Caste quota as well as against general vacancies by virtue of their seniority position. Out of 13 selected, 3 were Scheduled Caste employees out of which 2 were selected against reserved quota and one against the general vacancy by virtue of seniority.

J.C.M. Scheme

7153. SHRI MOTILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any meeting of Departmental Council Railways under J.C.M. scheme took place on 23rd and 24th December, 1977;

(b) if so, whether any decision has been taken in the meeting to fill up the vacancies in Permanent Way Gangs on regular basis;

(c) if so, whether any order has been issued by the Railway Board to the effect that full sanctioned strength in Permanent Way Gangs should be filled on a regular basis; and

(d) if so, whether the Zonal Railways have implemented the order of the Railway Board for filling up the vacancies of Gangmen under Permanent Way Inspectors?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d). Due to the introduction of modern techniques in the maintenance of track, a decision was taken in March, 1970 in the Departmental Council Meeting that 87½ per cent to 90 per cent of the sanctioned strength of Permanent Way Gangs should be filled up on regular basis. These instructions were subsequently revised after the matter was discussed in the Departmental Council Meeting on 23/24-12-1977 wherein it was decided that the above reduction of strength of Gangmen shall not apply to areas where mechanised and other methods of track maintenance had not been introduced and full sanctioned strength of Permanent Way Gangmen should be filled in those areas on regular basis. Instructions were accordingly issued to the Railways on 14-3-78. Compliance report from the Railways is awaited.

Loss of mandays in Public Sector

7154. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether loss of mandays in the Public Sector has shown a rise during 1979; and

(b) if so, mandays lost due to strikes and lockout during 1979 state wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) Yes, Sir.

(b) There was no loss of mandays in the 8 Public Sector Undertakings under the administrative control of this Ministry during the year 1979 due to lockout. The loss of mandays due to strikes was as under:—

Dredging Corporation of India (Andhra Pradesh)	10
Hindustan Shipyard Ltd. (Andhra Pradesh)	7115
Delhi Transport Corporation (Delhi)	3554
Cochin Shipyard Ltd. (Kerala)	15662
Shipping Corporation of India Ltd. (Maharashtra)	9450
Mogul Line Ltd. (Maharashtra)	472
Central Inland Water Transport Corporation Ltd. (West Bengal)	144937

In the case of the Shipping Corporation of India Ltd., the loss of mandays was due to the strikes of shore employees and floating staff at various centres. In the case of Mogul Line Ltd. the loss of mandays was due to the strike by the floating staff at Bombay and Calcutta.

Post of Divisional Personnel Officer

7155. SHRI R. L. P. VERMA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1236 on the 19th June, 1980 regarding post of Divisional Personnel Officer and state:

(a) whether the initial constitution of the Indian Railway Personnel service has since been finalised;

(b) if so, whether action to post these Junior Administrative Grade Officers to the various Divisions on the Northern Railway where the posts of Divisional Personnel Officers have been upgraded has since been initiated;

(c) if not, the reasons therefor; and

(d) how long it will take to fill up posts on the remaining Divisions on the Northern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUNA): (a) Yes.

(b) Yes.

(c) Does not arise.

(d) As soon as the panel for Junior Administrative Grade of Indian Railway Personnel Service is finalised.

Earning at Bhagalpur Junction

7156. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that daily average earning of Bhagalpur Junction (Bihar) Eastern Railway on account of passenger fare and freight was Rs. 70 to 80 thousand per day during the last emergency;

(b) whether it is a fact that present consolidated earning of Bhagalpur Junction (Bihar) per day is 20 to 30 thousand only; and

(c) if so, whether the Government will assign reasons for such drastic shortfall in earning and also intimate the action which Government propose to take for bringing it at par with the Pre-emergency target?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUNA): (a) No; the daily

average earnings of Bhagalpur Junction of Eastern Railway on account of passenger fare and freight during the year 1976-77 was only Rs. 23,136/-.

(b) Yes.

(c) Does not arise.

Railway Lines in Maharashtra

7157. SHRI RAMAKRISHNA MORE: Will the Minister of RAILWAYS be pleased to state:

(a) the names of new railway lines in Maharashtra State which are under construction along with their target dates for completion;

(b) the names of proposed new railway lines for Maharashtra State which are under consideration with its financial implications;

(c) by what time the construction work on the proposed new railway lines is likely to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) (i) Apta—Roha BG line (62 Kms.), cost Rs. 11.18 crores. Apta-Pen section is expected to be completed by March, 1981. Pen-Roha section is expected to be completed by December, 1981.

(ii) Manikgarh-Chandur BG line (26 kms.) cost Rs. 6 crores. The schedule of completion of work will depend upon the availability of funds.

(b) and (c). Roha—Dasgaon (45 kms.) BG line, cost Rs. 9 crores. Construction of the line is under consideration in consultation with Planning Commission.

Representatives of Calcutta Port and Shore Mazdoor Union

7158. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the representation from the Labour side in the Board of Trustees at Major Ports is made on the results of the verification of the memberships of the different trade unions made by the Ministry of Labour:

(b) whether it is also a fact that the verification result of the Calcutta Port Trust for the year 1978 has already been sent by the Ministry of Labour to the Transport Ministry; and

(c) if so, as to why the representatives of the Calcutta Port and Shore Mazdoor Union have not yet been nominated in the Board of Trustee of the Calcutta Port?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Yes, Sir.

(c) Calcutta Port and Shore Mazdoor Union is not entitled to representation on the Calcutta Port Trust Board as per verification of membership of unions as on 31-12-1978.

Bridges suggested by Government of Orissa for Loan Assistance

7159. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of the bridges suggested by the Government of Orissa to his Ministry for loan assistance under the scheme of "Inter-state or economic importance" in Fifth Plan and for Sixth Plan;

(b) the names of the bridges agreed by his Ministry for assistance and approved for execution so far;

(c) whether the Government of Orissa sent the detailed reports of the bridges agreed by his Ministry for approval and assistance;

(d) if so, the names of the bridges sent so far; and

(e) the reasons for delay by that State for preparing the reports on the approved bridges?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (e). The Orissa Government suggested the following bridges in the Fifth Plan:—

(1) Brahmani bridge on Rourkela—Bonai road.

(2) Brahmani bridge on Dhenkanal—Kamakhyanagar road.

(3) Ramial bridge on Dhenkanal—Kamakhyanagar road.

(4) Baitarni bridge on Anandapur—Bhadrak road.

(5) Bansadhara bridge on Gunupur—Rayagada road.

(6) Bridge over Sundara on Khariar to Umarkote on Sinhapalli—

Gopalpad—Deobhog—Karmal in M.P. and Mohana and Jharia in Orissa.

(7) Bridge over Udanti on Khariar—Umarkote via Sinhapalli—Gopalpad—Deobhog—Karmal in M.P. and Mohana and Jharia in Orissa.

(8) Anng bridge on Basana (Raipur in M.P.) to Padampur (in Orissa) road.

(9) Bridge over Chirar on Besana (Raipur in M.P.) to Padampur (in Orissa) Road.

In the Sixth Plan, the State Government suggested bridge (with approaches) over Brahmini at Patrapur Ghat in addition to the bridges mentioned at (3) and (8) above.

Baitarani and Bansadhara bridges mentioned against (4) and (5) above were approved in the Fifth Plan.

The estimate for the bridge over Baitarni has also been sanctioned by the State Government under the powers delegated to them to sanction works costing upto Rs. 1 crore.

The Bansadhara bridge mentioned at (5) above is estimated to cost more than Rs. 1 crore and the State Government are required to send detailed estimate for the Government of India's sanction. This has not been done so far. Latest reports available from the State Government show that survey work and sub-soil investigation etc. are still in hand with them.

Ore Piles up at Eastern Rail Heads

7160. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to news item captioned "Ore piles up at Eastern Railheads" appeared in the Economic Times (New Delhi Edition) of 4th July, 1980;

(b) whether it is a fact that some vessel's had to leave without cargo at Paradip because no ore was available; and

(c) what steps have been taken to improve transport problem of ore by rail?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) With better movement by rail recently, the ground stock of iron ore at Paradip port has improved from 45,000 as on 1-3-80 to 3.06 lakh tonnes as on 1-7-80.

Seniority Lists

7161. SHRI ZAINAL ABEDIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board have issued any order to the Zonal Railways, indicating the interval for publication of the seniority lists of non-gazetted railway employees;

(b) if so, when such order was issued; and

(c) if not, when such an order is expected to be issued to the Zonal Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Provision exists in the rules that railway servants may be permitted to see the seniority lists, or if this cannot be conveniently arranged, they may be informed on request of their place in the seniority list. Whenever there is a substantial change in the seniority list, a revised seniority list is notified. The question of asking Railways to publish seniority lists at regular intervals is, however, already receiving consideration.

फुतवाह-इस्लामपुर लाइट रेलवे

7162. श्री राम विलास पासवान: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या फुतवाह-इस्लामपुर लाइट रेलवे के पुनः चालू होने की संभावना है, और

(ख) यह लाइन कब से बन्द है और क्या इसे बड़ी लाइन में बदलने के प्रयोजन से कोई सर्वेक्षण किया गया गया है अथवा करने का प्रस्ताव है ?

रेल मंत्रालय में उपसंचारी (श्री मल्लिकार्जुन) : (क) इस लाइट रेलवे पर माल और सवारी दोनों प्रवाह को गाड़ियां चल रही हैं।

(ख) इस लाइट रेलवे का अधिग्रहण करने तथा इसे बड़ी लाइन में बदलने के लिए 1954-55 में एक इंजीनियरी सर्वेक्षण किया गया था। इस समय इस लाइन को बड़ी लाइन में बदलने का कोई प्रस्ताव नहीं है।

पश्चिम रेलवे में तदर्थ कर्मचारी

7163. श्री चतुर्भुजः क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे में 30 जून, 1980 तक कितने तदर्थ कर्मचारियों को नियमित किया गया; और

(b) उपरोक्त चयन के लिए और दितना समय लगते की संभावना है, जैसा कि संगत नियमों में अपेक्षित है?

सेल में शालय में उप-मंत्री (आमिस्ट्राजुन): (क) 461

(b) कोई समय-सीमा निर्धारित नहीं की जा सकती, क्योंकि वरिष्ठता, पदान्वति सरणि, न्यायालय के मामलों आदि के कारण उपकृता पश्चिमा/प्रवरण में देरी नग नावी है।

News Item, Captioned "Danger of N-War in Gulf"

7164 SHRI MOHD. ASRAR AHMAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to a News item under caption "Danger of N-War in Gulf" according to the 1980 year book of the Stockholm International Peace Research Institute as appearing in the Hindustan Times, dated July 15, 1980;

(b) the steps which Government propose to take to safeguard the interests of India;

(c) whether the whole year book has been fully scrutinised; and

(d) if so, the main recommendations thereof and the steps suggested for action by Government?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Yes, Sir.

(b) It is the Government of India's constant endeavour to prevent any escalation of tension and build up of great power rivalry in the region which may have security implications for this country. As a step in this

direction India has been actively associated with the proposal for the declaration of the Indian Ocean as a 'Zone of Peace'.

(c) and (d). The SIPRI year book 1980 is under scrutiny.

Goods and Parcels Handling Contract at Itwari

7165. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the date on which tenders for award of Goods and Parcels handling contract at Itwari and group of stations on the South Eastern Railway at Nagpur were received and opened;

(b) the date on which negotiations were conducted with the tenders for reduction of rates;

(c) whether it is a fact that tenders have not been finalised within the schedule time as per rules laid down in Engineering and Stores Code by the Railway Board; and

(d) if so, the reasons for the delay in finalising the tenders?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Tenders were opened on 31-12-1979.

(b) 10-6-1980.

(c) and (d). Goods and Parcels Handling Tenders are scheduled to be finalised within 6 months from the date of opening of tenders as per terms and conditions of Tenders. If tenders are not finalised for any reason within the stipulated time, extension of validity can be taken from the tenderers, which has been done in this case. The finalisation of the tenders has been delayed due to administrative reasons and high rates quoted.

Under Utilisation of In-door Beds in Primary Health Centres

7166. PROF. N. G. RANGA: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that there is under-utilisation of in-door beds in the Primary Health Centres and if so, the reasons thereof;

(b) the type of patients treated in the out-door and in-door Department of the Primary Health Centres;

(c) whether any evaluation study of the effectiveness of the services rendered by the Primary Health Centres to the community has been undertaken at any stage; and

(d) if so, the outcome thereof and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) In some areas the in-door beds provided in the Primary Health Centres are under-utilised as the PHCs do not have adequate diagnostic facilities e.g. Laboratories, X-Ray etc. and are also not equipped to treat serious and complicated cases.

(b) The Primary Health Centres attend to all types of common ailments and refer to the hospital such cases which require investigations and/or specialised treatment.

(c) and (d). No systematic evaluation of the effectiveness of the services rendered by the Primary Health Centres has been undertaken. Such a study would become feasible only when an effective Health Information System is built up to establish the mortality and morbidity patterns of communicable and other diseases.

Visit of French Foreign Secretary

7167. SHRI VIRBHADRA SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Secretary of the French Foreign Min-

istry have visited India and had discussions with the authorities here; and

(b) if so, the nature of discussions and the outcome thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir. The Secretary-General of the French Foreign Office held discussions with officials of the Ministry of External Affairs on 18th and 19th July, 1980.

(b) The discussions were part of the continuing dialogue between India and France. There was an exchange of views on the current international situation, with particular reference to the situation in our neighbourhood as well as in Europe.

Sonarpur Golabari Line

7168. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a proposal to construct a Railway line from Sonarpur to Golabari of 24 Parganas in West Bengal as a part of development of this backward area and also to attract tourists to Sunderbans;

(b) if so, the stage at which the matter stands; and

(c) if not, whether Government propose to consider the need of this area to put up a Railway line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). Sonarpur is already linked with Canning by a BG railway line. The traffic survey for construction of 20 kms. long Canning-Golabari BG rail link conducted in 1975 revealed that this rail link with electric traction was estimated to cost Rs. 1.91 crores at 1975 prices (the present day cost being Rs. 2.80 crores). The survey also revealed that the proposed line has not been found to be financially viable in the absence of adequate traffic, the return being 3.2 per cent with non-suburban fares and 2.6 per cent with suburban fares.

Payment of Compensation in case of Fire

7169. SHRI D. S. A. SIVPRAKASAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether any compensation is given either to the Consignee or the Consignor when the goods sent by Railway is damaged by fire; and

(b) if so, what is the procedure and amount of compensation for articles/goods sent on Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) According to statutory provisions contained in Section 73 of the Indian Railways Act, 1890 (9 of 1890), a railway administration shall not be responsible, inter alia, for loss, destruction, damage; deterioration or non-delivery, in transit of animals or goods delivered to the administration to be carried by railway, arising from fire provided the railway administration proves that it has used reasonable foresight and care in the carriage of the animals or goods.

(b) Each claim for compensation has to be dealt with on its merits having due regard to the Railways' liability under the provisions of the Indian Railways Act. In all cases of fire, invariably a departmental enquiry is held and on the basis of the finding of the Enquiry Committee the claims are disposed of having regard to the statutory provisions referred to above. If enquiry reveals that loss, destruction, damage, deterioration or non-delivery caused by fire arose on account of failure on the part of the railway administration to exercise reasonable foresight and care in the carriage of the animals or goods, in such circumstances the claim for compensation payable is normally the beejuck value of the goods less salvage value. In case of household goods, used motor cars etc., where beejucks are not available, the depreciated value of goods is taken into account while settling such claims.

Madras Coach Builders

7170. SHRI MANI RAM BAGRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have placed orders with the Madras Coach Builders for manufacture of coaches;

(b) if so, how many coaches;

(c) whether orders were also placed with M/s. Modern Industries, Sahibabad for supply of railway wagons but the company failed to make the supply in time; and

(d) whether the production capacity of both of them had gone down during 1979-80 and if so, the causes thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The Integral Coach Factory (I.C.F.) located at Perambur (Madras) is a Departmental Production Unit of the Ministry of Railways which has been set up for production of Railway coaches for Indian Railways. In 1979-80 I.C.F. turned out 712 coaches as against the target of 710 coaches. The Production target for 1980-81 is 720 coaches.

(c) The Ministry of Railways places orders (for wagons) regularly on all active wagon builders including M/s. Modern Industries. In general there has been no failure on the part of M/s. Modern Industries to deliver the wagons.

(d) There was no shortfall in production of coaches from I.C.F. and of wagons from M/s. Modern Industries, Sahibabad during 1979-80.

Number of Passenger and Cargo Ships Manufactured

7171. SHRI T. R. SHAMANNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of Passenger and Cargo Ships manufactured by Shipping yards for the past five years;

(b) what is the value of these ships; and

(c) how they have been disposed off?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) During the last five years, Indian Shipyards built and delivered 18 cargo vessels of different sizes, two supply vessels for ONGC and two 9000 cu.m. water carriers. No passenger vessel was built during this period.

(b) The total value of these vessels works out to about Rs. 164 crores.

(c) 10 cargo vessels were delivered to different Indian shipowners, two supply vessels to the Oil & Natural Gas Commission and the remaining vessels were exported.

तिनसुखिया मेल से दो किंवटक बिना बूक की गई चांदी का पकड़ा जाना

7172. श्रो दया राम शास्त्री: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे सुरक्षा बल ने 20 मार्च, 1980 को तिनसुखिया मेल गाड़ी के 3-टीयर सवारी डिब्बे से दो किंवटक बिना बूक की गई चांदी पकड़ी थी,

(ख) क्या इस 3-टीयर सवारी डिब्बे के यात्रा टिकट परीक्षक (टी०टी०८०) ने इस चांदी को ले जाने के लिए अपनी अनुमति दी थी, और

(ग) यदि हां, तो इस चांदी को ले जाने वाले व्यापारी और इस डिब्बे के यात्रा टिकट परीक्षक (टी०टी०८०) के विश्व क्या कार्यवाही की गई है ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) :

(क) 21-3-1980 को तिनसुखिया मेल के दिल्ली मेन रेलवे स्टेशन पर पहुंचने

पर रेलवे सुरक्षा बल के कर्मचारियों ने दो व्यक्तियों को 44 किंवटा (न कि दो किंवटल) चांदी ले जाते हुए पकड़ा था। इन व्यक्तियों से बिना बूक कराये माल ले जाने के कारण रेलवे को देय 208/- रुपये की राशि बमूल की गयी थी।

(ख) और (ग) कानपुर से नयी दिल्ली तक जो टिकट परीक्षक, 3 टीयर सवारी डिब्बे के साथ चल रहा था, उसने अपने डिब्बे में चांदी ले जाने के सम्बन्ध में अनभिज्ञता प्रकट की है। एक आमने-सामने की जांच का आदेश दिया जा रहा है और सम्बन्धित चल टिकट परीक्षक के विश्व दोषी पाये जाने पर अनुशासनिक बारंवाई की जायेगी। कानपुर से दिल्ली तक 'चांदी लाने' के तथ्य मात्र से ही सीमा शुल्क प्रधिनियम, 1962 के अन्तर्गत कारंवाई करना आवश्यक नहीं हो जाता। केन्द्रीय उत्पादन शुल्क विभाग, दिल्ली के कर्मचारियों द्वारा उस व्यापारी के विश्व कोई कारंवाई नहीं की रखी।

Supply to Axle-bearings

7173. SHRI NIHAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the names of foreign and Indian Companies which had offered to supply 33,000 axle bearing and the rates offered by them in their tender papers;

(b) whether, despite receipt of low rate tendered, the Railway in their own interest choose to accept the supply by the company which had offered higher rates as a result of which the Railways had to pay a sum of Rs. 2.69 crores more for the supply of 33,000 axle bearing and 42,000 axles; and

(c) if so, whether the case was investigated by Government and action taken against the persons responsible for making Government pay more?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Against the Global Tender invited by the Ministry of Railways in November 1973, for

Roller Bearing Axle Boxes, the firms had quoted for a number of alternatives. The details of technically acceptable offers are furnished below:

Name of the Tenderer	F.O.B. price	Equivalent landed cost(F.O.R. quotation (Rs.))
1. M/s Kolmex, <i>Poland</i> (fully imported cylindrical R.B. axleboxes including mounting, locking and initial greasing)	Rs. 1550	2866
2. M/s Shefko India Bearing Co. Ltd., <i>Bombay</i>		
(a) Possibility No. 3 (for 25,000 sets)		
(i) Spherical roller bearing only (imported)	FF 247.42	754
(ii) Axlebox mounting charges (excluding grease) (indigenous content)		1266
		1999
(b) Possibility No. 7		
(i) Fully imported R.B. Axlebox with cast steel axlebox	DM 580	2752
(ii) End locking plus mounting charges (excluding grease) (indigenous content)		92
		2844
3. M/s Precision Bearing India Ltd., <i>Bareda</i>		
(a)(i) FAG Make Roller Bearings fully imported above 20,000 sets	DM 520	2477
(ii) Mounting Charges (indigenous content)		25
		2502
(b)(i) Imported axle boxes and indigenous manufactured R. B. with imported raw material	DM 481	2505 (FOR price as quoted)
(ii) Mounting Charges		25
		2530
4. M/s National Engineering Industries, <i>Jaipur</i> . (fully indigenous)		3010
(Including mounting charges of Rs. 50/- per BOX)		

(b) and (c). On the basis of global tenders referred to above for purchase of Roller Bearing Axle Boxes, order for 33,000 Nos. Roller Bearing Axle Boxes was placed on the indigenous supplier in May, 1974, after holding negotiations with the indigenous supplier and also the Polish firm who among others, had quoted in response to this tender. When the tender was being finalised, the Ministry of Industrial Development allowed an expansion in April, 1974, in the licenced capacity of indigenous supplier and on this basis the entire requirements of Roller Bearing Axle Boxes of the Railways could be met by the indigenous supplier. The import was, thus, considered not inescapable and therefore, the Polish supplier's offer for 25,000 Nos. of Roller Bearing Axle Boxes was not availed of. Further in July, 1975, the Ministry of Railways placed another order on the same indigenous supplier for the supply of 42,000 Nos. of Roller Bearing Axle Boxes on the basis of a single tender enquiry. Since the indigenous supplier had the capacity to meet the Railways' requirements fully and the price quoted by the indigenous supplier was considered reasonable, the question of placement of order at higher rates does not arise. Therefore, the question of investigation by the Government etc. also does not arise.

सिविकम में शिल्पियों के लिए प्रशिक्षण केन्द्र तथा औद्योगिक प्रशिक्षण केन्द्र स्थापित करना

7174. श्रीमती संयोगिता राणे :

श्री मनकूल सिंह चौधरी :

क्या श्रम मंत्री यह वराने की कृपा करेंगे कि :

(क) क्या रोजगार तथा प्रशिक्षण नहानिदेशान्वय का एक विशेषज्ञ दल निविकम राज्य में शिल्पियों के लिए प्रशिक्षण केन्द्र तथा औद्योगिक प्रशिक्षण केन्द्र स्थापित करने के लिए एक कार्यक्रम तैयार कर रहा है, और

(ख) यदि हां, तो उसका व्यौरा बया है;

श्रम मंत्रालय में राज्य मंत्री (श्री टी० अंजेया) : (क) जी हां।

(ख) फिलहाल, विशेषज्ञों का एक दल सिविकम में अध्ययन कर रहा है और आगामी कार्यवाई इसकी रिपोर्ट प्राप्त होने पर की जाएगी।

Legislation for Building and Construction Workers

7175. SHRI CHITTUBHAI GAMIT: Will the Minister of LABOUR be pleased to state:

(a) whether there is any proposal to bring about legislation to protect the building and construction workers;

(b) if so, the details thereof; and

(c) what steps have been taken so far to protect them from exploitation and worst working conditions?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b). Yes, Sir. Government are considering a separate Central Legislation covering safety and health of workers in the building and construction industry.

(c) The protection and machinery provided for in the Industrial Disputes Act is equally available to workers in the construction industry. The other Labour Laws at present applicable to the workers in the building and construction industry are:

(i) Payment of Wages Act, 1936;

(ii) Workmen's Compensation Act, 1923;

(iii) Minimum Wages Act, 1948;

(iv) Contract Labour (Regulation & Abolition) Act, 1970; and

(v) Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979.

Under the Contract Labour (Regulation and Abolition) Act, 1970 and by Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service), Act, 1979, the workers are entitled to regular payment of wages and various basic amenities including shelter and medical facilities.

Medical Social Workers in Safdar-jang Hospital, New Delhi

7176. SHRI DHARAM DASS SHASTRI: Will the Minister of HEALTH be pleased to state:

(a) the total number of posts of Medical Social Workers in the Safdarjang Hospital, New Delhi;

(b) the number of posts reserved for Scheduled Castes/Scheduled Tribes;

(c) the number of posts given to general candidate on ad-hoc/lien basis which otherwise would have gone to members of Scheduled Castes and Scheduled Tribes as per Roster from beginning until now; and

(d) the number of posts dereserved; if any?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Five.

(b) Originally one post each should have been reserved for Scheduled Castes and Scheduled Tribes. However, various posts of the same class have been merged with these posts. Consequently, no reservation has been made specifically for the category of Medical Social Worker.

(c) Nil.

(d) Question does not arise.

Allotment of Government Accommodation to Staff Nurses

7177. SHRI C. CHINNASWAMY: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that Staff Nurses in Government service are not getting accommodation in time;

(b) if so, the details thereof;

(c) whether it is also a fact that other hospital employees like Resident Doctors and class IV employees are getting accommodation in time; and

(d) why staff nurses are getting step-motherly treatment?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No, Sir.

(b) Does not arise.

(c) and (d). They, as well as Nurses are getting accommodation in the hospitals in accordance with rules framed by hospital authorities. So far as general pool accommodation is concerned, they get accommodation in accordance with rules framed by Government in the Ministry of Works and Housing.

उज्जैन-कोटा रेल लाइन

7178. श्री सत्यनारायण जाटिया: क्या रेल मंत्री यह वर्ताने की वृप्ति करेंगे कि :

(क) देश में नैरोगेज रेल लाइनों के नाम क्या हैं,

(ख) क्या उज्जैन और आगरा के बीच पहले एक नैरोगेज लाइन थी और अब यह नहीं है,

(ग) नैरोगेज तथा मीटरगेज को बड़ी लाइनों में बदलने के लिये क्या मानदंड अपनाया जाता है,

(घ) उज्जैन-कोटा बड़ी लाइन के निर्माण पर कितना व्यय होगा और यदि इस योजना का कार्य आरंभ किया गया तो इसके कितने चरण होंगे, और

(ङ) उज्जैन-कोटा बड़ी लाइन के बद्वेक्षण पर कितना व्यय किये जाने की संभावना है ?

रेल मंत्रालय में उपमंडो (घी बलिलकार्जुन) : (क) एक सूची संलग्न है।

(घ) जी हां।

(ग) आमान-परिवर्तन परियोजना इस समय प्रारम्भ की जाती है जब कोई बड़ं संतृप्त हो जाता है और अतिरिक्त यातायात को संभालने में मुश्किल नहीं रहता अथवा जब यानान्तरण का परिमाण किफायती न रहे अथवा विलकुल भी व्यावहारिक न हो अथवा जब वह बुद्धि की संभावना वाले द्विवों के लिए तीव्र और निर्बाध संचार साधनों की व्यवस्था करने के लिए आवश्यक हो।

(घ) और (ङ) : उज्जैन और कोटा पहले से ही नागदा के रास्ते बड़ी लाइन से मिले हुए हैं, इमलिंग इन स्टेशनों को मिलाने वाली दूसरी बड़ी लाइन की व्यवस्था करने का कोई प्रस्ताव नहीं है।

विवरण

भारतीय रेलों पर छोटे आमान की लाइनों की सूची

मध्य रेलवे :

- नेराल—माथेरान
- गवालियर—भिड
- गवालियर—शेषुपुर कलां
- बोबपुर—तांतपुर—मोहरी—सरमणारा

5. पचोरा—जामनेर

पूर्व रेलवे :

- शांतिपुर—नवदीपथाट

उत्तर रेलवे :

- पठानकोट—जोगिन्द्र नगर
- कालका—शिमला

पूर्वोत्तर-सीमा रेलवे :

- दार्जिलिंग—हिमालया

दक्षिण रेलवे :

- बंगलूरु सिटी—बंगारपेटे

दक्षिण-मध्य रेलवे :

- दोड—बारामती
- मिरज—कुरुडवाडी—लालूर

दक्षिण-पूर्व रेलवे :

- नौपदा—गुणपुर
- रुपसा—तालबंद
- सतपुड़ा—रेलवे
- पुरुलिया—कोटशिला
- रांची—लोहारडागा
- धमतरी शाखा

पूर्वोत्तर रेलवे :

—कोई नहीं—

पश्चिम रेलवे

- छूछापुरा—टंडला
- कोसाम्बा—उमरगाड़ा
- जगाडिया—नेलंग
- चोरांडा—रोतीकोरम
- सामनी—दाहेज
- गोदरा—लूनावाडा
- पिपलोद—देव बड़वारिया

8. जोरावरनगर-सायला
9. चम्पानेर-शिवराजपुर
10. डमोही-टिम्बा रोड
11. भरुच-जम्बूसर-काल्वी
12. ग्रंकलेश्वर-राजपिपला
13. छोटा उदयपुर-जम्बूसर
14. चंदोद-मालसर
15. नडियाद-कपड़वंज
16. बिल्लीमोरा-वगही
17. नडियाद-फिज-भद्रान
18. मोरवी-घटोला
19. भावनगर-तलाजा-महुवा

Cadre Review Committee

7179. SHRI NARAYAN CHOUBEY:
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that after the Third Pay Commission's recommendations, the Cadre Review Committee have upgraded twice the officer cadre of all departments excepting those of the medical and security departments;

(b) if so, the reasons thereof;

(c) whether it is a fact that a large number of doctors are appointed by the Railways on ad hoc basis; and

(d) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). After Third Pay Commission's recommendations, the Gazetted Cadres of the Indian Railways have been restructured on two occasions. In the first restructuring which was done in 1973-74, out of 968 posts upgraded, 62 pertained to the Medical Department. Earlier also, the Indian Railway Medical Service had the benefit of upgradation in that all posts of doctors in

Group 'C' were placed in Group 'B' in 1966 and subsequently all posts of Assistant Medical Officers (except Dentists) were placed in Group 'A' (Class I) in 1973.

The gazetted set-up of Security Department was also reorganised in the year 1972-73, thereby increasing the number of gazetted posts at different levels. Again in 1979 some more gazetted posts in Security Department were added on the Zonal Railways.

A triennial Cadre Review of the Indian Railway Services has recently been completed by the Cadre Review Committee and approved by the Government. The Cadre Review of the Medical and Security Departments is under active processing separately as the set-up of these two departments is quite different from the other Railway Services and the considerations for strengthening the other eight Railway Services could not be applied in the same manner for the Medical and Security Departments.

(c) and (d). Recruitment to Class I posts of Assistant Divisional Medical Officer is made through annual competitive examinations conducted by the Union Public Service Commission. As the process of recruitment of doctors to fill up the existing vacancies takes a considerable time and since medical facilities are urgently required to be afforded to the Railway Personnel, Railways appoint doctors temporarily on ad hoc basis till they are replaced by direct recruit doctors.

First Class Coach Attendants

7180. SHRI KAMLA MISHRA
MADHUKAR:
SHRI K. A. RAJAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether First class coach Attendants are utilised on commercial duties for passengers amenities;

(b) if so, why they are not allotted scale Rs. 260-400 as awarded by

the Second Pay Commission and what are their duties;

(c) whether commercial couriers are performing commercial duties as per commercial manual vol-II; and

(d) if so, what are the reasons for not giving them scale Rs. 225—308 as awarded by the Third Pay Commission specially in North Frontier Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Coach Attendants posted in full corridor type First class coaches are under Commercial Department on the railways but they are not entrusted with the commercial duties such as handling of railway cash, issue of Excess Fare Tickets, journey tickets or realisation of any railway dues like reservation fee, sleeper surcharge etc, from passengers. They are class IV employees and were in the Authorised Scale of Rs. 75—89. After the implementation of Third Pay Commission's recommendations, the normal replacement of Revised Scale of Rs. 200—240 was allotted to them. The Revised Scale has however, been modified as Rs. 200—250 from 1-1-1973 in pursuance of recommendations of Anomalies Committee. The Second Pay Commission did not allot the Authorised Scale of Rs. 260—400 to this category. A list of duties assigned to coach attendants is attached as an Annexure.

(c) Yes.

(d) The commercial couriers were in the Authorised Scale of Rs. 80—110 and Rs. 105—135, which were replaced by Revised Scales of Rs. 210—270 and Rs. 225—308 respectively. On Northeast Frontier Railway, all posts of commercial couriers were in the Authorised Scale of Rs. 80—110 which were replaced with the normal Revised Scale of Rs. 210—270.

Statement

Duties of Coach Attendant in First Class Corridor Type Coaches.

1. To be present in the coach half an hour before the departure of the train and check that all internal fittings in the coach provided for the convenience and safety of passengers are in tact and in working order and that water tanks have been filled and all fittings for supply and use of water in the bath rooms are in good working order.

2. To carry the list of passengers travelling in his coach and accommodate passengers joining on route under the direction/supervision of the conductor guard of the train.

3. To check tickets of passengers when they first enter the coach to occupy berth/seat in the coach, if a TTE/Conductor is not there to exercise this check.

4. To attend personally to minor electrical/Mechanical defects developing in the coach and call maintenance staff concerned for attending to other repairs.

5. To keep the compartments, locked when the train is on the run and open them for occupation as and when required.

6. To keep the seats and berths of compartments properly cleaned at regular intervals by personally dusting the same.

7. To assist passengers in obtaining food, refreshment and look after their convenience generally.

8. To ensure that bath rooms compartments, corridors, wash basins and mirrors are cleaned by safaiwalas at regular intervals.

9. Prevent entry of beggars, hawkers & other unauthorised passengers inside the coach especially in corridor and to keep the corridor and space near bath rooms free from obstruction.

10. To keep a good look out on the corridor of the coach from the attendants seat, particularly during night time.

11. To appear in proper uniform and have their name badges to be easily identified by the Travelling Public.

12. Such other duties as may be prescribed from time to time.

Guard Forced to Attach SLR Next to Engine

7181. SHRI R. P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Area Officer, Ghaziabad has forced Guards of suburban train to work trains with their compartment (SLR) attached next to engine;

(b) whether it is also a fact that the Guards' compartment (SLR) is a must to be attached in rear of the train to watch safe entraining/de-training of passengers and any other mishappening for safety purposes;

(c) whether it is also a fact that it involves public safety more especially in automatic signalling sections requiring Guards to protect the train and be vigilant in case of any unusual happening enroute; and

(d) if so, the reasons for forcing guards to work passenger train in such an unsafe manner endangering public safety without a Guards' compartment (SLR) in rear of the train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. However, in the case of local trains running with one SLR, i.e. second class-cum-luggage van-cum-brakevan if any, due to shortage, local instructions were issued not to reverse the SLR in the other direction, if time available is not adequate for shunting. These instructions have since been withdrawn.

(b) and (c) Yes.

(d) Does not arise.

Appendix 3 (IREM) Examination

7182. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state:

(a) wheher it is a fact that the Appendix 3(IREM) Examination was held in November, 1979 by the Western Railway and the result of the same has been declared: and

(b) whether Government would declare such Scheduled Castes and Scheduled Tribes candidates successful as have secured more than 30 per cent marks in each subject so that the Railway Administration could fill the quota reserved for the posts of Section Officer (Accounts) by way of amendments, if necessary?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes but it was conducted by the Ministry of Railways on and for all Indian Railways including the Western Railway and the Production Units. The results have also been declared.

(b) No supplementary results of the Examination are contemplated. Before the results of the examination were announced, performance of unsuccessful scheduled caste/tribe candidates was specially reviewed and grace marks to such of them who were failing marginally in one or more subjects were granted to enable them to pass. This is a qualifying examination conducted by the Ministry of Railways every year and the results are finalised strictly on the basis of performance of the candidates plus moderation thereof, by the Railway Board and not on the basis of number of vacancies which may be available for a particular category of staff on an individual unit.

Cancellation of Driving Licences of Taxis and Scooters

7185. SHRI ARJUN SETHI:
SHRI R. K. MHALGI:

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

(a) whether Government are aware that most of the drivers of taxis and scooter rickshas in Delhi are choosy about places to go and refuse to carry the passengers;

(b) whether the police is authorised to impound the vehicles and cancel the driving Licences and permits of such drivers;

(c) whether some cases of such nature are pending in Delhi courts at present; and

(d) if so, what steps Government propose to take for quick disposal of such cases?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Delhi Administration have intimated that complaints are sometimes received regarding refusal by taxis and auto-rickshaw drivers. However since fares of taxi and auto-rickshaws were last revised on 10-6-80, no such complaint has been received.

(b) No, Sir.

(c) Yes, Sir.

(d) In the interest of speedy disposal of cases, the Delhi Administration has increased the number of Mobile Courts.

Unused Dredger in Port Blair

7184. SHRI S. A. DORAI SEBASTAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a dredger is lying unused for many years at Port Blair and if so, the reasons thereof;

(b) whether six vessels-Kadatala, Gomti, Narmada, Sambur, Chittal & Chinkara—bought at a cost of Rs. 3 crores by the Andamans Administration have been found defective; and

(c) if so, the action taken for claiming damages from the suppliers?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The Andaman Administration has reported that a dredger named 'D. V. Sankwas' purchased in 1971 was laid up in 1975 due to damage of one of the gears. Efforts to procure it through the manufacturers did not materialise and later the gear was manufactured locally and found to work satisfactorily. The vessel could not be operated as there was no Dredging Master and the Asstt. Harbour Master under whose supervision the vessel was being operated had proceeded on pre-mature retirement in June 1979. Recently one of the Lubricant oil pipes of gear box has been broken and efforts are being made to procure it and make the dredger operational.

(b) and (c) Six vessels have been bought for the Andaman Administration, and these vessels were certified sea-worthy by the competent authority. However, a minor defect was found during the guarantee period of a vessel M.V.F. Kadatala but this has been reported to have been rectified by the suppliers under Guarantee Clause of the Agreement.

Amendments in Existing Labour Laws

7185. SHRI DAULATSINHJI JA-DEJA: Will the Minister of LABOUR be pleased to state:

(a) whether Government are considering to bring certain amendments in the existing labour laws; and

(b) if so, the details of the existing Act which are to be amended and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) Information is given in the attached statement.

Statement

Proposed Legislative Changes in Various Labour Laws

1. INDUSTRIAL DISPUTES ACT, 1947:

The main proposals for amendment of the Industrial Disputes Act, 1947, relate to the definitions of 'appropriate government', 'industry' and 'workmen', entitling workers to approach the Labour Courts direct in the case of discharge, dismissal, etc., enhancement of the powers of the conciliation machinery and the Labour Courts/Tribunals.

2. INDUSTRIAL EMPLOYMENT (STANDING ORDER) ACT, 1946:

The amendments relate to the provision for payment of subsistence allowance.

3. TRADE UNIONS ACT, 1926:

Proposals relate to fixation of minimum qualifying membership for registration, entitling agricultural and rural workers to form trade unions, etc.

4. PAYMENT OF BONUS ACT, 1965:

Various proposals for amendment of the Payment of Bonus Act in certain respects have been received. These suggestions relate to extension of the Act to smaller establishments, raising of the salary limit raising of the minimum bonus and question of the bonus formula outside the Act, etc.

5. THE PAYMENT OF GRATUITY ACT, 1972:

It is proposed to amend the Act to enlarge its coverage, to clarify the method of calculating gratuity and to confer further powers on the controlling authorities to enable them to deal with disputes relating to non-payment of gratuity more effectively.

6. THE EMPLOYEES STATE INSURANCE ACT, 1948:

It is proposed to amend the Act, to give effect to certain recommendations of a High Powered Committee. The proposals for amendment include raising of wage limit for coverage, delegation of powers to the Employees' State Insurance Corporation and other matters.

7. THE EMPLOYEES PROVIDENT FUNDS AND MISCELLANEOUS PROVISIONS ACT, 1952:

The Employees Provident Funds and Miscellaneous Provisions Act, 1952, provides for the institution of compulsory provident fund for employees in factories and other establishments employing 20 or more persons. Proposals to amend the Act for widening its scope and coverage and effective implementation are under consideration.

8. PLANTATIONS LABOUR ACT, 1951:

The Plantations Labour Act, 1951 is proposed to be amended to extend its applicability to more plantations to cover workers drawing a wage limit upto Rs. 750/- p.m. reduce working hours and to provide for higher penalty against defaulting managers.

9. MINES ACT, 1952:

It is proposed to amend the Mines Act, 1952 with a view to removing certain difficulties experienced in the working of the Act and to strengthen the safety provisions etc.

10. AMENDMENT TO LIMESTONE AND DOLOMITE MINES LABOUR WELFARE FUND ACT, 1972:

Limestone and Dolomite Mines Labour Welfare Fund Act, 1972 is proposed to be amended to remove certain ambiguities in the Act and also in fulfilment of certain suggestions made by the Committee on Subordinate Legislation of Lok Sabha.

11. THE BIDI WORKERS WELFARE CESS ACT, 1976:

The Act is proposed to be amended to provide for a fresh mode of collection of cess to the Bidi workers Welfare Fund.

12. CONTRACT LABOUR (REGULATION AND ABOLITION) ACT, 1970:

Amendments are intended to empower the Licensing authority to forfeit whole or part of the security deposit to secure effective compliance of the provisions of the Act, to provide for recovery proceedings, etc.

13. PAYMENT OF WAGES ACT, 1936:

Certain proposals to amend the Payment of Wages Act, 1936 with a view to widening the coverage of the Act, fixing the responsibility of principal employer, providing for recovery of dues as arrears of land revenue, making provision for nomination in the event of death of the worker and for securing better and effective enforcement of the Act, are under consideration of the Government.

14. THE MINIMUM WAGES ACT, 1948:

Certain proposals to amend the Minimum Wages Act, 1948 with a view to reducing the interval for revision of wage rates, extending the coverage of the Act to employments

with less than 1000 workers, clarifying the position about wages for weekly days of rest and providing for expeditious disposal of cases, enhancement of penalties and certain other measures to ensure effective implementation of the provisions of the Act, are under consideration of the Government.

15. MOTOR TRANSPORT WORKERS ACT, 1961:

The Government is considering certain amendments of the Motor Transport Workers Act, 1961 in consultation with the State Government so as to improve its working.

16. THE SALES PROMOTION EMPLOYEES (CONDITIONS OF SERVICE) ACT, 1976:

The question of amending the Sales Promotion Employees (Conditions of Service) Act, 1976 is also being examined with a view to extending the scope of the Act.

17. CIRCUS INDUSTRY BILL:

It is proposed to undertake suitable legislation to provide for the safety, health and conditions of service, etc. for workers engaged in Circus Industry.

18. BUILDING CONSTRUCTION AND ENGINEERING WORKERS BILL:

It is proposed to undertake legislation to provide for safety in Building and Construction Industry.

19. MICA MINES LABOUR WELFARE FUND ACT, 1946:

In the Mica Mines Labour Welfare Fund Act there is no provision for laying of rules, regulation, etc. framed under the Act, before Parliament; it is proposed to make such a provision.

रेल दुर्घटनाओं की न्यायिक और विभागीय जांच

7186, श्री तारिक अनवर: क्या रेल मंत्री निम्नलिखित जानकारी देने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि:

(क) गत तीन वर्षों के दौरान कुल कितनी रेल दुर्घटनाएं हुई और उनमें से कितनी रेल दुर्घटनाओं के बारे में न्यायिक जांच की गई और कितनों के बारे में विभागीय जांच की गई;

(ख) उक्त जांच प्रतिवेदनों में क्या मुख्य सिफारिशों की गई; और

(ग) उन पर अब तक क्या कार्यवाही की गई है?

रेल मंत्रालय में उपमंत्री (श्रीमलिलकार्जुन):

(क) पिछले तीन वर्षों में अवृत्त 1977-78, 1978-79 और 1979-80 के दौरान भारतीय रेलों पर टक्कर, पटरी से उतरने, समपार की दुर्घटनाओं और गाड़ियों में आग लगने की कोटियों के अन्तर्गत 2,697 गाड़ि दुर्घटनाएं हुई हैं। इनमें से एक दुर्घटना की जांच, जांच आयोग अधिनियम, 1952 (1952 का 60) के अन्तर्गत नियुक्त एक जांच आयोग द्वारा की गयी थी। 79 दुर्घटनाओं की जांच रेल संरक्षा आयुक्तों द्वारा की गयी थी जो पर्यटन और नागरिक उड़ान मंत्रालय के प्रशासनिक नियंत्रण में कार्य करते हैं और शेष दुर्घटनाओं की जांच स्वयं रेल प्रशासनों द्वारा की गयी थी। रेल संरक्षा आयुक्तों ने विविध किस्म की तीन और दुर्घटनाओं की भी जांच की थी।

(ख) जांच रिपोर्टों में की गयी सिफारिशों विस्तृत किस्म की हैं। इनका मांटे तौर पर निम्न प्रकार से वर्गीकरण किया जा सकता है:-

(1) कमंचारियों को प्रोद्योगिकी सहायता प्रदान करना।

(2) सम्बन्धित कमंचारियों का गहन प्रशिक्षण और उनको समय पर डाकटरों जांच करना।

(3) यह सुनिश्चित करने के लिए विशेष जांच करना कि कर्मचारी नियमों का पालन करते हैं।

(4) चल स्टाक और रेल पथ के अनुरक्षण में मुधार।

(5) समपारों के पहुंच मार्गों पर गति अवरोधक की व्यवस्था और मोटर वाहन नियम लागू करना।

(ग) सभी सिफारिशों पर अनुबर्ती कार्रवाई की जाती है। मानवीय तत्वों पर निर्भरता कम करने तथा रेल पथ, चल स्टाक आदि का बेहतर अनुरक्षण सुनिश्चित करने के लिए संसाधनों की उपलब्धता के भीतर प्रोद्योगिकी यंत्रों का उत्तरोत्तर उपयोग किया जा रहा है।

प्रार्थनिक भर्ती के स्तर पर तथा आवधिक अन्तराल पर उच्चायों प्रशिक्षण के दोरान कमंचारियों के प्रशिक्षण पर काफ़ी बल दिया जाता है।

नियमों का कड़ाई से अनुपालन सुनिश्चित करने के लिए निरीक्षण और मोके पर आकस्मिक जांच भी की जाती है।

इसके अतिरिक्त, रेलों के संरक्षा संगठन गाड़ियों के संचलन से सम्बन्धित कर्मचारियों में संरक्षा के प्रति अधिक जागरूकता की भावना पैदा करने के

लिए निरन्तर अभियान चलाते हैं ताकि वह सुनिश्चित किया जासके कि कर्मचारी नियमों का उल्लंघन नहीं करते और लाघव उपाय नहीं प्रयत्नाते जिनसे दुर्घटनाएं होने की सम्भावनाएं रहती हैं।

नोवहन एवं परिवहन मंत्रालय ने भी राज्य सरकारों तथा केंद्र शासित प्रशासनों से बिना चौकीदार वाले समराओं के पहुंच मार्गों पर गति अवरोधकों की व्यवस्था करने के लिए कहा है। सड़क उपयोगकर्त्ताओं द्वारा सोटर वाहन नियमों का अनुपालन सुनिश्चित करने के लिए नागरिक और पुलिस, प्राधिकारियों के समन्वय से अचानक जांच भी की जाती है।

Deadlock in the Negotiation between the Minister and Striking Doctors

7187. SHRI M. V. CHANDRASHANKARA MURTHY:
SHRI K. P. SINGH DEO:

Will the Minister of HEALTH be pleased to state:

(a) whether the negotiation started by the Union Minister with the striking doctors ended in a dead lock;

(b) if so, whether many doctors were sacked on the 14th of July, 1980;

(c) whether doctors have been also recruited fresh;

(d) if so, how many doctors have been appointed; and

(e) when the normal working of these hospitals will start?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) The services of a few ad-hoc senior residents doctors working in Delhi hospitals have been dispensed

with in accordance with the terms and conditions of their appointment.

(c) and (d) Yes, 164 (upto 2-8-80).

(e) Every effort is being made to restore full functioning of these hospitals.

H.S. and H.S.M. Locos on South Eastern Railways

7188. SHRI NARAYAN CHOUBEY:
Will the Minister of RAILWAYS be pleased to state:

(a) how many H.S. and H.S.M. locos are on the (i) Indian Railways, (ii) South-Eastern Railway, (iii) Kharagpur Division;

(b) whether most of these locos are too old and have outlived the authorised period of service;

(c) whether it is a fact that the C.M.E., South Eastern Railway have ordered not to POH these locos on the South Eastern Railway;

(d) if so, the reasons therefor;

(e) how these locos can function if POH is not done; and

(f) whether to run locos without timely POH contravenes safety regulation or not?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Only 39 of these locomotives are in service and all of them are on Kharagpur Division of South Eastern Railway.

(b) Yes.

(c) to (e) These overaged locomotives are due for condemnation. Authority to condemn 6 has already been issued and the remaining will be processed depending on the availability of locos to replace them. Therefore, it is not considered economical to POH these locos. However, other preventive maintenance schedules are given so that these locos are in a fit condition to render service.

(d) There is no contravention of safety regulations, because full attention to all safety items is ensured.

नई दिल्ली और पटना के बीच सुपरफास्ट याड़ी चलाने का प्रस्ताव

7189. श्री चन्द्रेन प्रसाद वर्मा: क्या रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या नई दिल्ली और पटना चंकशन के बीच प्रति दिन एक सुपरफास्ट याड़ी चलाने का कोई प्रस्ताव है, और

(ख) यदि हां तो तत्सम्बन्धी जौरा क्या है ?

रेल मंत्रालय में उपर्यादी (श्री मलिनकार्जुन) :

(क) और (ख) यह मामला विचारणी में है।

Chinese Reaction over Recognition to Kampuchea

7190. SHRI CHITTA BASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether China has expressed displeasure on the Government's recognition of the Kampuchean Government thereto;

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

(c) how the ASEAN countries have reacted to this action of the Government;

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) The spokesman of the Chinese Foreign Ministry has described our recognition of People's Republic of Kampuchea as "exceptionally regrettable". However, although India and China may hold different views on some international issues, this need not affect the process of normalisation of relations between the two countries.

(c) In a letter on behalf of * the ASEAN Foreign Ministers, the Foreign Minister of Philippines has

conveyed their "deep regret" at our decision.

We, on our part, value our relations with ASEAN and believe that we should intensify our dialogue with them.

Calling a Conference of non-aligned Nations to consider Russian presence in Afghanistan

7191. SHRI ZAINUL BASHER: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government is going to call a Conference of non-aligned nations to consider the presence of Russian army in Afghanistan;

(b) if so, the expected date by which the Conference is going to be held;

(c) if not, the reason thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir.

(b) Does not arise.

(c) A proposal by some non-aligned countries for convening an Extraordinary Ministerial Conference of non-aligned countries to consider inter alia, the situation in Afghanistan did not receive consensus among all the non-aligned countries.

Termination of Agency Agreements by Bangladesh Shipping Corporation

7192. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Bangladesh Shipping Corporation has terminated all its Agency agreements with the Shipping Corporation of India;

(b) if so, the reasons thereof;

(c) whether the Shipping Corporation has similarly cancelled its agreements with the Bangladesh Shipping Corporation;

(d) if so, the names of private sector agency in Bangladesh and the terms of its contract with the Shipping Corporation of India; and

(e) whether the Bangladesh Shipping Corporation stands to benefit as a result of the above development?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (c) The mutual agency arrangements between the Shipping Corporation of India (SCI) and the Bangladesh Shipping Corporation (BSC) have recently been terminated by both the shipping lines. Further continuance of the SCI's arrangements with the BSC was considered detrimental to its commercial interests.

(d) SCI have appointed M/s. Samudrajatra Shipping Lines Ltd., Dacca as their agents in Bangladesh. The terms and conditions of this agency-appointment are the same as earlier with the Bangladesh Shipping Corporation. The terms and conditions relate to agency fees in respect of vessels calling for loading or discharging, calling in ballast on for major repairs dry docking or vessels loading or discharging on charter party terms etc. and commission on net-outward and inward liner freight, cargo loaded or un-loaded on charter party terms, on passage bookings etc.

(e) The SCI and BSC have terminated arrangements of one with the

other and there is no question of benefit according to any party out of this termination. So far as SCI is concerned, its revised agency arrangements fully protect its interests.

Loss of Life and Property due to Railway Crossing Accidents

7193. SHRI JITENDRA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that railway accidents on the railway crossings are on the increase;

(b) if so, the State-wise break-up thereof and the loss of life and property for the last one year; and

(c) what remedial measures have been taken to prevent these accidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Though during 1979-80, there were 115 train accidents at level crossings on the Indian Government Railways against 86 during 1978-79, there has been a significant improvement in the position during the current year, the number having come down from 54 during April to June, 1979 to 33 during April, to June, 1980.

(b) Information about train accidents is not compiled State-wise but Railway-wise. The number of train accidents at level crossings which took place on each railway during 1979-80 alongwith loss of human life and cost

of damage to railway property involved therein is given below:

Railway	No. of accidents	Loss of life	Approximate cost of damage to Railway property
(Rs.)			
1. General	7	6	3,600
2. Eastern	1	1	500
3. Northern	37	41	95,131
4. North Eastern	10	5	8,370
5. Northeast Frontier	8	1	6,591
6. Southern	11	55	20,250
7. South Central	7	11	4,050
8. South Eastern	12	5	5,154
9. Western	22	11	3,900
TOTAL :	115	136	1,47, 546

(c) Accidents at level crossings are generally caused by rash and negligent acts of road users. Railways have been conducting educative campaigns amongst the road users by distributing leaflets, pamphlets, exhibiting slides in cinema halls etc., advising them to be careful and vigilant while passing through the level crossings. Surprise checks are conducted in co-ordination with Police authorities to ensure rigid compliance with Motor Vehicle Rules by road users. In addition, potentially hazardous unmanned level crossings are being progressively manned at the cost of the railways.

क्षतिप्रस्त जोधपुर-बाड़मेर लाइन

7194. श्री वृद्धि चन्द जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत वर्ष लूगों नदों में बाढ़ के कारण जोधपुर-बाड़मेर रेल लाइन को भारी भूक्षान पहुंचा है;

(ख) क्या समदड़ी से यीलों तक उक्त रेल लाइन की अब तक पूरी तरह से मरम्मत नहीं हुई है जिसके परिणामस्वरूप रेलगाड़ियां उस पर धीरे चल रही हैं; और

(ग) इसकी पूरी तरह मरम्मत कब तक हो जाएगी ?

रेल मंत्रालय में उपसंचारी (धीर मल्लकार्जुन) : (क) जी हां।

(ख) इस खंड को यातायात के लिए लिए खोल दिया गया है परन्तु 30 से 50 कि० मी० प्रति घंटा का गति प्रतिबन्ध लगाया गया है क्योंकि बाढ़ में गिट्टी बह गयी है।

(ग) गट्टी डालने का काम माचं 1981 तक पूरा कर लिये जाने की आशा है और उसके बाद 75 कि० मी० प्रति घंटा की अधिकतम गति पुनः निर्धारित कर दी जायेगी।

Statutory Wage Board for selected Industries

7195. SHRI P. M. SAYEED:
SHRI CHANDRA BAHAN
ATHARE PATIL:

Will the Minister of LABOUR be pleased to state:

(a) whether Union Government are considering to set up Statutory Wage Board for selected Industries to minimise industrial unrest and enforce uniform wages, industry-wise;

(b) if so, the details of the proposed scheme;

(c) when the same is likely to be introduced; and

(d) whether this was also discussed in the State Labour Ministers' Conference?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH) (a) to (d) The 31st session of State Labour Ministers' Conference held on July 19-20, 1980 recommended that the Central Government should bring forward an enabling legislation providing for setting up of statutory Wage Boards for fixation/revision of wages by Centre/State Governments for each major industry. It also recommended that the legislation should provide for a Central Advisory Board to coordinate functions of State Boards. The recommendation is under consideration of the Government.

Countries likely to join Non-Aligned Group

7196. SHRI G. Y. KRISHNAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the concept of non-alignment is gaining strength in other countries; and

(b) if so, the countries which are likely to join the non-aligned nations group?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Movement of non-aligned countries has grown from 25 countries which attended the First Summit Conference in Belgrade in 1961 to 92 countries which attended the VI Summit Conference held in Havana in September, 1979. The Declaration adopted at the Havana Summit in September, 1979 stated *inter alia*: "It has been confirmed that the spirit of non-alignment constitutes, for an ever increasing number of countries, an indispensable alternative to the policy of total division of the world into blocs."

(b) It is not known at present as to how many and which countries will submit applications to join the Movement at the forthcoming Ministerial Conference of non-aligned countries to be held in New Delhi in early 1981.

Rise in incidence of Leprosy among Poorer Sections of Rural and Urban population

71797. SHRI K. PRADHANI: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the incidence of leprosy is continually rising among the poorer sections of the rural and urban population;

(b) if so, whether Government have conducted any survey in these areas in this regard during the last three years;

(c) if so, the details thereof; and

(d) whether Government propose to give financial assistance to such members of the poorer sections of the society who are crippled or unfit to work because of the disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No.

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

(d) There is no scheme for assisting individual leprosy patients. The Department of Social Welfare is giving financial assistance to Voluntary Agencies for education and training for rehabilitation of the handicapped including cured leprosy patients. It is also proposed to start a scheme for assisting the handicapped with aids and appliances required for greater mobility and ultimate rehabilitation.

Objectives of Central Council for Research in Homoeopathy

7198. SHRI H. N. NANJE GOWDA: Will the Minister of HEALTH be pleased to state:

(a) the objective for which the Central Council for research in Homoeopathy has been established;

(b) how much expenditure has been incurred on it upto date and what have been the achievements of this Council; and

(c) what role this Council has played in development and popularisation of the Homoeopathic system of medicine in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The Central Council for Research in Homoeopathy was established with a view to initiate, develop co-ordinate and organise scientific research in different aspects of Homoeopathy and to promote and assist institutions of research for the study of diseases, their prevention, causations and remedies.

(b) Till 30th June, 1980 an expenditure of Rs. 42.12 lakhs (approx.) has been incurred. So far 3 research institutions and 26 units/enquiries have been established in the various parts of the country. Recently, the Council has established a Documentation Cell in Headquarters to document information on all the known Homoeopathic drugs and on research work in progress. The Council also

publishes a quarterly bulletin as a media for dissemination of the research information.

(c) The Council, which is a newly established organisation, has been doing useful research works in the field of treatment of amoebic dysentery, tonsilitis, allergic dermatitis and bronchial asthma, Sinusitis, Phinitis and Rheumatoid arthritis, as well as in the field of anti-fertility. During 1979-80 approximately 75,000 patients were screened for research studies.

फालना रेलवे स्टेशन पर पक्का ब्लेटफार्म

7199. श्री मन्त्तचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) फालना रेलवे स्टेशन से अहमदाबाद और उसके आगे टेशनों के लिए और मारवाड़ जंबशन की तरफ और उसके आगे के लिए प्रतिदिन औसतन कितने यात्री किन-किन गाड़ियों से यात्रा करते हैं; और

(ख) क्या सरकार का विचार इस स्टेशन के ब्लेटफार्म को पक्का बनवाने और चालू वर्ष के दौरान वहाँ शैड का निर्माण करने के लिए योजना भी बनाने का है?

रेल मंत्रालय में उपमंत्री (श्री महिलकार्जुन) : (क) फालना से यात्रा करने वाले यात्रियों की दैनिक औसतन संख्या इस प्रकार है :—

अहमदाबाद के लिए	160
अहमदाबाद से आगे	450
मारवाड़ जंबशन की ओर	158
उपलब्ध गाड़ियाँ	
(1) 1 अप्रैल/2 डाउन-दिल्ली-अहमदाबाद	
मेल	

- (2) 3 अप्रैल/4 डाउन-दिल्ली-श्रहमदाबाद
एक्सप्रेस
- (3) 5 अप्रैल/6 डाउन-झागरा फोर्ट
श्रहमदाबाद तेज यात्री गाड़ी
- (4) 31 अप्रैल/32 डाउन जयंती जनता
एक्सप्रेस
- (5) 19 अप्रैल/20 डाउन-मेहसाना-
दिल्ली तेज यात्री गाड़ी
- (ख) वर्तमान प्लेटफार्म में कोई
परिवर्धन प्रथमा परिवर्तन करने का किलहान
प्रस्ताव नहीं है।

Sailing Vessel Industry

7200. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) whether sailing vessel Industry is getting loss; and
- (b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The non-mechanised sailing vessels plying on the coast are incurring losses mainly for the following reasons:—

(i) No financial assistance is being rendered to non-mechanised sailing vessels and the owners of these vessels have to borrow funds from private parties at exorbitant rates of interest or enter into freight contracts for the season at very low and uneconomical rates.

(ii) High rates of premium of full insurance. Laid up period of four months prescribed by the underwriters results in operation of a sailing vessel only for 8 months in a year.

(iii) Competition from road transport. The mechanised sailing vessels suffered losses during the recess-

sion period of 1977-78 and 1978-79 but currently the position has improved.

Programme to Popularise Hindi abroad

7201. SHRI N. E. HORO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that on the recommendation of the Sub-Committee of Parliament on Official Language some posts for Hindi Section of Indian Council for Cultural Relations were created;

(b) if so, how these posts have been filled up and the duties assigned to each official appointed against the post and what were their age, educational qualifications and previous experience;

(c) whether the action required on the implementation of the approved programme has been taken in hand with appropriate allocation of funds; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The posts were filled in accordance with the ICCR Service Rules and keeping in view the qualifications and previous experience prescribed by Government from time to time for the candidates. The duties assigned to each official against the post, their age, educational qualifications and previous experience are given in the statement placed on the Table of the House.

(c) The Indian Council for Cultural Relations has taken in hand the implementation of the approved programme. However, the Governing Body of the Council has decided to finance the items of work from the respective heads under the existing activities of the Council without allocating separate funds.

(d) The following programme has been drawn up by the Council for this purpose:

(i) Strengthening of the Cultural relations with Hindi speaking people abroad including those of Indian origin in countries of Asia, Africa, Caribbean areas, Fiji, etc. through enlarged programme of exchange of Hindi speaking artistes and scholars.

(ii) Expansion of the welfare activities of the Council such as study-tours and camps for Hindi-speaking foreign students in India.

b (iii) Extension of scholarships to foreign students for studying Hindi in India under the ICCR programme of scholarships.

(iv) Strengthening of Hindi teaching arrangements abroad and exploring possibilities for seeking recognition of these classes through affi-

liation with Indian universities/recognised Hindi teaching institutes.

(v) Publication of selected titles in Hindi.

(vi) Addition of more titles to the I.C.C.R. library and under the "Scheme of presentation of books to libraries and institutions abroad".

(vii) Screening of selected Hindi films for benefit of Hindi knowing foreign students at ICCR auditorium.

(viii) Arrangements for teaching Hindi and other Indian languages to interested foreign students at ICCR Headquarters and Regional Centres.

(ix) Arrangements for Hindi classes for the staff of the Council in collaboration with the Department of Official Language.

Statement

Post	Duties assigned	Age	Educational Qualifications	Previous Experience
1	2	3	4	5
1. O.S.D. (Hindi)	Overall supervision work relating to Hindi	44 years. 6 months	B.A., licentiate in Teaching. Diploma in Dramatics. Specialisation in production.	Done creative work in theatre Television. Translated Marathi, Malayalam & Gujarati novels in Hindi and English
2. Programme Officer	Assistance to OSD (Hindi) in work relating to Hindi	44 yrs. 4 months	B.A.	3 years experience in Publication Division, ISI. Senior Proof Reader in Publication Division in NCAER. Served as Publication Assistant in NCAER.
3. Publication Assistant	Assistance in publication of Hindi Quarterly 'Gaganachal'.	28 years.	B.A. Passed Asstt. Editor for (Madhyama) 4 years in from Hindi Chandauni. Sahitya Parishad, Allahabad. Articles published in "Ram Geela Times" and "Tumul Tufani."	

1	2	3	4	5
1. Publication Assistant	Assistant in publication of Hindi Quarterly "Gaganachal"	25 years 6 months.	B.A. Hons in Hindi and M.A. in Hindi.	3 years experience of translation, proof reading and editing. Assisted in publication of special "Reau" edition of "Sarika" Magazine.
5. Junior Stenographer (Hindi)	Hindi Stenography	20 years 4 months	Higher Secondary.	..
6. Hindi Typist	Hindi Typing	22 years 8 months.	B.A.	Since 1976 working as LDC English-com- Hindi typist. Knows Hindi Shorthand.

Late Running of Trains on Sealdah-Ranaghat-Lalgola Section

7202. SHRI TRIDIB CHAUDHURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most UP and DN passenger trains between Sealdah and Lalgola-Krishnapur stations on the Sealdah-Ranaghat-Lalgola Section under the Sealdah Division of Eastern Railway run systematically late and reach their destinations in both directions inordinately delayed much behind the scheduled times as shown on the time table; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The punctuality performance of trains on Sealdah-Ranaghat-Lalgola section has not been satisfactory mainly due to loco failures, crossings and precedences, miscreant activities, signal defects etc. Besides, Ranaghat-Lalgola section is a single line section and any late running of train on this section leaves little scope to make up time due to displaced crossings and precedences enroute.

However, all efforts are being made to improve punctuality performance of the trains running on this section; and avoidable cases of detention are being suitably taken up.

सिगरेटों, बीड़ियों और हुक्कों के धूएं में टार और निकोटीन

7203. श्री एस० बी० सिद्धान्तः क्या स्वास्थ्य मर्त्ति वह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि टाटा मेमोरियल अस्पताल में कैसर अनुसंधान संस्थान के अन्तर्गत (1) सिगरेट (2) बीड़ि और (3) हुक्के के धूएं में टार और निकोटीन की उपलब्धता के संबंध में अनुसंधान किया गया है;

(ख) यदि हाँ, तो तत्सम्बन्धी व्यौरुत बताया है;

(ग) क्या यह भी सच है कि भारत में निमित बीड़ियों एवं सिगरेटों में अन्य देशों के उसी प्रकार के उत्पादों की तुलना

में श्रविष्ट हानिप्रद रसायन होते हैं;
और

(क) उनको कम हानिप्रद बनाने और आम आदमी को उनके बुरे प्रभावों से बचाने अंतिम क्षय कदम उठाए जा रहे हैं ?

स्वास्थ्य मंत्रालय में राज्य मंडी (भी निहार इंजन नाट्कर) : (क) भारतीय बीड़ी और अमेरिकी सिगरेट के धुएं का तुलनात्मक रासायनिक विश्लेषण नेलोरडाना इस्टीट्यूट फार डिसीस प्रिवेन्यन, अमेरिकन हैल्प फार्मेसेप्स, न्यूयार्क और टाटा मेमोरियल सेंटर, कैंसर अनुसंधान संस्थान, बम्बई में किया गया है।

(ख) इस अध्ययन की मुख्य-मुख्य बातें हैं—मानव आंकड़ों से यह पता चलता है कि बीड़ी पीने से मुखी गुहा, असनाऊ स्वरवंब, नासमली फेफड़े का कैंसर हो सकता है। एक भारतीय लोकप्रिय बीड़ी और एक लोकप्रिय अमेरिकी गैरफिल्टर सिगरेट के धुएं का तुलना में बीड़ी के धुएं में कार्बन मोनोक्साइड (7.7 बनाम 3.5 बाल्यम प्रति शत) एसोनिया (284 बनाम 180 एन० जी०), हाइड्रोजन (903 बनाम 445 एन०जी०), फिनोल (250 बनाम 150 एन० जी०), अन्य वापशीज फिनोल (264 बनाम 173 वापशील एन० जी०) और कैंसरजनक हाइड्रोकार्बोन्स बैंजो (ए) हन्मासीन (117 बनाम 81 एन० जी०) तथा बैंजो (ए) वाइरीन (78 बनाम 47 एन० जी०) जैसे अनेक विषाक्त कार्कों (एजेंटों) की अधिक मात्रा होती है। इन रासायनिक आंकड़ों से यह पता चलता है कि बीड़ियों के धुएं में कैंसरजनक प्रभाव होते हैं और इस अभिश्वसन योग (इनहेलेन्ट) का जैव आमादम करने की जरूरत है।

(ग) अध्ययनों से यह पता चलता है कि बीड़ी के धुएं में विषाक्त कार्बन मोनोक्साइड की अधिक सन्दर्भ होती है। विषाक्त सिलिया पदार्थ होते हैं, हाइड्रोजन बाइनाइड और एरोलिन अंड्रूड उत्पन्न करने वाले एजेंटों के रूप में वाष्पज्ञील छिनोल होती है, इसके अतिरिक्त कणमध्य पदार्थ 'टार' और कैंसरजनक हाइड्रोकार्बन बैंजो (ए) एन्थ्रासीन तथा बैंजो (ए) पाइरीब की अधिक सन्दर्भ होती है।

(घ) जीवन विज्ञान संबंधी अध्ययनों से यह प्रमाणित हुआ है कि विशेष रूप से सिगरेट का धुएं और टार की कैंसर पैदा करने की शक्ति ही कैंसर के लिए जिम्मेदार होती है। यह देखा गया है कि सिगरेटों में फिल्टरों के उपयोग से सिगरेट के धुएं का हानिकारक प्रभाव कम हो जाता है। तकनीकी विकास घटानिदेशालय के कहने पर भारतीय मानक संस्थान की टोबेको तथा टोबेको प्रोडक्ट्स सेक्षनल समिति ने हाल ही में सिगरेट फिल्टर के भारतीय मानक बनाने के काम को आरंभ किया है।

सिगरेट (उत्पादन, सप्लाई और वितरण विनियम) अधिनियम, 1975 के अन्तर्गत सिगरेट नियमालाओं प्रथवा व्यक्तिवांकों को सभी कार्बनों प्रथवा सिगरेट के पैकेटों पर—जो बिक्री के लिए रखे जाते हैं, स्पष्ट सांविधिक चेतावनी प्रथात् "सिगरेट पीना स्वास्थ्य के लिए हानिकारक है" छापनी होती है। यह चेतावनी सभी विज्ञापनों में भी स्पष्ट रूप से छापनी होती है जाहे यह विज्ञापन समाचार पत्रों, प्रकाशनों प्रथवा होडिंगों प्रथवा प्रथ्य कहीं हों।

भूम्पान को कम करने के लिए स्वास्थ्य शिक्षा संबंधी उपाय भी किए गए हैं जैसे—

(1) केन्द्रीय शिक्षा बोर्ड के ग्रन्तवर्षत नोबो और दसबो कक्षा के छात्रों के लिए भूम्पान से स्वास्थ्य को होने वाले बतरों पर एक अध्याय को शामिल करना।

(2) प्रकाशनों और जन प्रचार के साधनों जैसे रेडियो, फिल्मों, दूरदर्शन आदि के माध्यम से भूम्पान के बतरों के मंबंध में सामूहिक स्वास्थ्य शिक्षा/प्रचार अभियान चलाना।

Beneficiaries of Free Ticket Quota of S.C.C.R.

7204. SIRI SATYENDRA NARAIN SINHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indian Council of Cultural Relations enjoys a fixed quota of free tickets from Air India and other airlines; and

(b) if so, who were the beneficiaries of these quotas in the year 1978, 1979 and January to June, 1980?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Indian Council for Cultural Relations does not enjoy any fixed quota of free tickets from Air India or other airlines. However, the Ministry of External Affairs, who were allotted varying number of mandatory passages on Air India flights from year to year till 1979-80 (when the scheme of mandatory passages was discontinued) by the Ministry of Tourism and Civil Aviation, released on recommendation of the Council some passages in favour of distinguished personalities from abroad to visit India an eminent Indian artists, scholars etc. to visit foreign countries.

Name of persons recommended by the Council in whose favour mandatory passages were so released in 1978, 1979 and January to June 1980 are given in the statement placed on the Table of the House.

Statement

1978

OUTGOING:—

1. Shri Jayanté Mahapatra, Writer, Orissa.
2. Dr. Mohan Agashe, Marathi Film Actor, Bombay.
3. (i) Smt. Sheila Dhar, Vocalist.
(ii) Smt. Leela Bahadur, Delhi.
4. Smt. Damayanti Chawala, Painter, Delhi.
5. Shri P. R. Chari, Director, The Institute of Defence Studies and Analysis, New Delhi.
6. Shri Asad Ali Khan, Been player and Shri Gopal Das, Pakhawaj Player, New Delhi.
7. Shri Jatin Das, Painter, New Delhi.
8. Smt. Kiran Sehgal, Bharatnatyam dancer, New Delhi (with two accompanists).
9. Smt. Jyotsnalata Shourie, Bharatnatyam dancer, New Delhi (with 6 accompanists).
10. Ustad Amjad Ali Khan, Sarod player, New Delhi and Smt. Subhalakshmi Barooh, Bharatnatyam dancer, New Delhi (with one accompanist).
11. Shri Satyajit Ray, noted Film Director, Calcutta.
12. Folk artistes from Rajasthan (i) Pupeeteers (ii) Ballad-singers of Pabuji-ki-Phad.
13. Shri Zaheeruddin Dagar and Shri Faiyazuddin Dagar, exponents of Dhurpad style of singing, New Delhi (with 1 accompanist).
14. Dr. Subramaniam Swamy, M.P., New Delhi.

15. Km. Jaya Apaswamy, Art Historian and Painter, New Delhi.
16. Shri Vikas Satwalekar, Senior graphic designer at the National Institute of Design, Ahmedabad.
17. Shri Shrikant Verma, M.P., Hindi Writer, New Delhi.
18. Smt. Radha Panikkar, Vice-President, Crafts Council of India, Madras.
19. Smt. Kamaladevi Chattopadhyay, Vice-President, I.C.C.R., New Delhi.
20. Dr. N. Gopinath, Prof. and Head of the Department of Cardio Thoracic and Vascular Surgery, A.I.I.M.S., New Delhi.
21. Shri Prabhat Ganguli, Choreographer, Gwalior.
4. Pandit Uma Shanker Misra, Sitar Player, Delhi.
5. Smt. Sonal Mansingh, Oriissi-Bharatnatyam Dancer, Delhi (with 6 accompanists).
6. Dr. Dinesh Chandra Sharma, Doctor of Ayurveda, All India Institute of Medical Sciences, New Delhi.
7. Prof. A. S. Paintal, Director, Vallabh Bhai Patel Chest Institute, New Delhi.
8. Prof. T. N. Krishnan, Violinist in Karnataka Style and accompanist, Madras.
9. Prof. R. Narayanan, Associate Professor of Latin-American Studies, JNU, New Delhi.
10. Shri I. J. Bahadur Singh, Ex-Ambassador, Project Director, India International Centre, Delhi.
11. Two faculty members of National Institute of Design, Ahmedabad.
(i) Renu Gupta (ii) Shri S. Balaram.
12. Prof. J. P. S. Oberoi, Delhi School of Economics, Delhi.

INCOMING:—

1. Mrs. R. Radhakrishnan, Producer, Suriname Radio (Suriname).
2. Mr. Ojah Maharaj, Member of Senate (Trinidad).
3. Mr. John William Knight, Senator and Mrs. Knight (Australia).
4. Dr. Nguen Khac Vien, Editor, Quarterly Journal "Vietnam Studies" (Vietnam).
5. Mr. Luis T. Santos, Mayor of the City of Davao (Philippines).
6. Mr. Roy McMurtry, Attorney General of Canada and Mrs. McMurtry (Canada).

1979

OUTGOING:—

1. Prof. Vishnu Kant Shastri, M.L.A., Department of Hindi, University of Calcutta, Calcutta.
2. Shri V. Ragurama Ayyar, Veena player, Delhi.
3. Smt. Indrani Rehman, Bharatnatyam and Oriissi dancer, Delhi.

1. Dr. E. N. W. Oppong, Dean of Agriculture, University of Ghana.
2. Prof. Damrong Wong Uparaj, Head of Visual Arts, Faculty of Arts, Silpakorn University (Thailand).
3. Dr. Ton That Tung, Cancer Specialist and Mrs. Tung (Vietnam).
4. Mr. Hans Hanoomansingh, Well Known Radio/TV personality (Trinidad).

1980 (January to June):—

OUTGOING:—

1. Km. Rasika Khanna, Bharatnatyam Dancer, New Delhi.
2. Shri Lallan Prasad Vyas, Editor Vishwa Hindi Darshan, New Delhi.

3. Smt. Chitra Visheshwaran, Bharatnatyam Dancer and accompanists, Madras.
4. Shri Ram Kumar, Painter, New Delhi.
5. Shri A. Ramachandran, New Delhi.

INCOMING:—

1. Mr. Hemilton Fish, Publisher of "The Nation", with one escort (U.S.A.)
2. Dr. R. Deosaran, Lecturer in Psychology and Sociology in the University of West Indies (Trinidad).

Kamrup Express

7205. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Kamrup Express did not run from 4-7-1980 to 6-7-1980 from Howrah/Sealdah to Gauhati causing a lot of inconvenience to thousands of passengers; if so, the reasons therefor;

(b) whether Government have ordered any inquiry in this regard and action taken against the persons responsible for non-running of this train, if so, the details in this regard; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 59 Up Kamrup Express leaving Howrah on 3rd, 4th and 5th July, 1980 was cancelled due to Assam Bunder.

(b) and (c) Since the reasons for cancellation were beyond the control

of Railways, no action can be taken against any one.

India's Dissociation with Member States of U.N. General Assembly to Discuss withdrawal of USSR from Afghanistan

7206. SHRI G. M. BANANTWALLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that India did not associate herself with the recent request made by a number of member-States for the United Nations General Assembly to discuss withdrawal of Soviet troops from Afghanistan;

(b) if so, whether Government do not consider this dissociation contradictory to its disapproval of the presence of Soviet troops in Afghanistan; and

(c) the reasons, if any, for keeping away from the aforesaid request?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) India is not one of the countries which have requested the inclusion of a new item on the agenda of the forthcoming 35th regular session of the U.N. General Assembly entitled "the situation in Afghanistan and its implications for International Peace and Security."

(b) No, Sir.

(c) Government is not convinced that raising this issue at the UN would be conducive to defusing the situation in the area and of avoiding Great Power confrontation in our neighbourhood. India is continuing its diplomatic efforts towards achieving a peaceful political situation in Afghanistan.

गंडक नदी पर रेल एवं सड़क पुल

7207. श्री अशकाक हुसैन : क्या रेल मंत्री यह बताने की इच्छा करेंगे कि :

(क) बाढ़ा के निकट गंडक नदी पर रेल एवं सड़क पुल का निर्माण पूरा होने में कितना समय लगने की मंभावता है;

(ख) उसके निर्माण में विलम्ब के क्या कारण हैं; और

(ग) क्या यह सच है कि वहां अब तक मिट्टी-परीक्षण की ओपचारिकता भी पूरी नहीं की गई है?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) छितोनी और बगहा के बीच रेलवे नाइन को फिर से विछाने के काम के भाग के रूप में गंडक नदी पर केवल एक रेलवे पुल बनाने का प्रस्ताव है। पुल का काम पूरा होने में लगभग 4 वर्ष लगेगा।

(ख) पुल का निर्माण शुरू करने में विनम्र का मुख्य कारण यह था कि उ० प्र० और चिहार राज्य मरकारों ने नदी के बहाव को नियन्त्रित करने से मन्त्रनिधि कार्यों की अपने हिस्से की नागत बहत करने की स्वीकृति नहीं दी थी।

(ग) अब इस पुल का निर्माण करने का विनिष्टव्य कर लिया गया है और मिट्टी सम्बन्धी अपेक्षित परीक्षण किये जायेंगे।

Seizure of Wagons containing Papers for Printing Currency Notes

7208. SHRI SATISH AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that two wagon loads of bags containing paper

used for printing currency notes of the denominations of Rs. 2, 5, 10 and 20 were seized by police at the Rajaburah railway station in Madhya Pradesh recently;

(b) if so, the details thereof; and

(c) the action that has been taken against the persons involved?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There is no Railway Station named Rajaburah. No Seizure of currency printing paper has also been reported.

(b) and (c) Do not arise.

Proposals to Improve Railway Stations in Tamil Nadu

7209. SHRI ERA MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the names of Railway Stations where there are proposals to improve the Railway Stations in Tamil Nadu Region of Southern Railway;

(b) if so, when the works will be taken up;

(c) whether it includes Tirupur and Erode; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Important works of improvement/augmentation of facilities are proposed to be carried out at the following stations:

(1) Madras Central

(2) Coimbatore

(3) Nagore

(4) Madurai.

(5) Tirunelveli.

(b) Work is in progress at Nagore, Madurai and Tirunelveli. Work at other stations is expected to be taken up during the current financial year.

(c) No.

(d) Improvement to Tiruppu Station building was carried out only in the year 1977 at a cost of about 3.5 lakhs. Moreover, the work for the addition of a double-bedded and a single-bedded retiring room is being taken up shortly. The amenities available at Tiruppur an Erode stations are considered adequate by and large to deal with the present level of traffic. Proposals to augment/improve the facilities at these stations will be considered in the future, taking into account the needs of the traffic future, taking into account the needs of the traffic.

New Railway Lines

7210. SHRI C. CHINNASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of new railway lines constructed since Independence; and

(b) what are the additions made in the Southern Railway during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 7735 Kms. as on 31st March, 1980.

(b) 785 Kms.

खोमचे वालों की सहकारी समितियां

7211. ओमती ऊवा वर्मा: दया रेल मंत्री यह बताने की दृष्टा करेंगे कि :

विवरण

क्रम सं० स्थान जहां ब्रेंडर्स जिन मदों के लिए आवेदन सहकारिता सोसाइटी स्थित है

दिग्गज

आवंटित ठेका आवंटित न करने के कियागया कारण
अथवा
नहीं

1. लखनऊ
(उत्तर रेलवे)

लखनऊ में ब्रमड़े का सामान

हां

2. लखनऊ

लखनऊ में विविध सामान

नहीं ठेका अनुसूचित जाति के

ऋग सं० स्थान जहां वेष्टसं जिन मर्दों के लिए आवेदन आवंटित ठेका आवंटित न करने
सहकारिता सोसाइटी दिया किया गया के कारण
स्थित है अथवा नहीं

7 (पूर्वोत्तर रेलवे)

एक प्रत्याशी, श्री चम्पण
प्रसाद को आवंटित किया
गया जिन्हें अधिक उपयुक्त
पाया गया ।

3. बरेली	बरेली में चाय, विल्कुट, हाँ पूरी और नमकीन	—	
4. आगरा छावनी	(i) राजा की मंडी में नहीं चाय और फल का स्टाल (ii) आगरा छावनी में नहीं फलों के स्टाल और कला-कृतियों का स्टाल	उपयुक्त नहीं पाया गया । जगह खाली नहीं है ।	
5. मनमाड	(i) मनमाड में चाय का स्टाल, भोजनालय, फलों का स्टाल और कलाकृतियों का स्टाल (ii) मनमाड में गन्ने का रस	जगह खाली नहीं थी । उपयुक्त नहीं पाया गया ।	
6. भुसावल	भुसावल में फलों का स्टाल हाँ	—	
7. वर्धा-पूर्व	वर्धापूर्व में चाय, काफी, हाँ मिठाई और फलों का स्टाल	—	

Complaints against DTC by Commuters

7212. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that complaints regarding bad service, bad behaviour and other lapses on the part of the Delhi Transport Corporation

staff in dealing with harried commuters in the Capital even made to the General Manager by name not result in any action and even their receipt is not acknowledged;

(b) the number of such letters received by him during the last three months which still remain unacknowledged; and

(e) whether Government consider the desirability of opening a separate cell to deal with such matters, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No, Sir.

(b) During April—June, 1980, 1990 complaints were received by DTC and all of these complaints have been acknowledged by the Corporation.

(c) It is not found feasible to have a separate Cell. All such complaints are dealt with by the officers of concerned departments in the DTC and action depending upon the nature of the complaint, is taken.

Financial Assistance to D.T.C.

7213. SHRI R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government provide financial assistance to the Delhi Transport Corporation in the form of subsidy or in any other form;

(b) if so, the amount provided during the last three years, year-wise; and

(c) why such financial assistance is not made available to Bombay Municipal Corporation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The DTC, which is under the administrative control of the Central Government, is given financial assistance in the form of interest bearing ways and means and capital loans.

(b) The amount of loans provided during the last three years are given below:

Year	Capital loan	Ways of means loan
1977-78	200.00	400.00
1978-79	475.00	700.00
1979-80	825.00	534.00

(c) The Bombay Municipal Corporation is under the Govt. of Maharashtra and as such it is for that State Govt. to provide financial assistance, to the said Corporation as and when considered necessary.

Numbers of Employees in Indian Diplomatic, Consular and Trade Representation Organisations Abroad

7214. SHRI BRAJAMOHAN MOHANTY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the total number of locally recruited employees employed in each of Indian Diplomatic, Consular and Trade Representation Organisations outside India and how many of them are foreign nationals;

(b) whether there is any rule for recruitment of local persons; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The upto date information is being collected and will be pleased on the Table of the House.

(b) and (c) The locally recruited personnel are mainly for Clerical or other lower jobs. They do not belong to any Cadre. The Heads of Missions/Posts are empowered to employ such personnel subject to their suitability for the requirements of the jobs. Terms of service vary from Mission to Mission according to local conditions.

Expenditure incurred on Non-Muslim Shrines in Pakistan

7215. SHRI BRAJAMOHAN MOHANTY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there are any non-Muslim shrines in Pakistan under protection and preservation of the Government of India;

(b) if so, the details thereof; and

(c) the expenditure incurred thereon during preceeding three years, year-wise?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir.

(b) and (c) Do not arise.

Vacant Posts of Nursing Superintendent in Safdarjang Hospital, New Delhi

7216. SHRI M. RAMGOPAL REDDY: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the posts of Nursing Superintendent in Safdarjang Hospital, New Delhi are lying vacant for a long time; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJA LASKAR) (a) No, not for a long time.

(b) Incumbent of the post retired on 29-2-80 on attaining the age of superannuation.

Sheds at D.T.C. Bus Stop

7217. SHRI M. RAMGOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that there are no sheds in number of Delhi Transport Corporation bus stops and are causing great inconvenience to the commuters; and

(b) if so, the amount provided for construction of sheds during 1980-81 and the names of bus stops where sheds will be provided during this period?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) (a) Yes, Sir.

(b) A sum of Rs. 20 lakhs has been provided by DTC for construction of Bus Queue Shelters and Time

1821 LS-5.

Keeping Booths. The details of the sheds to be provided during 1980-81 is enclosed in the Annexure. In addition, the NDMC who are responsible for providing sheds in New Delhi Area has also provided for Rs. 2 lakhs for this purpose.

Statement

List of proposed Bus Queue Shelters for the year 1980-81.

S. No.	Proposed Site	No. of Bus 'Q' Shelters
1.	Dhauila Kuan . . .	3
2.	Sadiq Nagar . . .	1
3.	Okhla Tank for City . . .	1
4.	Badarpur Boarder for City . . .	1
5.	D.D.A. Flats, Kalka Ji . . .	1
6.	Raghbir Nagar Terminal . . .	1
7.	Dhauila Piao . . .	1
8.	Wazirpur Depot-I . . .	1
9.	Sarswati Vihar, A-Block . . .	1
10.	Ramjas Road, New Rohtak Road. . .	1
11.	Hari Nagar Depot. . .	1
12.	Mehrauli Terminal . . .	1
13.	Qutab . . .	1
14.	Rampura wpt Punjabi Bagh . . .	1
15.	Inderlok wpt Zakhira . . .	1
16.	Mandoli TT Post . . .	1
17.	Shahdara for route No. 832 . . .	1
18.	Trilokpuri . . .	1
19.	Malviya Nagar (Replace) . . .	1
20.	Chittaranjan Park . . .	1
21.	Master Plan Road No. 30 (Opposite Mother Dairy Paschim Bihar Phase-I) . . .	1
22.	R.K. Puram Sector-I wpt Sector-III . . .	1

S. No.	Proposed Site	No. of Bus 'O' Shelters	3
1	2	3	
23.	Mukherjee Nagar	1	
24.	General Store on Ring Road	2	
25.	Punjabi Bagh Terminal (Mudrika Service)	1	
26.	Peera Garhi	1	
27.	Madipur J. J. Colony	1	
28.	Dakshinpuri	1	
29.	Madangiri	1	
30.	Kalkaji Temple	1	
31.	Tata Steel Company Okhla Phase-I	1	
32.	DESU Sub-station Okhla Phase-I	1	
33.	Bawana Depct	1	
34.	Shalimar Bagh	1	
35.	Tilak Nagar	2	
36.	Geetanjali Enclave	1	
37.	Punchsheel Club	1	
38.	Pankha Road C-Block	1	
39.	Najafgarh	1	
40.	Vikaspuri (Budela Village)	1	
41.	Kirti Bagar	1	
42.	Tibia College (Karol Bagh)	1	
43.	Hari Nagar Clock Tower	1	
44.	Saket J-Block	1	
45.	Sultanpuri A-B-Block (E-Block)	1	
46.	Katwariya Sarai More	1	
47.	Industrial Area Moti Nagar	1	
48.	Shadipur Depot.	2	
49.	Hari Nagar Central Jail	2	
50.	New Rajinder Nagar	1	

1	2	3
51.	G-I Janakpuri	1
52.	C-5C Block Janakpuri	1
53.	C-5/B Janakpuri	1
54.	Pankha Road Janak Cinema	1
55.	Punjabi Bagh Terminal wpt* Rani Bagh	1
56.	LIG Flats Mayapuri	1
57.	Sultanpuri Jalebi Chowk	1
58.	Government Press, Mayapuri	1
59.	Nangloi	1
60.	Gurdwara Road	1
61.	Vishist Park, Janakpuri	1
62.	DESU Colony, Janakpuri	1
63.	Wazirpur Water Tank	1
64.	J. J. Colony, Wazirpur	1
65.	Bharat Nagar Crossing	1
66.	I.S.B.T. (Route No. 218)	1
67.	Idgah	1
68.	New Rohtak Road	1
69.	Timarpur	1
70.	Ashok Vihar Pahasc-II	1
71.	Punshsheel Club	1
72.	Shiv Mandir (Andrews Ganj)	1
73.	Timarpur	2
74.	Trilokpuri 13-Block	1
75.	Yamuna Puri	1
76.	Nand Nagri	1
77.	New Secmapuri	1
78.	Mangol Puri A-Block	1
79.	Mangol Puri D-Block	1
80.	Mangol Puri Y-Block	1

1	2	3
81. PNB Colony . . .	1	
82. National Highway Pandav Nagar . . .	1	
83. Shiv Puri . . .	1	
84. H-Bolock Ashok Vihar . . .	1	
85. Ashok Vihar (A-Block) Phase-II . . .	1	
86. Sangam Cinema . . .	1	
87. I. P. Depot . . .	1	
88. Greater Kailash-II . . .	1	
89. Greater Kailash-II Railway Colony . . .	1	
90. Lady Sri Ram College . . .	1	
91. Punj Sons . . .	1	
92. Kalkaji Depot . . .	1	
93. Modern, School, Vasant Vihar . . .	1	
Total : . . .	100	

T.A. to Railway Employees

7218. SHRI MOTI LAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board have laid down any policy for granting travelling allowance to the railway employees.

(b) if so, whether any instructions have been laid down therein stating that the railway employees attending duties at out-stations are to produce certificates alongwith the Travelling Allowances journals to prove their performance of duty at out-stations; and

(c) whether certificates in support of duty at out-stations are required to be attached with the Travelling Allowance journals for passing of the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c) The rules for the grant of Travelling Allowance do not provide for production of certificates in all cases to prove the performance of duty at out-stations and no administrative instructions have also been issued to this effect. However, it is open to the Supervisory Officials/ Controlling Officers, who are required to verify and countersign the TA Bills of their subordinates, to insist on production of such a certificate wherever they deem fit to check the genuineness of the claim. In certain circumstances, such as attendance in Court, or enquiry etc., a certificate on performance of duty is normally attached with the Travelling Allowance Bill.

चेतक एक्सप्रेस गाड़ी में सार्वजनिक सुविधाओं को हीन दशा

7219. श्री भौखाभाई : क्या रेल्वे मंत्री यह बताने की दृष्टा करेंगे कि :

(क) क्या यह सच है कि चेतक एक्सप्रेस गाड़ी में विजली की फिटिंग्स वाशवेसिनों, पंखों, पाखानों आदि की दशा बहुत ही जीर्णशीण है ;

(ख) यदि हां, तो क्या सरकार को इस बारे में कोई शिकायतें प्राप्त हुई हैं; और

(ग) यह गाड़ी कितनी दूरी तक के लिए एक्सप्रेस है और कितनी दूरी तक के लिए पैसेंजर है ?

रेल मन्त्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) 16 डाउन/15 अप्रैल चेतक एक्सप्रेस दिल्ली और उदयपुर सिटी के बीच अपने पूरे मार्ग पर एक्सप्रेस गाड़ी के रूप में चलती है ।

Posting of Assistant Personnel Officers|Divisional Personnel Officers at a place for longer periods

7220. SHRI R. L. P. VERMA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2820 on the 3rd July, 1980 regarding the prescribed stay of Assistant Personnel Officer and state:

(a) whether Government are aware that the Assistant Personnel Officers/ Divisional Personnel Officers dealing with establishment and staff matters are likely to develop vested interests, if posted at one place for longer periods;

(b) whether some time back the stay of a Divisional Personnel Officer was restricted to 3 years in one Division;

(c) the difficulties which lie in the way of the Railway Administration in fixing the stay of a Divisional Personnel Officer at one place like Officers of the other Railway Services to ensure cleaner administration; and

(d) the steps which Government propose to take presently to transfer such of the Divisional Personnel Officers who stayed in a Division or particular seat on the Northern Railway for more than three years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No such case has come to notice.

(b) No.

(c) and (d) It is not considered necessary to fix a period of stay for Personnel Officers at one place. However, the need for periodically transferring officers/employees is always kept in view.

Appointment to the post of Additional Director-General, Health Services in the Ministry

7221. SHRI R. L. P. VERMA: Will the Minister of HEALTH be pleased to state:

(a) whether any rules have been framed for appointment to the post of Additional Director-General, Health Services in the DGHS and if so, what and if not, the reasons therefor; and

(b) since when this post was created and whether any tenure for the incumbent of this post has been prescribed; and if so, what and if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The post of Additional Director-General of Health Services in the Directorate General of Health Services, is a Supertime Grade I post of Central Health Service and is filled in accordance with the relevant provisions of Central Health Service, Rules 1963 which reads as follows:

"The post of Additional Director-General of Health Services shall be filled, on the recommendation of a Departmental Promotion Committee, by promotion on the basis of merit with due regard to seniority of officers holding posts in Supertime Grade I who have rendered service for a period not less than two years in that category".

(b) The post of Additional Director-General of Health Service was originally created on 31st October, 1962 and is included in the Central Health Service since its inception. The present incumbent is holding the post since 12-4-1978. As the Central Health Service posts are not tenure posts, the post of Additional Director-General of Health Service is also not a tenure post.

Sanctioned Posts at Bhagalpur Junction

7222. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of sanctioned posts of all categories of Commercial, Traffic and General at Bhagalpur Junction (Bihar), in Eastern Railway;

(b) the actual number of staff available in all categories;

(c) the actual number of staff short in all categories including the cadre of announcer; and

(d) the reasons for gap between the actual sanctioned strength and actual staff available in all categories?

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

Dredger 'Mohana'

7223. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Dredger 'Mohana' in Calcutta Port has met with an accident and is lying idle; and

(b) if so, whether any steps have been taken to take evidence from the staff of the said dredger at the time of investigating the causes of the accident?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The Dredger 'Mohana' had an accident on the 12th April, 1980. After interim repairs, it was commissioned into service on the 17th June, 1980 on restricted basis.

(b) A preliminary investigation of the cause of accident was conducted. Evidence of concerned operating Engineers of the vessel was recorded by the investigating officer at that time.

Development of Visag and Paradip Ports

7224. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his Ministry prepared the plans for the development of Visag Port and Paradip Port keeping in view transportation of steel, iron

ore, aluminium and other commercial goods through these ports apart from the existing capacity of transportation;

(b) if so, the expansion programme taken up by his Ministry in Fifth and Sixth Plan periods;

(c) the funds provided in Fifth Plan and the Sixth plan proposals, Port-wise; and

(d) the work undertaken so far in this regard?

THE MINISTER OF STATE IN THE MNISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes.

(b) to (d) Position in respect of each port is indicated below:—

Visakhapatnam Port

Important schemes included in the 5th Five Year Plan (1974—78) and plan period 1978—80 relate to procurement of Hopper Suction Dredger of 4000 tonnes capacity and shipping tug of 2000 tonnes capacity, completion of Visakhapatnam Outer Harbour Project, provision of third wagon tippler, oil mooring berth, oil berth and dust suppression equipment in the Visakhapatnam Outer Harbour Project, facilities for shipment of alumina, provision of sheds etc. An expenditure of about Rs. 62.15 crores has been spent on different schemes during the plan period 1974—80.

Details of the 6th Five Year Plan (1980—85) are under formulation. A provision of Rs. 10.73 crores has been included in 1980-81 Plan for different schemes which include third wagon tippler, oil berth and oil mooring berth, steel hopper barges, 10 tonnes electric wharf crane, crawler mounted cranes, replacement of Rapier mobile cranes, shipping tug, wet basin etc.

Important works already completed/in progress relate to Visakhapatnam Outer Harbour, oil mooring berth, acquisition of tug, Hopper Suction

Dredger, Dust suppression equipment, Wet Basin, Crawler mounted crane, replacement of rapier mobile cranes, etc.

Paradip Port

Important schemes included in the 8th Five Year Plan (1974—78) and plan period 1978—80 relate to procurement of dredger and construction of dredge pit, construction of 1st and 2nd general cargo berth, procurement of locomotives, Heavy Duty Mobile Cranes and 30 tonne bollard pull tug, construction of sea wall, transit sheds and warehouses, Railway facilities, improvement and modification to ore handling plant etc. An expenditure of about Rs. 40.35 crores has been incurred on different schemes during 1974—80.

Details of the 6th Five Year Plan (1980—85) are under formulation. A provision of Rs. 8.11 crores has been included in the Annual Plan 1980—81 for different schemes like construction of 2nd general cargo berth, transit sheds and warehouses, procurement of tug and locomotive, improvement and modifications to ore handling plant, wet basin, cutter suction dredger, workshop machinery, heavy duty mobile cranes etc.

Important works already completed/in progress relate to construction of transit sheds and warehouses, Railway facilities, locomotive and tug, sea wall and second general cargo berth, improvement and modifications to ore handling plant, etc.

Mixed Primary School at Khurda Road

7225. SHRI ZAINAL ABEDIN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of students in South-Eastern Railway mixed Primary School at Khurda Road;

(b) the total accommodation in square feet available in the said school for the students;

(c) whether the accommodation available is according to the provision made in the Orissa Education Code;

(d) whether it is a fact that the school begins at seven hours in the morning throughout the year; and

(e) whether the Railways have any proposal to provide more accommodation in the school so that it will begin at a time with the Mixed High School at Khurda Road?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 1163.

(b) The area of accommodation provided in the school is 13,100 sq. ft.

(c) to (e). Yes.

Assistant Draftsmen

7226. SHRI ZAINAL ABEDIN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Assistant Draftsmen/Estimators/Design Assistants working in scale of Rs. 330-560 (R. S.) over Indian Railways;

(b) how many of such staff have completed 10 years and 15 years service in the grade; and

(c) how many have reached the maximum of Rs. 560 in the grade?

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

Duration of Junior Doctors Strike in Delhi

7227. PROF. MADHU DANAVATE: Will the Minister of HEALTH be pleased to state:

(a) what was the duration of the Junior Doctors strike in Delhi that commenced in July 1980;

(b) how many Junior Doctors participated in the strike;

(c) how many patients were refused admission to Delhi's Hospitals as a sequel to the strike; and

(d) if any settlement has been arrived at with the Junior Doctors on strike and what are the terms of settlement?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) From 5th July, 1980 till date.

(b) 1154 Junior and Senior Resident Doctors and 409 interns.

(c) None.

(d) The doctors have been advised to call off their strike so that their demands could be discussed.

Closure of Ayurvedic Colleges in the Capital

7228. SHRI R. L. P. VERMA: Will the Minister of HEALTH be pleased to state:

(a) whether two Ayurvedic Colleges in the Capital, one in Rajendra Nagar and the other in Trans-Jamuna have been closed down indefinitely resulting in the loss of almost two academic years to the students;

(b) if so, the reasons therefor and the steps taken to resolve the tangle and restart the colleges;

(c) whether Government will consider some measures to assist those Students who were in the fourth and Final Year of their studies to complete their courses at least in some of the Colleges in the neighbouring State in case these can't be done in the existing Colleges to save their academic career; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) and (b) The two private Ayurvedic Colleges viz., Ahinsa, Ayurvedic College, Shankar Road and Samatan Dharma Ayurvedic College, Krishan-nagar which were closed by their res-

pective managements due to strike of the students have now reopened as the strike has been called off. Necessary arrangements for the Supplementary Examinations are being made by the Examining Body, Ayurvedic and Unani Systems of Medicine, Delhi.

(c) and (d) Does not arise in view of reply to (a) and (b).

Rotational Duty of Officers of Central Secretariat Service

7229. SHRI R. L. P. VERMA: Will the Minister of HEALTH be pleased to state:

(a) whether there exists any system under which Officers of the Central Secretariat Service working in his Ministry and attached Offices like D.G.H.S. who are dealing with establishment matters are rotated from one seat to another;

(b) whether it is a fact that there are Officers in the Ministry and D.G.H.S. for the last twenty-four years and working at one seat for the last more than three years dealing with administration; and

(c) if so, their particulars and reasons for not rotating them not only for their career development but also to prevent against their developing vested interests for continued stay at one post like Deputy Director/Under Secretary/Director etc.?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Normally, officers of the Central Secretariat Service, who have put in continuously 5 years service in a particular Section/post, are considered for rotation within the Ministry/DGHS or from the Ministry to the DGHS and vice versa.

(b) and (c) No officer of the Central Secretariat Service has been working at one seat for the last 24 years. However, 13 Assistants, 1 Section Officer and 1 Under Secretary have held the same charge for the

last three years. They will be considered for rotation in other seats after 5 years, as per reply given in part (a) above. No instance of vested interest has come to notice.

रेल अध्यापकों का मजदूर संघ

7230. श्री चतुर्भुजः क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड ने रेलवे के अध्यापकों को अपना अलग मजदूर संघ बनाने की अनुमति दी है;

(ख) यदि हां, तो रेलवे अध्यापकों के मजदूर संघ को अब तक मान्यता न दिये जाने के क्या कारण हैं; और

(ग) मजदूर संघ को कब तक मान्यता दे दी जायेगी और किन शर्तों पर दी जायेगी ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) से (ग) भारत के उच्चतम न्यायालय में मामला निर्णयाधीन होने के कारण रेलवे अध्यापकों द्वारा गठित एमोसिएशन को मान्यता देने के बारे में कोई निर्णय नहीं लिया जा सका। इस बीच, दो मान्यता-प्राप्त संगठन रेलवे विद्यालयों के अध्यापकों के मामलों सहित कर्मचारियों से सम्बन्धित सभी मामलों पर रेलवे बोर्ड स्तर पर विचार-विमर्श करते हैं।

Cost of Training a Doctor

7231. PROF. N. G. RANGA: Will the Minister of HEALTH be pleased to state:

(a) the approximate cost of training of a basic doctor in Ayurvedic, Homoeopathy and Unani Systems of Medicines; and

(b) how the cost compares with the training of their counterparts in the Allopathic System of Medicine?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) No study has so far been conducted to assess the cost of training of a basic doctor in Ayurvedic, Homoeopathy and Unani Systems of Medicine.

(b) In view of (a) above, the question of comparison with Allopathic doctors does not arise.

Extension of Suburban Service from Canning Station to Dhamakhali

7232. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether suggestions had been made to Government for extending the Eastern Railway suburban service from Canning Station to Dhamakhali;

(b) if so, Government's reaction thereto; and

(c) the difficulties which lie in the way of the Railway Administration in this behalf?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Canning is already linked with Sonarpur by a BG railway line. The traffic survey for construction of 50 kms. long Sonarpur-Dhamakhali rail link conducted in 1975 revealed that this rail link with steam traction was estimated to cost Rs. 3 crores at 1975 prices, the present day cost being Rs. 4.20 crores. The survey also revealed that the proposed line was not found financially viable in the absence of adequate traffic, the return being negative.

CGHS Facilities to Retired Government Employees

7233. SHRI S. M. KRISHNA: Will the Minister of HEALTH be pleased to state:

(a) whether a Central Government pensioner who resides in the Capital and is subscribing to the Central Government Contributory Health Scheme on the basis of pension drawn

is precluded from subscribing at a higher rate on the basis of last pay drawn if he so desires to do at any later stage;

(b) if so, the reasons therefor and what are the difficulties which lie in the way of his Ministry in debarring these pensioners from having this facility when the Public Exchequer gets more revenue for the same services rendered;

(c) whether he would lay on the Table of the House a copy of the relevant Rules or Order under which this change over from a lower rate to higher rate is not allowed; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (d) In accordance with para (iii) of the orders No. F.4-66/69-H dated 17-1-1970 regarding extensions of the medical facilities under the Central Government Health Scheme to Central Government Pensioners, they are entitled to the facilities available to serving Government employees earning the same emoluments. Continuous treatment as on the date of retirement could also be considered on payment by the pensioner of contribution charged on the last pay drawn. Relevant extract from the said order is enclosed in the annexure.

Statement

Extracts from Ministry of Health and Family Planning (Department of Health) O. M. No. F. 4-66/69-H, dated the 7th January, 1970 to all Ministries regarding Extension of Medical facilities under the Central Government Health Scheme to Central Government Pensioners in Delhi|New Delhi.

(ii) Contributions:

The beneficiaries who will join the Scheme will be liable to pay contri-

bution on the following rates with reference to their gross pension in the case of pensioners and with reference to half of their last substantive pay drawn in the case of those retiring with C.P. Fund benefits.

Gradation according to Gross Pension/Pay	Rate of Monthly contribution	Rs.
1. From Rs. 2000 and above	12.00	
2. From Rs. 1500 to Rs. 1999	9.00	
3. From Rs. 1000 to Rs. 1499	6.00	
4. From Rs. 750 to Rs. 999	5.00	
5. From Rs. 500 to Rs. 749	4.00	
6. From Rs. 250 to Rs. 499	2.50	
7. From Rs. 151 to Rs. 249	1.50	
8. From Rs. 76 to Rs. 150	0.75	
9. Upto Rs. 75	0.50	

They will be entitled to the facilities available to serving Government employees earning the same emoluments. Continuous treatment at the same level as on the date of retirement could be considered on payment by the Pensioner of contribution charged on the last pay drawn.

Use of Cast Iron Pipe

7234. SHRI NIHAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether cast iron pipe costing Rs. 11.09 lakhs laid between Kali Dam and Filter House situated at Dahod station in March, 1975 and with a further expenditure incurred for repairs and replacements of Rs. 1.58 lakhs is not being put to use and the old soft iron pipes are being used instead;

(b) if so, the reasons for laying new pipe lines; and

(c) from whom the inferior pipes were purchased and the action taken against them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The new C.I. pipeline was laid, since the old M.S. pipe line had suffered corrosion over the period of years in service. Since there were bursts in the new pipeline after its commissioning in March 1975, necessary repairs had to be undertaken. The repaired pipeline has been tested and found to be in working order. The old pipeline is being retained in view of the latest requirements of water and also as an alternative during emergencies.

(c) No action has been taken. The pipes were purchased from (i) M/s. Kesoram Industries and Cotton Mills Ltd., Calcutta-17, and (ii) M/s. Electro Steel Castings Ltd. Calcutta-1. These pipes were duly inspected and certified by the D.G.S. and D.

Absorbing of Surplus Workers at Bombay Port

7235. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Transport Ministry ensured to take all efforts to absorb the workers at Bombay Port, who were rendered surplus due to sudden drop of import of foodgrains by the Food Corporation of India; and

(b) if so, the reasons for non-absorbing these workers, who being surplus accepted voluntary retirement?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Most of the ex-casual workers at Bombay Port who were rendered surplus due to sudden drop of import of foodgrains by the Food Corporation of India, have been absorbed.

(b) However, a balance of 250 to 300 workers, who had resigned from the service of the Board or re-

tired after taking voluntary retirement benefits or who were above 40 years of age and therefore, not eligible for recruitment under the scheme could not be absorbed by the Bombay Dock Labour Board. The Board had taken a decision long back not to re-employ any worker who had resigned from service under any circumstances including those retired under voluntary Retirement Scheme.

Railway Tariff Enquiry Committee

7236. SHRI CHATURBHUJ: Will the Minister of RAILWAYS be pleased to state:

(a) when and the object with which Railway Tariff Enquiry Committee was constituted;

(b) the guidelines set for the Railway Tariff Enquiry Committee;

(c) whether Government propose to accept the recommendations of the Committee; and

(d) if so, by what time and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Rail Tariff Enquiry Committee was constituted in September 1977 for carrying out a comprehensive examination of the structure of fares, rates and other charges for public traffic as also for post office and military traffic and other ancillary and incidental matters, and to make recommendations for their modification.

(b) The guidelines of the Committee were:—

(1) to examine the structure of fares, rates and other charges for public traffic carried by passenger trains and/or goods trains, in all its aspects, and ancillary and incidental matters such as packing conditions and booking and delivery of, and payment for traffic;

(2) to examine the structure of fares, rates and other charges for

post office mails and military traffic carried by passenger trains and/or goods trains as also ancillary and incidental matters;

(3) to examine any other cognate matters that may be referred to the committee by the Ministry of Railways;

(4) to recommend the modifications which should be made bearing in mind, among other relevant considerations, the interests of the common man, the requirements of developing economy and the importance of making the Railways financially viable and the possibility of increased operating efficiency; and

(5) any other matters connected with the rationalisation and simplification of the freight and fare structure on the Indian Railways and any other incidental matters relating thereto.

(c) and (d) An Implementation Cell has been created in Railway Board to examine the implications of the recommendations of the Rail Tariff Enquiry Committee. Decision will be taken on the basis of this examination which is expected to be completed in about eight months' time.

Vocational and Technical Training Institutes

7237. SHRI T. R. SHAMANNA: Will the Minister of LABOUR be pleased to state:

(a) the number of Vocational and Technical Training Institutes in the country at present;

(b) the subjects for which Training is given in these institutions;

(c) the number of applications received in these institutions for the last three years; and

(d) the number of admission given to the applicants during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJTAH): (a) As on 1-7-1979 there were 740 Government Industrial Training Institutes/Centres and Privately run Institutes affiliated to the National Council for Training in Vocational Trades in the country. Out of these, 356 Institutes/Centres are permanently affiliated Government Training Institutes.

(b) Training is imparted in 53 subjects which are indicated in Annexure 'A'.

(c) and (d) The craftsmen training schemes is being administered by the respective State Governments Union Territories. The requisite information relating to the number of applications received and the number of admissions given by each of the Private Institutes and Provisionally affiliated Government Institutes is not available with the Central Government. However, the required information in respect of the 356 Permanently affiliated Government Institutes is as under:

Year	Number of applications received	Number of admissions given
1977	8,10,717	1,10,192
1978	9,52,701	1,12,274
1979	10,85,086	1,06,876

Statement

List of trades together with period of training in respect of Craftsmen Training Scheme

S. No. Name of the trade Duration

A. Engineering Trades.

1. Blacksmith	1 year
2. Welder (Gas & Electric)	1 year
3. Sheet Metal Worker	1 year
4. Moulder	1 year

S. No.	Name of the trade	Duration
5.	Carpenter	1 year
6.	Mechanic (Motor Vehicle)	2 years
7.	Mechanic (Tractor)	1 year
8.	Mechanic (Tractor)	1 year
8.	Mechanic (Diesel)	1 year
9.	Upholstery	1 year
10.	Plumber	1 year
11.	Painter	1 year
12.	Farm Mechanic	2 years
13.	Wireman	2 years
14.	Building Constructor	2 years
15.	Pattern Maker	2 years
16.	Fitter	2 years
17.	Turner	2 years
18.	Machinist (Grinder)	2 years
19.	Machinist	2 years
20.	Millwright|Maintenance Mechanic	2 years
21.	Tool & Die Maker	2 years
22.	Watch & Clock Maker	2 years
23.	Electroplater	2 years
24.	Electrician	2 years
25.	Instrument Mechanic	2 years
26.	Refrigeration & Air-Conditioning Mechanic	2 years
27.	Draughtsman (Mechanical)	2 years
28.	Wireless Operator	1 year
29.	Draughtsman (Civil)	2 years
30.	Mechanic (Radio & T.V.)	2 years
31.	Surveyor	2 years
32.	Electronics	2 years

S. No.	Name of the trade	Duration
B.	Non-Engineering Trades	
1.	Bleaching, Dyeing and Calico Printing	1 year
2.	Book Binding	1 year
3.	Cane, Willow and Bamboo work	1 year
4.	Cutting & Tailoring	1 year
5.	Embroidery & Needle Work	1 year
6.	Hand Weaving of Newar, Tape, Durries and Carpets /	1 year
7.	Hand Composition and Proof Reading	1 year
8.	Hand Weaving of Fancy & Furnishing Fabrics	1 year
9.	Hand Weaving of Woolen Fabrics	1 year
10.	Knitting with Hand and Machine	1 year
11.	Manufacture of Footwear	1 year
12.	Manufacture of Household Utensils	1 year
13.	Manufacture of Sports good (Leather	1 year
14.	Manufacture of goods (Misc)	1 year
15.	Manufacture of Sports goods (Wood)	1 year
16.	Manufacture of Suitcases and other Leather goods	1 year
17.	Preservation of Fruits Vegetables	1 year
18.	Printing Machine Operator	1 year
19.	Weaving of Silk and Woolen Fabrics	1 year
20.	Stenography (English)	1 year
21.	Stenography (Hindi)	1 year

इन्दौर-नागदा यात्री गाड़ी

7238. श्री निहाल सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार 8 सवारी डिब्बों वाली इन्दौर-नागदा यात्री गाड़ी को एकप्रेस गाड़ी के रूप में चलाने रथा इसके चार सवारी डिब्बों को प्रत्येक 20 अप-वस्त्रई गाड़ी तथा प्रत्येक 18-डाउन दिल्ली गाड़ी के साथ जोड़ने का है;

(ख) क्या यह सत्र है कि यदि 141-142 उज्जैन यात्री गाड़ी को नागदा तक बढ़ा दिया जाये तो यात्रियों की समस्याओं का हल निकल आयेगा और उज्जैन जाने वाली 128-130 पार्सन गाड़ी से यात्रा करने वाले यात्री नागदा में डाक गाड़ियां पकड़ सकेंगे, और

(ग) क्या सरकार सम्बन्धित रेल प्रविहारियों को कहेंगी कि वे इन मप-पाओं का अध्ययन करके गमाधान करें और यदि नहीं, तो इसके द्वारा कारण हैं?

रेल मंत्रालय में उपमंत्री (श्री मलिककार्जुन): (क) जी नहीं।

(ख) और (ग) इसकी जांच की गयी है और नागदा-उज्जैन खंड पर नाहर क्षेत्र की तर्जी है और नागदा में एक रेक के अनुरक्षण के लिए पर्याप्त मुत्तियाओं के अभाव के कारण इसे व्यवहारिक नहीं पाया गया। इसके अवावा, यदि इस गाड़ी को नागदा तक बढ़ा दिया जाये, तो भी यह 129/130 पार्सन गाड़ी से मेल नहीं ले पायेगा।

रेलवे को आय और व्यय

7239. श्री सत्यनारायण जाटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1979-80 में रेलवे को सभी स्रोतों से कुल कितनी आय हुई और कितना व्यय हुआ;

(ख) उज्जैन, देवास, इन्दौर, रतलाम और नागदा रेलवे स्टेशनों से वर्ष 1978-79 और 1979-80 के दौरान सवारी-किराया और माल भाड़े से कुल कितनी आय हुई;

(ग) त्योहार के अवसर पर उज्जैन स्टेशन से रेल में चढ़ने वाले यात्रियों के किराये के रूप में करवारी से मई, 1980 तक कुल कितनी आय हुई; और

(घ) क्या तीर्थ स्थानों को जाने और वहां से वापस आने के लिए सामान्य किराये के अलावा किसी प्रकार का अधिभार भी लिया जाता है?

रेल मंत्रालय में उपमंत्री (श्री मलिककार्जुन): (क) वर्ष 1979-80 के दौरान, कुल प्राप्तियां 2370.70 करोड़ रुपये तथा कुल खर्च 2137.90 करोड़ रुपये हुआ। इसमें उधार ली गयी पूँजी पर सामान्य राजस्व को देय लाभांश के 293.89 करोड़ रुपये शामिल नहीं हैं।

(ख) 1978-79 और 1979-80 में उज्जैन, देवास, इन्दौर; रतलाम और नागदा से किराये और भाड़े के रूप में प्राप्त कुल राजस्व का विवरण नीचे दी गयी तालिका में दिया गया है:—

(करोड़ रुपयों में)

	1978-79		1979-80	
	किराया	भाड़ा	किराया	भाड़ा
उज्जैन	0.62	0.83	0.67	0.76
देवास	0.08	0.58	0.08	0.40
इन्दौर	1.58	2.38	1.74	2.61
रत्नाम	1.26	1.12	1.39	1.27
नागदा	0.25	0.22	0.27	0.20

(ग) फरवरी, मार्च, अप्रैल और मई, 1980 के दौरान सिंह मंत्रे के कारण उज्जैन से गाड़ियों पर चढ़ने वाले यात्रियों के किराये के रूप में प्राप्त कुल राजस्व नीचे दी गयी तालिका में दिया गया है :-

(करोड़ रुपयों में)

फरवरी, 80	मार्च, 80	अप्रैल, 80	मई, 80	जोड़
0.06	0.06	0.24	0.13	0.49

(घ) रेल तीर्थ स्थानों को जाने और वहां से लौटने वाले यात्रियों से सामन्य किराये के अतिरिक्त रेल किराये पर कोई आधिकार नहीं लेती। विभिन्न तीर्थ स्थानों को जाने वाले यात्रियों पर राज्य सरकार/स्थानीय प्राधिकरण की ओर से तीर्थ स्थल-कर के रूप में केवल नाम मात्र की राशि ली जाती है।

भोपाल रेलवे स्टेशन पर गाड़ियों से कुचले गये व्यक्ति

रेलवे स्टेशन पर किंतु व्यक्ति रेल गाड़ियों से कुचले गये, और

7240. श्री दयाराम शाक्य : व्या
रेल मंत्री यह बताने का कृपा करेंगे
कि :

(क) गरु तीन वर्षों के दौरान उपरि-
पुन और भोपाल रेलवे यार्ड के बीच रेल
लाइन का पार करते समय भोपाल

(ख) व्या भोपाल के लोगों ने
रेलवे प्राधिकारियों से मांग की है कि
पैदल चलने वालों के लिए शहर के दोनों
भागों का जोड़ने वाले पुन का निर्माण
किया जाये और यदि हां, तो उस पर
क्या निर्णय किया गया है ?

रेत नंत्रालय में उप मन्त्री (धो मल्टिकार्जन) : (क) पिछले 3 वर्षों के दौरान भोपाल स्टेशन पर ऊपरी पुल और भोपाल यांड के बीच लाइन पार करते समय गाड़ियों द्वारा कुचले जाने वाले व्यक्तियों का संख्या इस प्रकार है :—

वर्ष	कुचले गये व्यक्तियों का संख्या
1977	2
1978	3
1979	4

भोपाल में बिजलीघर कालोनी के मुद्य मडक से जोड़ने वाले अल्पना टाइक्स के द्विराहे पर एक ऊपरी पुल के निर्माण के लिए प्राइवेट व्यक्तियों को और से अधिकार देन प्राप्त हुए हैं।

रेते अपनी लागत पर ऊपरी पदल पन्नों का निर्माण, याक्तियों के लिए प्लेट फार्म बदलते समय पटरी को पार करने के लिए या परिचलन क्षेत्र से प्लेट फार्म पर आनंद-जाने के लिए करती है। जनता का एक मिरे से दूसरे मिरे तक पूरी पटरी पार करने के लिए नये पैदल ऊपरी पुलों के निर्माण का सम्पूर्ण लागत राज्य सरकार/स्थानीय प्राधिकरण द्वारा वहन का जानी होती जिन्हें इसके लिए प्रस्तावों का प्रायोजन किया जाना होता है और इसकी सम्पूर्ण लागत वहन करने का वचन देना होता है। तदनुसार, अधिकार भेजने वाले व्यक्तियों का सलाह दी गयी है कि वे इस प्रस्ताव को प्रायोजित करने के लिए राज्य सरकार/स्थानीय प्राधिकरण से सम्पर्क करें। इस संबंध में न तो राज्य सरकार ने और न ही स्थानीय प्राधिकरण ने कोई प्रस्ताव भेजा है।

News item "Lettuces Prevents Cancer"

7241. SHRI MOHD. ASRAR AHMED: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to a news item captioned "Lettuces prevents cancer" in Hindustan Times, dated the 6th July, 1980;

(b) if so, what steps Government propose to take in this regard; and

(c) whether any research will be carried out in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes. Cancer afflicting various sites have multi-factorial etiological basis. As such it would not be justifiable to assume that foods containing adequate amount of Vitamin-C, and less of salt would inhibit the process of carcinogenesis, specially of gastric cancer. However, heavy salt in the diet has been incriminated as an important etiological factor in the causation of gastric cancer in countries like Japan. High content of nitrites in leafy vegetables, including lettuce leaves, have been incriminated as important ingredient of the diet as related to gastrointestinal cancer.

(b) and (c) No special action is called for.

मध्य प्रदेश में लोहा/मैग्नीज अयस्क खनिज उपकर अधिनियम/कल्याण निधि अधिनियम का प्रबन्ध

7242. धो दिलीप सिंह भूरिया : क्या श्रम मंत्री यह बताने की हृपा करेंगे कि :

(क) क्या लोहा/मैग्नीज अयस्क खा श्रम कल्याण उपकर अधिनियम, 1966 और लोहा/मैग्नीज अयस्क खान श्रम दस्य निधि अधिनियम, 1978 के संचाल

के कार्य का दिनांक 1 जुलाई, 1979 से अनानन्द इी श्रम कल्याण आयुक्त (केन्द्रीय) को हस्तान्तरित कर दिया गया था और यदि हाँ तो उसके क्या कारण हैं ;

(ब) क्या इस अधिनियमों के संचालन का उत्तरदायी कार्यालय इन्दीर में स्थित है; जबकि श्रम कल्याण आयुक्त (केन्द्रीय) का कार्यालय जवलपुर में है; प्रार

(ग) यदि हाँ, तो क्या सरकार का पहले वाली स्थिति को ही पुनः बहाल करने का विचार है ?

श्रम मंत्रालय में राज्यमंत्री (श्री टी० अंजेया) : (क) संपूर्ण भारत में क्षेत्रीय कार्यालयों के दुनर्गठन और अंशकालिक आयुक्तों का प्रणाली को समाप्त करने के परिणामस्वरूप लोहा/मैग्नीज अयस्क खान श्रम कल्याण विभिन्न पक्कर का कार्य जवलपुर के पूर्णकालिक आयुक्त के सौंपा गया ।

(ख) इन्दीर में स्थित कार्यालय आयुक्त के कार्यालय का एक भाग है और इसे जवलपुर में स्थानान्तरित किया जाना है ।

(ग) जी नहीं ।

**Central Standing Committee on
Rural Unorganised Labour**

7243. SHRI CHHITTUBHAI
GAMIT:

SHRI CHITTA BASU:
SHRI AMARSINH V.
RATHAWA:

Will the Minister of LABOUR be pleased to state:

(a) what are the objectives of the Central Standing Committee on rural unorganised labour and who are the members;

(b) how many meetings were held in the last two years and what are their achievements; and

(c) whether there is any decision to formulate any legislation to protect farm workers and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) to (c) The objectives of the Central Standing Committee on Rural Unorganised Labour are to advise Government on matters relating to improving the living and working conditions of rural unorganised labour and promoting their organisations. The members of this Committee represent workers and/employers organisations, members of Parliament, Central Ministries and Departments, the State Governments, Institutions, Organisations and individual/social workers engaged in and associated with the welfare of agricultural workers in the country.

During the last two years, two meetings of the Central Standing Committee were held, the first on 29th January, 1979, and the second on 9th July, 1980. In its first meeting on 29th January, 1979, the Central Standing Committee set up three sub-committees to report separately on:

(i) the framework of a Central Bill to regulate the wages and conditions of employment of agricultural workers and to provide a machinery for the settlement of disputes and claims;

(ii) the procedure and practices in identifying and freeing bonded labourers and recommend what improvements could be brought about to make them more effective;

(iii) the administrative and legal measures necessary to strengthen the organisation of rural workers and give proper attention to rural workers, training and education.

The reports of these three sub-committees were discussed in the meeting of the Central Standing Committee which met on 9th July, 1980. The Committee while approving the reports of the three sub-committees, namely: (a) Report on Bonded Labour; (b) Report on Central Legislation for Agricultural Workers; and (c) Report on Rural Workers Organisation and Education, *inter-alia* made the following recommendations:

(i) employers responsible for freed bonded labourers relapsing into bondage should be punished stringently, protection should be extended to released bonded labourers and that the Bonded Labour System (Abolition) Act, 1976 should be suitable amended to remove existing defects.

(ii) that Central Legislation for Agricultural Workers, be processed quickly and introduced in Parliament at the earliest, after the requisite consultation.

(iii) Besides these, the Central Standing Committee decided that a sub-committee be formed after consulting the Ministry of Rural Reconstruction and other Ministries, to go into the following issues:—

(a) ways and means of removing unemployment and under-employment in rural areas, through employment generation schemes, and

(b) extension of socio-economic gains of development such as health-care, family welfare, education, housing etc., for the rural poor.

The draft Central Legislation which was prepared by the Sub-Committee on Central Legislation, along with the other sub-committee reports are presently being examined by Government. The draft legislation for agricultural workers seeks to regulate the wages and conditions of employment of agricultural workers and to provide a machinery for the settlement of disputes and claims.

रेखा फैशन कम्पनी के विवर भविष्य निषि
की बकाबा राशियाँ

7244. श्री गिहाल सिंह: दया जल
मन्दी यह बताने की दृष्टा दरेंगे कि :

(क) क्या रेखा फैशन कम्पनी की
मैसर्स विनोद एण्ड विमल टैक्सटाइल
मिल्स, उज्जैन द्वारा चलाया जा रहा है;
और

(ख) यदि हाँ, तो इस कम्पनी की
और पिछले तीन वर्षों के लिये 15
जूलाई, 1980 तक भविष्य निषि अंशदान
बथा कर्मचारी राज्य बीमा योजना की
कितनी-कितनी राशियाँ बढ़ाया हैं?

भव मंत्रालय में राज्य मंत्री (श्री दी०
अंजना) : (क) कर्मचारी राज्य
बीमा नियम और कर्मचारी भविष्य निषि
प्राधिकारियों ने सूचित किया है कि
उपलब्ध सूचना के अनुसार रेखा फैशन
कम्पनी मैसर्स विनोद और विमल टैक्स-
टाइल मिल्स, उज्जैन के डाइरेक्टरों द्वारा
नहीं चलाई जा रही है।

(ख) कर्मचारी भविष्य निषि प्राधि-
कारियों ने सूचित किया है कि यह
प्रतिष्ठान कर्मचारी भविष्य निषि और
प्रक्रीय उपबन्ध अधिनियम, 1952 के
अधीन नहीं आता, जबकि कर्मचारी राज्य
बीमा नियम प्राधिकारियों ने सूचित
किया है कि यह प्रतिष्ठान जूलाई, 1977
से अनन्तिम तीर पर कर्मचारी राज्य
बीमा अधिनियम के अधीन लाया गया है
और दिसम्बर, 1979 तथा तदर्थं आधार
पर गणना किये गये अंशदानों की बकाबा
राशि' 59,245.30 रुपये है।

Doctors working in Government Hospitals and provision of "Paying Beds" and "Free Beds"

7245. SHRI SUDHIR KUMAR GURI: Will the Minister of HEALTH be pleased to state:

(a) the number of the doctors working in Government hospitals in Delhi;

(b) the average number of patients being attended to per month during the period from January to June, 1980 in these hospitals;

(c) the total numbers of patients provided with Paying Beds and Free Beds respectively during the above period; and

(d) the total amount expended towards the cost of medicines during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): The information is being collected and will be laid on the Table of the House.

Number of new Ships required to build up Tonnage capacity

7246. Shri K. MALLANNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the number of new ships required by the public and private sectors in India build up tonnage capacity for handling the country's entire goods transportation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): The tonnage available with the country is adequate for coastal traffic and broadly adequate for foreign traffic. However, commercial considerations in international shipping do not always make it possible to keep the national tonnage tied up to national trade only. Vessels are often deployed apart from national trade in cross trade on time charter etc. However, ship acquisition is a continuing process and the Government keeps on encouraging companies to acquire new ships from time to time to build up national

tonnage to participate in the national and world trade. In these circumstances, it is difficult to say how many more vessels will be required to carry the country's entire export/import trade.

Knowledge of Major Indian language by I.F.S. officials

7247. SHRI SATYENDRA NARYAN SINHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether I.F.S. officials are required to have proper and sufficient grounding in a major Indian language; and

(b) if not, the reasons thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHARAO): (a) Yes, Sir.

(b) Does not arise.

Age of Retirement in Railways

7248. SHRI CHANDRA PAL SHAILANI: Will the Minister of RAILWAYS be pleased to state:

(a) the age of retirement for officers and staff in the Railways;

(b) the number of railway officers who were given extension of service during the past six months after they had attained the age of superannuation; and

(c) the number of officers affected thereby in matter of promotion, etc.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 58 years.

(b) 14.

(c) Extension of service have been granted in the public interest. Moreover, the number of such cases is too small compared to the number of gazetted officers in the Indian Railways viz. 9931 to adversely affect the promotion prospects of officers.

All India Working Class Consumers' Price Index Numbers

7249. SHRI CHANDRA PAL SHAILANI: Will the Minister of LABOUR be pleased to state:

(a) the figures of All India Working Class Consumer's Price Index (base 1960—100) for the last three months;

(b) the figures of twelve-monthly average for the corresponding months;

(c) whether steps have been taken to update the Price Index according to the Rath Committee's recommendations; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) and (b) A statement giving the required information is attached.

(c) and (d) A decision on the Rath Committee's Report is expected to be taken shortly.

Statement

All-India Average consumer price Index Numbers (General) for Industrial Workers and twelve monthly moving Average on base : 1960-100.

Month	Monthly Index Numbers	12 monthly Moving Averages
1980 March	373	359.75
April	375	362.92
May	382	366.50

Note :—Figures for June and July, 1980 are not yet available.

Reimbursement of Charges Paid by the CGHS Beneficiaries on Delivery Cases in St. Stephen Hospital, Delhi

7250. SHRI R. L. BHATIA: Will the Minister of HEALTH be pleased to state:

(a) whether Government are aware that St. Stephen hospital, Delhi is charging for registration, labour, electricity, washing, food etc. from the CGHS beneficiaries on delivery cases;

(b) if so, the reasons therefor;

(c) whether it is also a fact that such charges are not taken in other hospitals viz., Safdarjang, Dr. Ram Manohar Lohia and Sucheta Kripalani hospital;

(d) whether Government reimburse all the amount charged by St. Stephen Hospital; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a), (b), (d) and (e) A few complaints of this nature in respect of St. Stephen Hospital have been received and these are being looked into.

(c) CGHS beneficiaries are not required to pay charges for their treatment in these hospitals.

Homoeopathic Physicians on C.G.H.S. being detailed on Relieving Duties

7251. SHRI K. LAKKAPPA: Will the Minister of HEALTH be pleased to state:

(a) the total number of Homoeopathic Physicians posted in CGHS, Delhi;

(b) the number of Homoeopathic Physicians, who have put in more than two years service and are senior to many of their colleagues but are being detailed on relieving duties frequently; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH SHRI NIHAR RANJAN LASKAR): (a) At present there are 15 Homoeopathic Physicians posted under CGHS, Delhi.

(b) and (c) All the Homoeopathic Physician except one have completed 2 years of service. Exigencies of service and administrative convenience are the main considerations while detailing the Homoeopathic Physicians for relieving duties.

Appointment in CGHS from other Departments

7252. SHRI K. LAKKAPPA: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that various employees of the Central Government Health Scheme who belonged to other offices like P&T were appointed on the assurance that they will be absorbed permanently;

(b) if so, whether some such appointees have retired from service without their cases having been finalised, if so, the details thereof; and

(c) the reasons for delay in finalisation of such cases?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The staff of P. & T. dispensaries were provisionally taken over by the Central Government Health Scheme on the existing terms and conditions pending finalisation of their terms and conditions for regular absorption in Central Government Health Scheme.

(b) One such employee of CGHS Nagpur, who originally belonged to P. & T. Department retired in July, 1979.

(c) The employee retired in July, 1979 as a temporary employee after putting in 5 years of service under CGHS. Since he had already put in 3 years of service in P. & T. Department the matter has been taken up

with that Department to find a permanent post against which Shri Wagh could be declared permanent with retrospective effect to enable him to draw pension. The P. & T. Department has not yet taken final decision in the matter.

Consultative Committee Meetings outside Delhi

7253. SMT. PRAMILA DANDAVATE: Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state:

(a) whether there is any proposal to discontinue the meetings of the Consultative Committees outside the capital;

(b) the reasons for holding the meetings of the Consultative Committees outside Delhi; and

(c) the average expenses of a single meeting outside capital?

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): (a) No, Sir.

(b) The Committee of Members of Parliament, which went into the question of the "feasibility and financial implications of the proposal to hold a session of Parliament annually in the South", came to the conclusion that it was not feasible to hold a session either at Trivandrum or Bangalore. The Committee had, however, recommended that, instead of holding a session annually in the South, meetings of Parliamentary Committees and Informal Consultative Committees (as they were then called) should be held periodically in the South during the inter-session period according to the convenience of the Committees. The Committee felt that this suggestion, if implemented, would go a long way in serving the objective underlying the proposal to hold a session of Parliament annually in the South, without much dislocation of the work of the Central Government and without unduly heavy expenditure. The Government considered this recommendation and decided that during

the inter-session period a meeting each of the Consultative Committees might be held at a place outside Delhi once a year at the discretion of the Chairman of the Committee.

(c) The expenditure on meetings of Consultative Committees is incurred not only by the concerned Ministry/Department of the Central Government, but also by the Secretariats of both Houses of Parliament from where the Members are paid travelling and daily allowances for attending the meetings. No consolidated estimate has been made on the expenditure incurred on these meetings.

विरला नगर में उपरि पुल

7254. श्री हिलोप सिंह भूरिया : द्वा रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ग्वालियर जिले के विरला नगर रेलवे स्टेशन पर एक उपरि पुल का निर्माण करने का प्रस्ताव है;

(ख) यदि हाँ, तो पुल का निर्माण कब होने की संभावना है और उस पर कितना बच आयेगा;

(ग) द्वा राज्य सरकार ने इसके निर्माण के लिये प्रभ्रेल, 1977 में अपनी सहमति दे दी है;

(घ) इस पुल के निर्माण के लिए प्राप्त किये गये इस्पात का उपयोग किस प्रकार किया गया था; और

(ङ) इस पुल का निर्माण प्रारम्भ करने में क्या घाँटने हैं?

रेल मंत्रालय में उपमंत्री (श्री भलिकार्जुन) : (क) से (ङ) विरला नगर में सम्पार सं ० ४२४ के बदले, एक ऊपरी सड़क पुल के निर्माण के प्रस्ताव पर रेलवे द्वारा १९६९-७० से राज्य सरकार के साथ विचार-विमर्श करके जांच की जा रही है, किन्तु इस कार्य को शुरू नहीं किया जा

सका क्योंकि राज्य सरकार, इस कार्य के लिए वरीयता निर्धारित करने की स्थिति में नहीं थी तथा विस्तृत खाके, अभिकल्प और लागत के अनुमानों के बारे में अन्तिम निर्णय नहीं लिया जा सकता था। १९७० में भेजे गये अनुमानों के सम्बन्ध में राज्य सरकार ने अपनी स्वीकृति की सूचना केवल जनवरी, १९८० में भेजी है। इह अनुमान को वर्तमान दरों के आधार पर संशोधित करना अपेक्षित है। इस प्रस्ताव को रेलों के निर्माण कार्यक्रम में उस समय सम्मिलित किया जायेगा जब संशोधित नक्शों तथा अनुमानों और पुल लागत तथा उसके अनुरक्षण के बच्चे को बहन करने सम्बन्धी जहाँ के बारे में अन्तिम निर्णय हो जायेगा तथा रेलवे और राज्य सरकार द्वारा उड़ पर आपसी सहमति हो जायेगी।

Survey of Rupsa-Bangriposi Railway Line

7255. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 482 on 10th July, 1980 regarding conversion of Rupsa-Bangriposi Line and state:

(a) when the survey of Rupsa-Bangriposi railway line in South Eastern Railway was first started and when the survey report was submitted to the Railway Ministry;

(b) whether Government propose to lay a copy of the survey report on the Table alongwith the project report thereon; and

(c) whether the survey was conducted from Rupsa to Bangriposi or to Talabandh or to Tata?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) The traffic survey was sanctioned in September 1970 to assess the financial viability of the conversion of Rupsa-Talabandh narrow gauge section into

broad gauge and the survey report was received in February, 1972. It revealed that the conversion project costing Rs. 3.79 crores at the then prevailing prices would not be financially justifiable, the return being of the order of 2.5 per cent.

The Government of Orissa have indicated their intention to set up a number of industries along this line and have proposed its conversion and accordingly the reconnaissance engineering-cum-traffic survey for conversion of Rourkela-Bangiposi narrow gauge line into broad gauge (89 Kms.) with extension to Chakulia on Tatanagar-Kharagpur section or Gurumahisani on Tatanagar-Onaljori-Gurumahisani line or some other suitable point (about 44 Kms.) was sanctioned in July, 1978. The survey work has been completed and the engineering-cum-traffic survey reports are being finalised by the Railway Administration and will be received shortly.

The survey reports are meant purely for the administrative use of the Railways and as such they are not placed on the Table of the House.

Blindness amongst Children and Adults

7256. SHRI CHINTAMANI JENA: Will the Minister of HEALTH be pleased to lay a statement showing:

(a) the number of cases of blindness amongst children and adults, separately, during the last three years;

(b) whether it is a fact that generally there is an increase in these cases amongst the weaker sections of the society, Adivasi and tribals in the backward areas;

(c) if so, whether Government have conducted any survey in this regard;

(d) if so, the names of such States in which such cases are increasing; and

(e) the steps which Government have taken to extend medical assistance to the States in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) to (d) No survey has been conducted during the last three years to estimate the incidence of blindness in the country.

(e) The Government of India has launched a National Programme for Prevention of Visual Impairment and Control of Blindness in 1977-78 with the main objective of providing eye health care, curative, preventive, promotive and rehabilitative services. This programme has delineated activities into three main sectors viz. peripheral, intermediate and Central. Under the peripheral sector, mobile units are being released to the State Governments to provide comprehensive eye health care to the people in the rural areas. The intermediate sector is providing first line of specialised eye care services at the Sub-divisional and district hospitals. The Central sector is covering medical colleges, Regional Institutes and an apex organisation mainly responsible for long term planning and evaluation, development of manpower, operational research in Ophthalmology and overall technical leadership. Material and equipments are being supplied to Primary Health Centres, District Hospitals, Medical Colleges and Regional Institutes as part of central assistance under the National Programme.

Highway Racing of Motor Cars

7257. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to ban the highway racing of motor cars; and

(b) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No.

(b) Subject to the provisions of Section 120 of the Motor Vehicles Act, 1939, which lays down:

"Whoever without the written consent of the State Government permits or takes part in a race of trial of speed between motor vehicles in any public place shall be punishable with imprisonment for a term which may extend to one month, or with fine which may extend to three hundred rupees or with both".

Behaviour of Conductors and Drivers of Private Mini Buses

7258. SHRI DAYA RAM SHAKYA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Mini Buses conductors/Drivers do not behave properly with the commuters;

(b) if so, how many complaints against the misbehaviour have been lodged by the commuters during the last six months; and

(c) what steps have been taken by Government on those complaints?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Some complaints of mis-behaviour have been received by the Delhi Transport Corporation against a few conductors/drivers of mini buses under its operation in the past.

(b) 35.

(c) Penalties have been imposed on erring individuals.

मजदूरों को पारी भत्ता

7259. श्री सत्यनारायण जटिया: क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या "समान कार्य के लिए समान वेतन" के आधार पर कोई नीति बनायी जा रही है और वेतनमानों में एक क्षमता लाने के लिए सरकार द्वारा क्या उपाय किये जा रहे हैं; और

(ख) क्या उन मजदूरों, श्रमिकों तथा कर्मचारियों को, जिन्हें पारी में काम करना पड़ता है, अतिरिक्त वेतन अर्थवा भत्ता देने के बारे में सरकार की कोई नीति है ?

अम मंत्रालय में राज्य मंत्री (श्री टी० अंजेया) :

(क) 19-20 जुलाई, 1980 को हुये राज्य श्रम मंत्री सम्मेलन में यह सिफारिश की गई कि केन्द्रीय सरकार को समर्थकारी कानून बनाना चाहिये, जिसमें प्रत्येक बड़े उद्योग के संबंध में केन्द्र/राज्य सरकारों द्वारा मजदूरी दरों का नियंत्रण संशोधन करने के लिए सांविधिक मजदूरी बोर्डों की स्थापना करने की व्यवस्था की जाये।

(ख) संगठित क्षेत्र में, द्विपक्षीय वातान्त्रियों में यह पक्षकारों के लिए है कि वे मजूरी समझौतों के समय पारी संबंधी डियूटियों को ध्यान में रखें।

लखनऊ-कानपुर रेलवे लाइन को बड़ी साइर में बदलना

7260. श्री दया राम शाक्य: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सीतापुर-बूद्धल और लखनऊ-कानपुर मीटर गेज लाइन को बड़ी लाइन में बदलने का एक प्रस्ताव है; और

(ब) यदि हाँ, तो उस पर अनुभावः कितना अधिक होगा और वह कार्य कैसे तक तूरा हो जावेगा ?

ऐसे संक्षेप में उपर्युक्ती (बी मलिकार्जुन) : (क) और (ब). सीतापुर-बूद्धपुर मीटर लाइन खंड के पामान परिवर्तन के संबंध में वैकल्पिक अध्ययन किये जा रहे हैं। बखनाड़-कानपुर मीटर लाइन खंड को बड़ी लाइन में बदल का कोई प्रस्ताव नहीं है।

कानपुर-कासगंज लाइन को बड़ी लाइन में बदलना

7261. ओडिशा राज शासक : क्या ऐसे नंतरी यह बताने की कृपा करेंगे कि : क्या कानपुर कासगंज मीटर लाइन को बड़ी लाइन में बदलने का कोई प्रस्ताव है जाकि एहाँ, उखाड़ाद, मण्डीपुर तक यह जिसे बी व्यापारिक दृष्टि से पुर्णी भारत के बाहर बड़ी लाइन द्वारा जोड़े जा सकें ?

ऐसे संक्षेप में उपर्युक्ती (बी मलिकार्जुन) : बी नहीं।

Ships touching Calcutta Port

7262. SHRIMATI GEETA MUKH-
BIRJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that the number of ships touching Calcutta Port is much below the capacity of the port;

(b) if so, whether it is a fact that labour trouble is being quoted as a reason by the shipping companies;

(c) if so, whether it is a fact that there was hardly any labour trouble this year;

(d) whether the Central Governments export and import through Calcutta Port have gone down this year; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes.

(b) This Ministry is not aware.

(c) There has been comparative peace on the labour front in Calcutta during 1980 as compared to the corresponding period of 1979. However, there have been a number of cases of detention of ships by the crew demanding compensation for alleged inconveniences during voyage.

(d) As against exports worth Rs. 727 crores in 1978-79, the value of exports during 1979-80 is estimated at Rs. 884 crores approximately. Similar figures of imports are not maintained.

(e) Several factors, including frequent labour disputes at the Port and in various organisations not under the Port management but connected with Port operations during 1979 are responsible.

Inland Harbour/Port at Farakka

7263. SHRI ZAINAL ABEDIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that an inland Harbour/Port is being constructed at Farakka;

(b) if so, the progress so far achieved; and

(c) the date of its completion?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) No, Sir. No inland harbour/port is being constructed at Farakka.

(b) and (c) The question does not arise in view of reply to (a) above.

Coal wagon allotments for Maharashtra Small Scale Industries

7264. SHRI BALASAHEB VIKHRE
PATIL: Will the Minister of RAILWAYS be pleased to state.

(a) the monthly quota of wagon allotments for movement of steam

coal, coke and pig iron for small scale industries in Maharashtra during the years 1978, 1979 and 1980 separately for each above-mentioned commodity;

(b) the monthly supply of wagons against the allotments referred to in part (a) above;

(c) what steps Government have taken to ensure that the wagon quota allotted for the transport of the aforesaid commodities is fully supplied to meet the demand of small scale industries to avoid idling of the industries concerned;

(d) whether the Central Government have received any demand from the Government of Maharashtra to increase the wagon quota; and

(e) if so, what action has been taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) No separate wagon quota has been allotted by the Railways for movement of coal, coke and pig iron exclusively for small scale industries, nor are the statistics of loading of coal, coke and pig iron for such industries separately maintained.

(c) the demand for coal/coke as well as for rail transport being in excess of the present availability, it has not been possible to meet the requirement of industries in full after meeting the coal requirements of priority sectors. Government is anxious to step up supply of coal to all States including Maharashtra.

(d) Yes.

(e) Maharashtra Government has been requested to submit detailed particulars of the industrial consumers with their coal/coke consumptions for whom the additional coal has been asked for.

Travel as you like All Bombay Suburban Railway Season Ticket

7205. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce a travel as you like all Bombay Suburban Railway Season ticket; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Flooded Railway Tracks

7206. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Bombay Suburban Railway Services get dis-organised due to frequent flooding of railway tracks; and

(b) if so, what measures Government have taken to prevent this flooding and frequent disorganisation of train services?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The topography of Bombay area is flat and only a few feet above the high sea level. During periods of heavy rainfall, coinciding with high tide in the sea, the storm water drain gates provided by the Bombay Municipal Corporation in the city area are closed which causes flooding at several locations in the city including railway tracks. Therefore, the measures to prevent flooding primarily concerns the Bombay Municipal Corporation who are already seized with the problem. However, so far as Railways are concerned, concerted efforts are made every year before the onset of monsoon by desilting the railway culverts carrying storm water. In addition, whenever possible, the Railway tracks in the flood prone areas have been raised.

सीलमपुर रेल फाटक के निकट गाड़ी की दुर्घटना

7267. श्री नंदहाल सिंह : अब रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) सीलमपुर रेल फाटक के निकट 27 जून, 1980 को हुई रेल दुर्घटना के क्या कारण थे और उसमें जान तथा माल की कितनी हानि हुई ?

(ख) रेल दुर्घटना के कारणों की जांच के क्या परिणाम निकले; और

(ग) कितने कर्मचारियों को दोषी पाया गया और उनके विरुद्ध क्या कार्रवाही की गई ?

रेल मंत्रालय में उपमंत्री (श्री मत्लिकांजुन) : (क) और (ख) सम्भवतः माननीय सदस्य का आशय उत्तर रेलवे के दिल्ली और शाहदरा स्टेशनों के बीच 27-6-80 को 45 अप दिल्ली-अमृतसर जनता एक्स-प्रेस की 12 डाउन दिल्ली-हावड़ा एक्स-प्रेस के पिछले हिस्से से हुई टक्कर से है। इस दुर्घटना में 7 व्यक्ति मारे गये थे। रेल सम्पत्ति को होने वाली क्षति का अनुमान लगभग 3,43,000 रु. लगाया गया था।

इस दुर्घटना की जांच रेल संरक्षा के आयुक्त द्वारा की गई है। उनके अनन्ति निकायों के अनुसार यह दुर्घटना रेल कर्मचारियों की गलती से हुई थी।

(ग) अन्तिम रिपोर्ट प्राप्त होने पर दोषी कर्मचारियों के विरुद्ध उचित कार्रवाई की जायेगी।

Increase in Road Accidents on Highways

7268. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether road accidents on Highways are showing a rising trend;

(b) the number of road accidents and loss of lives on (i) Highways under the Union Government, and (ii) Highways under the control of State Government during the years 1977-78, 1978-79 and 1979-80;

(c) whether a survey has been conducted of the vulnerable spots where accidents are repeated; if so, the findings thereof; and

(d) the steps which Government have planned to reduce road accidents on Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b) Figures about road accidents are not maintained separately for Highways and other roads.

(c) Such surveys are conducted by the local bodies or State Governments and necessary signs like "accidents prone zone" are erected at vulnerable points to alert the road users. No such survey has been conducted by the Government on all-India basis.

(d) Highway system is being continually strengthened and improved so as to provide better roads to the road users and there is less congestion and reduced possibility of accidents.

However, it may be stated that the accident on Highways are not necessarily caused due to conditions of roads, but it may be due to driving habits of the motorists, weather conditions or any other local factors etc.

As one of the main reasons for accidents is due to rash and negligent driving under the influence of liquors, the Motor Vehicles Act, 1939 was amended in 1977 to provide deterrent punishment for driving vehicles under the influence of liquor or drugs.

Bombay-Mangalore Railway Project

7269. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount sanctioned for the works of Bombay-Konkan-Mangalore Railway Project during the years 1976-77, 1977-78, 1978-79 and 1979-80 and the total amount actually spent during the above 4 years;

(b) the total amount sanctioned for this sector for the year 1980-81 and the amount actually spent till the end of 1980 and the extent of works completed;

(c) whether it is a fact that Government of Maharashtra has offered

co-operation to acquire land and provide labour from their Employment Guarantee Scheme; and

(d) if so, the details of the land acquired and labour provided?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Total amount sanctioned for the construction of Apta-Roha Railway line which forms part of Bombay-Konkan-Mangalore railway section during the year 1976-77, 77-78, 78-79 and 79-80 and the total amount actually spent is given below:—

Year	Sanction	Spent
1976-77	..	..
1977-78	..	..
1978-79	Rs. 50 lakhs	Rs. 62.84 lakhs
1979-80	Rs. 275 lakhs	Rs. 317.61 lakhs

(b) Total amount sanctioned for this section for the year 1980-81 is Rs. 3 crores against which the amount actually spent till the end of June '80 is Rs. 79.55 lakhs. The progress is 31.8 per cent on Apta-Roha link (62 kms.).

Amount released for Development, Repair and Construction of National Highways in Madhya Pradesh

7270. DR. VASANT KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total amount released for the development, repair and construction of National Highways in Madhya Pradesh during the last three years;

(b) the total amount demanded by the Madhya Pradesh Government for maintenance and development of National Highways during the above period; and

(c) what new Highways are planned in Madhya Pradesh during the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). A statement is attached.

(c) and (d). The Government of Maharashtra have acquired the entire land about 470 hectares at their cost. Initially for Apta-Roha construction the Maharashtra Government carried out about 5 per cent earth work as a drought relief measure at their cost. Thereafter, no labour under "Employment Guarantee Scheme" has been provided by the Govt. of Maharashtra.

(c) Presumably, the member is having in mind the addition of new State roads to the National Highways System. Due to financial constraints and

other priority considerations Govt. are unable to consider any such proposal at present. All such proposals have, therefore, to wait till financial position improves.

Statement

Year	Construction and development of National Highways		Maintenance and Repair of National Highways	
	Requirements projected at final allotment stage	Funds finally allotted	Requirements projected at the R.E. stage	Funds finally allotted
Rs. in lakhs				
1977-78	..	682.36	600.00	181.65
1978-79	..	556.00	556.00	209.30
1979-80	..	550.00	550.00	221.00
				181.17

डूंगरपुर रेलवे स्टेशन

7271. श्री जीवालालाई : क्या रेल बंडी वह बताने की कृपा करें कि

(क) क्या यह सब तक पाइपलाइन रेलवे के डूंगरपुर रेलवे स्टेशन पर यात्रियों के लिए बुकी, चाय, नाश्ता, भोजन और परिवहन की कोई सुविधा नहीं है;

(ख) क्या यह भी सब है कि उक्त स्टेशन पर सामान की बुकिंग की भी पूरी सुविधा उपलब्ध नहीं है;

(ग) क्या यह भी सब है कि उक्त स्टेशन पर सीधे बम्बई ग्राथवा दिल्ली जाने के लिए रेलवे धारक्षण सुविधा भी उपलब्ध नहीं हैं; और

(घ) यदि हां, तो इस सम्बन्ध में उरकार का क्या कार्यवाही करने का विचार है ?

रेल बंद्रालय में उपर्युक्तों (भी मतिलका-लंब) : (क) डूंगरपुर रेलवे स्टेशन परिचय रेलवे के उदयपुर सिटी-प्रहमदाबाद,

बंड पर स्थित है। यात्रियों की ओर में यांग न होने के कारण इस स्टेशन पर अच्छी तक बाइसेंवारी यारियों की कोई व्यवस्था नहीं की गई है। बहराहाल, यह इस पर विचार किया जायेगा। इस स्टेशन पर भोजन और नाश्ते की व्यवस्था करने का कोई औचित्य नहीं है। बहराहाल, यहां चाय और ग्रन्डाहार के लिए एक स्टाल की व्यवस्था की जायी है जो इस स्टेशन पर यात्रियों की मांग को पूरा करने के लिए पर्याप्त है। रिपोर्ट मिली है कि इस स्टेशन पर परिवहन की सुविधाओं उपलब्ध नहीं हैं परन्तु याकी शहर में उपलब्ध परिवहन का उपयोग करते हैं। इस स्टेशन से होने वाले यातायात की मात्रा को देखते हुए ये सुविधायें पर्याप्त समझी जाती हैं।

(ख) इस स्टेशन पर माल की बुकिंग के लिए माल प्लेट फार्म, लिंटदार शेड, माल गोदाम और वाणिज्यिक प्लाट घाटी सुविधायें उपलब्ध हैं और इस स्टेशन से होने वाले यातायात के लिए ये पर्याप्त हैं।

(ग) सम्बद्धी स्टेशनों के लिये गार्डिंग में आरक्षण कोड का आवंठन इस बात को व्याप्ति में रख कर किया जाता है कि गाड़ी में कुल कितने स्थान उपलब्ध हैं और गाड़ी में प्रारंभिक और उन महत्व-दूरी स्थेशनों की मांग कितर्ही है जहां से व्याप्ति और नियमित यातायात होता है। इस आधार पर 43 अप्रैल दृष्टिपूर्त-प्रहमदाबाद एक्सप्रेस में दूगरपुर स्टेशन के लिये दूसरे दर्जे के शयनयान में 6 शायिकाओं का कोठा आवंठित किया गया है। बम्बई और दिल्ली के लिये दूगरपुर स्टेशन पर आरक्षण के लिये जो अनुरोध आवश्यक होते हैं उनके लिये गाड़ी के प्रारंभिक स्थेशनों अर्थात् क्रमशः अहमदाबाद और दैरपुर को संबोध अंतर कर दी जाती है।

(द) यातायात की मात्रा को देखते हैं वर्तमान सुविधाये पर्याप्त समझी जाती है:

‘सगवाड़ा’ में प्रारुद एजेंसियाँ

7272. ओ. जोखा भाई : क्या रेल मर्डी यह बताने की कृपा करेंगे कि :

(क) क्या बांसवाड़ा (राजस्थान) में कोई प्रारुद एजेंसी कार्य कर रही है;

(ख) यदि हाँ, तो उसके क्या परिणाम निकले हैं;

(ग) क्या रेल विभाग ने सगवाड़ा में एक प्रारुद एजेंसी खोलने की संभाषनाओं का पता लगाया है; और

(घ) यदि नहीं, तो क्या यह कब किया जायेगा?

रेल मंत्रालय में उपर्युक्त (धी मर्लिका-बून) : (क) जो है।

(ख) बांसवाड़ा प्रारुद एजेंसी संदोष-शनक हींग से काम कर रही है।

(ग) और (घ) 1961 में सागवाड़ा निवासियों और वहीं की मच्छर्पुर एक्सप्रेसशन की ओर से अनुरोध आप्त होने पर दूबपुर रेलवे स्टेशन द्वारा संचित सगवाड़ा में एक प्रारुद एजेंसी खोले जाने के लिये विस्तृत जांच-पढ़ाताल की गई की ओर 1-11-1963 से वह ठेका मैसर्स रोड की जावद चन्द भण्डारी को दे किया गया था लेकिन 20-10-1964 से इस अप्रैल एजेंसी को बंद कर देना; पड़ा क्योंकि यातायात कम होने के कारण आप्त एजेंट ने आनंद घर्षणी सलाना ग्रनाइट बसमती था यातायात के बताना स्तर को देखते हुए इस आप्त एजेंसी को किर से खोलना ग्रीष्मियत्वार्थी है, वा नहीं इस बात का बता लगाने के लिये परिवर्त्म देलवे द्वारा प्रस्ताव की पुनः जांच की जा सही है।

राजस्थान के सीमावर्ती क्षेत्रों में रेल व्यापारों का विस्तार किया जाना

7273. ओ. जोखा भाई : क्या रेल मर्डी यह बताने की कृपा करेंगे कि :

(क) राजस्थान के सीमावर्ती क्षेत्रों में 31 मार्च, 1980 तक बड़ी रेल व्यापारों, भोड़र गेज लाइन तथा उरीगेज रेल लाइनों की लम्बाई में कितने किलोमीटर विस्तार किया गया; और

(ख) अन्य राज्यों में राज्यव्याप्त रेल लाइनों की कुल कितने किलोमीटर लम्बाई है?

रेल मंत्रालय में उपर्युक्त (धी मर्लिका-बून) : (क) 1950 के बाद यह तक, राजस्थान के सीमावर्ती क्षेत्र तक भीटर आमान की 105 कि. मी. लम्बी और बड़े आमान की 28 किलोमीटर लम्बी जाइन बनाकर तक 142 कि. मी. भीटर आवश्यक थी जो जाइन में आमान-परिवर्तन करके

विस्तार किया गया है। ये लाइनें इस प्रकार हैं:—

- (1) पोकरण और जमलमेर (मी०/ला०)
- (2) श्रीगंगानगर से हिन्दू-मलकोट (व०ला०)
- (3) अटिडा से सूरतगढ़ (आगान-परिवर्तन)

(ख) एक विवरण संलग्न है।

विवरण

31-3-79 को राज्य-वार मार्ग किलोमीटर (राजस्थान को छोड़कर)

राज्य	मार्ग किलो-मीटर
आनंद प्रदेश	4,708
असम	2,194
बिहार	5,312
गुजरात	5,670
हरियाणा	1,450
हिमाचल प्रदेश	256
जम्मू और कश्मीर	77
कर्णाटक	2,960
केरल	887
मध्य प्रदेश	5,736
महाराष्ट्र	5,234
नागालैण्ड	9
उड़ीसा	1,948
पंजाब	2,137
तमिलनाडु	3,765
त्रिपुरा	12
उत्तर प्रदेश	8,811
पश्चिम बंगाल	3,717
सार्व शासित क्षेत्र	
चण्डगढ़	11
दिल्ली	168
गोआ, दामन और डियू	79
पांडुचेरी	27

फलोदी-कोलायत साइन

7274. श्री वृद्धि चन्द्र जेन: क्या रेल मर्ना यह बताने का दृष्टा धरेंगे कि:

(क) क्या राजस्थान में बीकानेर के सीमावर्ती जिले में बीकानेर मुख्यालय के जेरल-मेर के सीमावर्ती जिले वे मुख्यालय जैसलमेर के साथ जोड़ने की दृष्टि से फलंदी से कोलायत तक रेल लाइन बिछाने की आवश्यकता है, और

(ख) यदि हां, क्या सरकार का विचार इस लाइन को प्रथमिकता देने का है?

रेल भवानीय में उपसंची (श्री महिलका-चून) : (क) जी, हां।

(ख) जी, नहीं। दृष्टि य साइन की अव्यक्त तर्फ आरपहले से को यां भर्त दृष्टि बदला अब के का विचार पहले है। इसके का निमाण शुरू करना सभवन नहीं है। इसलिए प्रतादित रेल सम्पर्क परविचार विये जाने के लिए बहतर समय का प्रति करनी पड़ेगी।

Coastal Shipping Fleet

7275. SHRI P. M. SAYEED: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Government are considering addition of one million GRT to the country's Coastal Shipping fleet during the Sixth Plan period;

(b) if so, the details thereof;

(c) how many ships will be obtained during 1980-81;

(d) what will be the additional cargo that will be made available for movement of Coastal Shipping after the Sixth Plan period; and

(e) what is the present capacity of cargo available?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) and (b). The Sixth Five Year Plan is under consideration of the Government.

(c) As per Annual Plan 1980-81, the Government have projected the acquisition of coastal tonnage to the extent of 104 million GRT.

(d) No such projection has been made at this stage for movement of coastal cargo after the Sixth Plan period.

(e) The present coastal cargo available is 8.65 lakh tonnes inclusive of coal, salt and general cargo.

Damage to Railway due to Floods

7276. SHRI P. M. SAYEED: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that due to floods in many parts of the country, trains have been coming late and there has been a great damage caused to the Railways;

(b) if so, the total loss Railway have suffered;

(c) by what time these were repaired; and

(d) what steps are being taken to protect them from the floods?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Due to the recent rains and floods, tracks and bridges on certain sections of the Railways were affected. The Punctuality of some trains was also affected.

(b) It is estimated that the Railways have so far suffered a total loss of approximately Rs. 1.27 crores during the current year.

(c) The sections were repaired as shown in the enclosed statement.

(d) All the flood affected locations would be investigated and additional waterway or raising the track etc. would be undertaken where considered necessary. At all important bridges, vulnerable bridges and points, special watchmen are posted during the monsoon period. Besides, monsoon patrolling is undertaken by patrolmen in order to detect in time any damage that may be caused due to floods and rains, to Railway lines/ property. Further, close coordination is maintained with the State Authorities for ensuring the proper maintenance and upkeep of the Railway affecting works.

Statement

Name of Railway	Name of affected section	Date of occurrence	Date of restoration
Central	Bina-Katni	27-6-80	28-6-80
	Bombay-Pune	3-7-80	3-7-80
Northern	Piper Road-Bilara	28-6-80	28-6-80
	Jullundur City-Pathankot	14-7-80	15-7-80
	Delhi-Ambala	14-7-80	14-7-80
	Delhi-Shahdra-Shamli	14-7-80	14-7-80
	Sitapur city-Rosa	18-7-80	24-7-80

Name of Railway	Name of the affected section	Date of occurrence	Date of restoration
N.E.	Rosa-Lucknow	19-7-80	23-7-80
	Laksar-Dehra Dun	1-8-80	1-8-80
	Suratgarh-Anupgarh	26-7-80	Still not restored
	Thanabihpur-Bhagalpur	21-7-80	Do'
	North Lakhimpur-Murkongselek	31-7-80	3-8-80
	Siliguri-K. tilar	15-6-80	16-6-80
N.F.	Lumding -Gauhati	2-7-80	4-7-80
	Viramgam-Gandhidham	22-6-80	1-7-80
	Jamnagar-Okha:		
	(i) Khambaliya-Bhopalka	29-6-80	10-7-80
	(ii) Bhopalka-Dwarka	5-7-80	13-7-80
	(iii) Dwarka-Okha	5-7-80	18-7-80
	Dahisara-Maliya	29-6-80	25-7-80
	Gandhidham-Bhuj	29-6-80	6-7-80
	Junagarh-Veraval	2-7-80	Still not restored
	Khijadiya-Veraval	2-7-80	3-7-80
Western	Jetalsar-Porbandar	2-7-80	8-7-80

बम्बई-दिल्ली लाइन को बोहरा करना

7377. श्री सत्यनारायण बाटिया। नया रेल त्रो यह बताने को कृपा करें कि:

(क) बम्बई-रत्नाम-दिल्ली रेल लाइन को बोहरा करने के कार्य में कितनी प्रगति हुई है और यह कार्य संभवतः कब पूरा हो जाएगा;

(ख) क्या इस लाइन के विद्युतीकरण के लिए कार्बन समय-बढ़ कार्यक्रम तैयार किया गया है; और

(ग) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है?

रेल मंत्रालय में उपमंत्री (श्री भल्ला-कालुन)। (क) बम्बई-रत्नाम-दिल्ली मार्ग के अधिकतर भाग पर पहले ही दोहरी लाइन को व्यवस्था का जा चुका है। शेष भाग, अर्थात् नागदा-रामगंज मट्टी गैल्वेंट्री

और ग्रलनिया-रामगंज मट्टी और बयाना-मधुग पर दोहरी रेल लाइन बिछाने का कार्य पहले से ही चारों है। कूल 330 कि० मी० कम्बी इस रेल लाइन को बोहरा करने के कार्य का स्वाधृत दे दी गई है जिसमें से 167 कि० मी० का पहले ही यातायात के लिए बोल दिया गया है। शेष भाग तक 31-3-83 तक उत्तरोत्तर चरणबद्ध आधार पर पूरा करके यातायात के लिए बोल दिया जायेगा।

(ख) जी, हां।

(ग) बम्बई सेन्ट्रल से बड़ी तक पहले ही रेल विद्युतीकरण कर दिया जाता है। बड़ी-रत्नाम और दिल्ली-मधुग खंड के विद्युतीकरण का कार्य पहले संहां प्रगति पर है और इसके क्रमांक: 1984-85 और 1982-83

तक पूरा हो जाने की संभावना है। मथुरा-गंगापुर सिटि रत्नाम के विद्युतीकरण के संबंध में एक सर्वेक्षण किया जा रहा है और यथा समय इस कार्य को प्रायोगिक कर दिया जायगा बशर्ते कि धनराशी उपलब्ध होती रहे।

Conversion of Ajmer-Khandwa Line

7278. SHRI SATYANARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have under consideration any scheme for conversion of Ajmer-Khandwa metre gauge line into a broad gauge line; and

(b) if so, when the work thereon will commence?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

विकलांगों के लिए व्यावसायिक पुनर्वास केन्द्र स्थान उन्हें रोजगार प्रदान किया जाना

7279. श्री मूलचन्द डागा: क्या श्रम मंत्री यह बता ने की कृपा करेंगे कि :

(क) विकलांग व्यक्तियों के लिए व्यावसायिक पुनर्वास केन्द्र देश के किन-किन स्थानों पर और कब से चलाये जा रहे हैं;

(ख) देश में कुल कितने विकलांग व्यक्ति हैं और उनने अपरंगपन के अनुसार प्रत्येक श्रेणी में उनकी संख्या कितनी-कितनी है;

(ग) प्रत्येक श्रेणी के कितने विकलांग व्यक्तियों को 1978, 1979 और 1980 में रोजगार प्रदान किया गया; और

(घ) राजस्थान के कितने विकलांग व्यक्तियों को इस समय रोजगार मिला हुआ है और कब से?

श्रम भवाल्य में राज्य भवी (श्री दी० अंजया): '(क) जिन स्थानों पर विकलांग व्यावसायिक पुनर्वास केन्द्र चलाये जा रहे हैं

उनके नाम तथा उनके आरम्भ होने के बाबं नीचे दिये गये हैं:—

1. बस्वई	.	1967
2. हैदराबाद	.	1967
3. दिल्ली	.	1971
4. जबलपुर	.	1971
5. कानपुर	.	1972
6. लुधियाना	.	1972
7. मद्रास	.	1975
8. कलकत्ता	.	1975
9. अहमदाबाद	.	1977
10. दिल्लौन्द्रम	.	1978
11. बंगलौर	.	1980

(ख) देश में विकलांग व्यक्तियों की कुल संख्या और अपरंगपन के अनुसार प्रत्येक श्रेणी में उनकी संख्या से सम्बन्धित वास्तविक अनुमान उपलब्ध नहीं है। तथापि राष्ट्रीय नमूना सर्वेक्षण संगठन द्वारा अपने 28वें दौर (अक्टूबर, 1973—जून, 1974) में आयोजित किये गये सर्वेक्षण के अनुसार शहरी और ग्रामीण क्षेत्रों में अपरंगपन के स्वरूप के अनुसार प्रति 1,000 जनसंख्या में विकलांग व्यक्तियों की संख्या निम्न प्रकार थी:—

(प्रति 1,000 जनसंख्या)

अपरंगपन	शहरी	ग्रामीण
नेवहीन	0.51	1.44
बहिरे	0.42	0.93
ग्रंथि	0.31	0.68
पंगु	0.48	1.07
अपरंग	0.76	1.19

*योग 2.33 4.93

*नोट: एक लेन्ड अधिक प्रकार से विकलांग व्यक्ति की गणना ज्ञातें अपरंगपन के अन्तर्गत की गई है, जैसे कि पी में केवल एक बार ही गणना की गई है, प्रतः ग्रामीणों का योग नहीं खाता।

(ग) पिछले तीन वर्षों के दौरान रोजगार कार्यालयों के माध्यम से रोजगार में लगाए गए नौकरी वाले विकलांग व्यक्तियों अपांगपन के स्वरूप के अनुसार की संख्या से सम्बन्धित उपलब्ध सूचना निम्न प्रकार है :—

अपांगपन	1977	1978	1979
नेवहीन	120	117	92
बहिरे एवं नूंगे	83	83	109
विकृतांग	3348	3372	3895
श्वास सम्बन्धी			
रोगी	25	12	15
योग	3576	3584	4111

(घ) राजस्थान के ऐसे विकलांग व्यक्तियों की संख्या जो कि इस समय रोजगार में है तथा उनके नियोजन की तारी से सम्बन्धित सूचना उपलब्ध नहीं है।

— Metropolitan Transport Project

7280. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) the allotment made for metropolitan transport projects this year; and

(b) the projects to be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Rupees 25 crores.

(b) Besides the on-going project of underground railway in Calcutta and the small scheme of a rail fly-over at Bandra in Bombay, cheaper schemes

for metropolitan cities of Delhi, Bombay and Madras are under consideration.

Allotment for Strategic Roads

7281. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any allotment is made this year to take up strategic roads; and

(b) if so, the roads for which allotment has been made?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Yes, Sir. A provision of Rs. 12 crores has been made in the budget for 1980-81. The provision is intended mainly for sanctioned works in the States of Assam, Gujarat, Himachal Pradesh, Jammu and Kashmir, Meghalaya, Punjab, Rajasthan, Tripura and West Bengal.

Installation of New X-ray Machine in Medical Aid Centre, Parliament House Annex

7282. SHRI NARAYAN CHOUBEY: Will the Minister of HEALTH be pleased to state:

(a) how many X-ray machines are there in the Medical Aid Centre in the Parliament House Annex;

(b) whether the doctors have been complaining regarding the functioning of this machine;

(c) when these machines were installed;

(d) whether Government will instal new and modern machine in place of these old ones;

(e) how many general physicians attend patients in the Centre; and

(f) whether, during Session, patients increase in number and it is difficult for one physician to attend all patients in time?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) There are two X-ray machines (portable) in the Medical Centre of the Parliament House Annex.

(b) The doctor holding charge of the existing X-ray machines is not satisfied with the functioning of these machines. However, arrangements are made promptly for carrying out repairs of the said machines as and when required.

(c) These X-ray machines which were earlier in Safdarjang Hospital were installed in Parliament House Annex in 1975.

(d) The replacement of old machines is constantly under review subject to their performance and availability of parts.

(e) There is one physician to attend the patients.

(f) Daily average attendance goes upto 70—80 patients during the Parliament session period. Normally, a physician examines upto 100 patients a day in the CGHS dispensaries.

Posts of Section Officers (Accounts)

7283. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of posts of Section Officers (Accounts) reserved for Scheduled Castes and Scheduled Tribes which have been filled in by the general candidates on the Western Railway during the last three years;

(b) if the Scheduled Castes and Scheduled Tribes candidates were not available, what action had been taken by the Railway Administration to give the Scheduled Caste and Scheduled Tribe candidates required standard for which provision also exists; and

(c) if it was not possible to impart training to these Scheduled Caste and Scheduled Tribe candidates, whether Government would give them some

relaxation in obtaining minimum marks in examinations or fix some minimum marks for these candidates?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

बिहार में रेलवे लाइन

7284. श्री तारिक अनवर: क्या रेल मंत्री यह बताने की दृष्टा करेंगे कि :

(क) बिहार में विछाई जा रही नई रेल लाइनों के नाम क्या हैं और वे कब तक पूरी हो जायेगी,

(ख) बिहार में प्रस्तावित उन रेल लाइनों के नाम क्या हैं जो इस समय विचाराधीन हैं और उन पर अनुमानतः कितना खर्च आयेगा, और

(ग) इन प्रस्तावित लाइनों का निर्माण कब तक शुरू हो जायेगा ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) बिहार में निर्माण के लिए अनुमोदित भर्यी लाइनें :

(1) बगहा-छितोनी मीटर लाइन को फिर बिठाना जिसमें गंडक नदी (आंशिक रूप से बिहार में पर रेलवे पुल का निर्माण शामिल है) बहगा से बाल्मीकि-नगर तक 9.14 कि० मी० लम्बी लाइन 2-10-78 से यात्री यातायात के लिए खोल दी गयी है। इस रेलवे लाइन को पूरा करने की निर्धारित तारीख 31-12-84 निश्चित की गयी है।

(2) सकरी-हसनपुर मीटर रेलवे लाइन इस काम को 1980-81 में प्रारम्भ करने की तैयारी की जा रही है जिसके लिए 10 लाख रुपये निर्धारित किये गये हैं। इस लाइन की 1984 के मन्त्र तक पूर्य करने का लक्ष्य रखा गया है।

(ब) और (ग) बिहार में नयी रेलवे लाइनों के लिए प्रस्ताव जिनका सर्वेक्षण तो पूरा हो चुका है या हो रहा है;

(1) बड़ा जायदा-तार्लिवा बड़ी रेलवे लाइन-7.24 कि० मी० अनुमानित लागत 2.50 करोड़ रुपये।

(2) मदरहिल-बैद्धनाथघाम बड़ी रेलवे लाइन-55 कि० मी० अनुमानित लागत-11 करोड़ रुपये।

(3) हजारीबाग टाउन और कोडराम के रास्ते राँची रोड-गिरिडीह-180 कि० मी० अनुमानित लागत 36 करोड़ रुपये।

(4) दोरम मध्यपुरा-सिंधेश्वर ग्रस्थान मीटर रेलवे लाइन-9.5 कि० मी० अनुमानित लागत 1.50 करोड़ रुपये।

(5) आरा-सासाराम नयी बड़ी रेलवे लाइन-105 कि० मी० अनुमानित लागत 21 करोड़ रुपये।

Proposal to develop Homoeopathic system of medicine and guidelines to States

7285. SHRI R. P. YADAV: Will the Minister of HEALTH be pleased to state:

(a) whether it is a fact that the Government propose to develop the Homoeopathic System of Medicine;

(b) whether it is also a fact that the Homoeopathic system of medicine does not come under Indigenous system of medicines;

(c) whether the Central Government have issued some guidelines which are being followed by the State Governments; and

(d) if so, what are these guidelines?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) Yes.

(c) and (d) Development of Indian System of Medicine and Homoeopathy, inter-alia, was discussed at the meetings of the Central Council of Health and Family Welfare which were attended by Health Ministers of the States/U.Ts. and the various resolutions/recommendations adopted there-in were forwarded to the State Governments/U.Ts. for implementation. A copy of the relevant resolutions/recommendations adopted in the last (Sixth) Joint Conference of the Central Council of Health and Central Council of Family Welfare is attached (Annexure-I).

Statement

INDIAN SYSTEM OF MEDICINE AND HOMOEOPATHY

The Conference considered the developments in the field of Traditional systems of Medicine and health care and homoeopathy since its last meeting in October, 1978, including the Recommendations of the recent Conference of the State directors of Indian Medicine held on the 20-21st March, 1979, the decisions of the national development Council to transfer most of the Centrally sponsored schemes to this field to the States, etc., and resolves recommends as follows:-

(1) The indigenous systems of Medicine such as Ayurveda, Siddha, Unani, along with Yoga and naturopathy have been practised in our country for thousands of years and enriched and developed by perceptive observations. Conceptualisation and analysis over these millenia.

They have provided promotive health advice and safe and sure remedies for diseases to our Millions. With the Modern System of Medicine being given almost exclusive encouragement and assistance to develop, the growth of the Indigenous systems received a setback; still, the majority of our people have to rely

for health care only on these systems and Homoeopathy which has also slowly come to occupy a prominent place in the country.

It is a good augury that the Central and State Governments have started providing recognisable Financial allocations for the proper growth of the Indigenous systems of Medicine. Much more needs, however, to be done to ensure restoration of proper place, status and overall growth potential to all these systems. The Conference, therefore, strongly urges the Central and State Governments not to relax but to further strengthen their efforts to promote these systems, irrespective of whether the activities in regard to them receive support from the centrally sponsored sector or not. The Planning Commission should ensure that State Governments do not provide adequate plan allocations for the growth of these systems.

(2) The centrally sponsored schemes for I.S.M. were directed towards growth of these systems by trying to ensure uniform standards of Education, Higher Research and standardisation. The schemes being aimed at upgradation of undergraduate education, training of traditional medical practitioners etc. deserve to be in the centrally sponsored sector atleast during the 1978-83 plan lest the initiatives get deflected and the objective of achieving uniform levels of growth is defeated. The conference requested that the matter may be suitably reviewed by the Planning Commission/National Development Council.

(3) There is also a genuine apprehension that important schemes like up grading of post-graduate education and establishment of herbal gardens and pharmatics may, without central direction and assistance, receive a set-back. These schemes, should also continue in the centrally sponsored sector, so that the momentum gained can be maintained and accelerated.

(4) It is necessary to extend health care facilities through these systems to promote areas by establishment of more dispensaries in the backward and tribal areas.

(5) The I.S.M. and colleges may be encouraged and provided funds to adopt some adjacent rural areas in which they can provide comprehensive health cover.

(6) Intensive training programmes may be arranged or existing ISM and Homeo. practitioners in the rural areas under which besides condensed lessons to update their technical knowledge, items of promotive and preventive health care should be taught, so that the existing vast manpower enjoying respect and credibility in our villages becomes available for achieving for our population a suitable standard of primary Health and Medicine by 2000 A.D. as recommended in the Alma Ata declaration.

(7) The village level practitioners, rural dispensaries and health care institutions of all kinds under ISM and H should also be suitably co-ordinated with the overall referral system so that where one system does not have facilities, another which has such facilities, can takeover, in referral cases.

(8) In the context, the appointment of additional Doctors from these systems at the P.H.C. Level or in the P.H.C. area by the State Government must be ensured.

(9) The need for establishment of separate Directorates for I.S.M. and Homoeopathy in all States to ensure proper growth of these systems deserves to be better appreciated and action taken by all States/Union Territories in this regard.

(10) The practitioners of I.S.M. and Homoeopathy, as already stated are respected and credible opinion leaders in the society particularly in the Rural area. Their services need to

be fully utilised for promotion of the 'small family norm' and for provision of services and supplies under the family Welfare Programme in order to increase the awareness and acceptance of the norm by the largest section of our population as easily as possible.

(11) Increased research may be conducted to bring to the fore and national acceptance birth control abortifacient drugs/herbs plants traditionally used by our people in different parts of the country.

(12) Communicable diseases like malaria, leprosy, etc., have been the scourge in our society. The traditional systems of medicine and Homoeopathy have cures, simple, safe and accessible to all. It is essential that ISM & H which have always placed a crucial pivotal role in providing redress from common ailments to the common people, should intensify research to usher in cures/prophylactics for common communicable diseases and thus further advance the cause of Primary Health to all.

(13) In view of the fact that the vast Natural Wealth of herbs and plants for drugs needed in ISM and H in the forests of the country are being depleted and/or polluted by deforestation or new plantation or environmental pollution etc., it is necessary that suitable mechanisms and procedures be evolved/adopted for conservation, proper growth and organized collection of herbs and plants from existing forests and also for growing these drugs and plants on scientific basis elsewhere for ensuring proper and adequate supply to ISM and pharmacies in the country.

(14) In order to recognise the distinct role of ISM and Homoeopathy in the Health and Medicare system of the country, it would be useful to consider allocating separate budget heads in the Central and State budgets for these systems.

(15) Recently, the 7th Finance Commission has allocated funds to various States bases on certain levels of expenditure for health care including cost of Medicine, maintenance of the Institutions, beds, etc. It was urged that proportionate allocation out of this Finance Commission's award should be made available for activities under ISM and Min. various States.

Number of employees of Dredging Corporation of India that went on deputation to Yanbu Port, Saudi Arabia

7286. SHRI RAM VILAS PASWAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of employees of the Dredging Corporation of India that went on deputation to Yanbu Port, Saudi Arabia since 1st April, 1976;

(b) how many of these deputationists belong to Scheduled Caste and Scheduled Tribe communities;

(c) whether there is any rationalised procedure for sending persons on such deputation; and

(d) whether there are any cases where the norms for the selection of persons were not strictly adhered to and if so, the number of such cases giving the reasons for showing special considerations in their cases?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The number of employees deputed to Yanbu Port by the Dredging Corporation of India Ltd. up to July 1980 is 127.

(b) The number of Scheduled Caste and Scheduled Tribe employees sent to Yanbu is as follows:

Scheduled Caste 1

Scheduled Tribes 3

(c) The deputed persons were selected keeping in view their qualifications and experience and with reference to the job requirements of their posts at Yanbu Port.

(d) No special consideration was shown to any person for purposes of selection for foreign assignment.

De-Reservation of Vacancies in Visakhapatnam Port Trust

7287. SHRI RAM VILAS PASWAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of reserved vacancies which were de-reserved in the

Visakhapatnam Port Trust (Cadre-wise) since 1st April, 1977, year-wise;

(b) whether the Port Trust Administration have followed strictly the procedure prescribed by the Department of Personnel and Administrative Reforms in this regard; and

(c) if not, the deviation, if any, and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The number of reserved vacancies which were de-reserved in Visakhapatnam Port Trust since 1st April, 1977 is given below:—

Year	Class of Post	Vacancies de-reserved	
		SC	ST
1977 (From 1st April to 31st December)	Class I	1	1
	Class II	2	1
	Class III	24	28
	Class IV	5	4
1978	Class I	..	1
	Class II	..	..
	Class III	23	37
	Class IV	7	16
1979	Class I	1	..
	Class II	1	..
	Class III	27	38
	Class IV	10	8
1980 (upto 30th June)	Class I	1	..
	Class II	1	..
	Class III	26	..
	Class IV	5	..

(b) Visakhapatnam Port Trust have reported that the instructions issued by the Department of Personnel & Administrative Reforms from time to time are being strictly followed by them.

(c) Does not arise.

Stopping of Kovai Express at Morapur Railway Station

7288. SHRI K. ARJUNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to arrange for the stoppage of Kovai Express at Morapur Railway Station which is the only main Railway Station representing the whole of Dharmpuri District; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) There is no proposal to stop 75/76 Madras-Coimbatore Koval Express at Morapur as these are fast inter-city trains with very limited stoppages enroute. Acceding to this demand will lead to similar demands which will be difficult to resist. Besides, this would considerably slow down this fast service and is, therefore, not desirable.

Improvement of Coimbatore Railway Station

7289. SHRI ERA MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to improve the Railway Station at Coimbatore in view of the very poor condition and because of the increasing business traffic due to large scale textile mills and tourist traffic to hill stations like Nilgiris and Anamalais;

(b) if so, when this will be taken up; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, there is a proposal to improve the station building and augment the facilities to meet the increased requirement of traffic.

(b) and (c) The estimate for the work is under finalisation and the work is likely to be taken up during the current financial year.

Overbridge near North Coimbatore Railway Station

7290. SHRI ERA MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct an over-bridge (fly-over) near North Coimbatore Railway Station in Coimbatore City, Tamil Nadu;

(b) if so, when the work will be taken up; and

(c) if not, the reasons therefor and whether Government propose to take necessary steps to construct the fly-over in view of the heavy traffic on this level crossing?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Proposals for construction of road over/under-bridges in replacement of existing level crossings have to be sponsored by the State Government/Local Authority together with an undertaking to bear their share of cost as per extent rules. No firm proposal to construct a road over-bridge at North Coimbatore has so far been received from the State Government. However, at the request of Coimbatore Municipality, a tentative scheme for construction of a road over-bridge in replacement of existing level crossing at Coimbatore was prepared and sent to them for acceptance in the year 1967, but no further advice has been received from them.

Proposal to help Tamil Nadu for Leprosy and T.B. Relief Programme

7291. SHRI C. CHINNASWAMY: Will the Minister of HEALTH be pleased to state:

(a) whether Government have any proposal to help Tamil Nadu for leprosy and T.B. relief programme; and

(b) if so, the concrete assistance proposed by the Central Government for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) The assistance to be provided to Tamil Nadu by the Central Government during the year 1980-81, under the 50:50 sharing arrangement between the Centre and the States for these Programmes, is as follows:

National Leprosy Control Programme.

Rs. in Lakhs

(a) Assistance in cash	12.00
(b) Supply of Dapsone Tablets	10.00
(c) Supply of other material and equipment	8.00
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Total:	30.00

II. National T. B. Control Programme.

Rs. in Lakhs

(a) Supply of Anti T.B. drugs to State T.B. Clinic	7.00
(b) Supply of Miniature X-ray Films etc.	0.25
(c) Supply of Anti T.B. drugs to T.B. Centres run by Voluntary Organisations located in Tamil Nadu	0.40
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Total:	7.65

Chlorination of Drinking Water

7292. SHRI RAJESH PILOT: Will the Minister of HEALTH be pleased to refer to the reply given to Unstarred Question No. 4931 on the 21st July, 1980 regarding chlorination of drinking water and state:

(a) how Community Health Volunteers have been trained to monitor chlorination and how they are monitoring drinking water in rural areas without providing them with an apparatus;

(b) whether any apparatus like 'Chloroscope' is available in the country for monitoring chlorination of drinking water;

(c) if so, whether the Government propose to provide that apparatus to Community Health Volunteers to monitor chlorination periodically in rural areas; and

(d) if not, the reasons thereof, when the water borne disease are the leading killers (48.2 per cent) of infants/children in our rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) The Community Health Volunteers have been trained in the procedure of Chlorinating sources of drinking water. They have, however, not been provided with any apparatus for monitoring the extent of chlorination or testing water.

(b) to (d) Equipment like 'Choroscope' is available in the country. It is proposed to supply such apparatus to Community Health Volunteers in selected areas, on experimental basis, for monitoring the chlorination of drinking water.

Based on the efficacy of these experiments, a decision would be taken on the extensive supply of such equipment to every Community Health Volunteer.

भार बहन क्षमता

7293. श्री मनीराम बागड़ी: क्या रेल मंडी यह बताने की कृपा करेंगे कि —

(क) क्या रेल के माल डिब्बों की कमी है और यदि हाँ, तो सरकार द्वारा इस संबंध में क्या कार्य दाही की जा रही है;

(ख) क्या रेलवे की भार बहन क्षमता दि हो गई है और यदि हाँ, तो तस्वीरी व्यारा क्या है;

(ग) क्या सरकार गेहूं की बुलाई के लिए पंजाब के युवकों को आसानी से माल डिब्बे उपलब्ध कर रही है; और

(घ) यदि हाँ, तो तस्वीरी व्यारा क्या है?

रेल मंत्रालय में उपमंडी (श्री मलिकार्जुन): (क) और (ख) यातायात के लदान के लिए माल डिब्बों की उपलब्धता और रेलों की बहन क्षमता माल डिब्बों के लदान फेरों पर निर्भर करती है। पिछले कुछ वर्षों में विभिन्न कारणों से जिनमें अधिकांश रेलों के नियंत्रण से बाहर हैं, माल डिब्बों के लदान फेरों का समय बढ़ जाने से विभिन्न वस्तुओं की जुलाई बुलाई के लिए माल डिब्बों की मांग साथ ही साथ पूरा करने में कुछ कठिनाई अनुभव हो रही है। रेलवे के मार्शलिंग याड़ी और मटेशनो के साथ-साथ रेल के माल डिब्बों के प्रमुख उपयोगकर्ताओं के परिसरों में माल डिब्बों के रुपे रहने के समय में कटौती करने माल डिब्बों के लदान फोर फेरो में सुधार करने के उपाय किये जा रहे हैं। माल डिब्बों की वर्तमान संख्या में वर्द्ध करने के उद्देश्य से अतिरिक्त माल डिब्बे भी प्राप्त किये जा रहे हैं।

(ग) जी हाँ।

(घ) जनवरी से जून 1980 तक न्यूले वर्ष की तुलना में पंजाब से प्रति दिन लगभग 140 माल डिब्बे अधिक अनाज का लदान किया गया है।

Medical Certification of Deaths

7294. SHRI CHIRANJI LAL SHARMA: Will the Minister of HEALTH be pleased to state the details of the scheme for phased introduction of medical certification of deaths for the purposes of obtaining reliable data on causes of mortality?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): The scheme of medical certification of cause of death envisages certification by the attending physician in the prescribed form recommended by the World Health Organisation. The scheme is being introduced in phases. In the first phase, it covers teaching hospitals at the State headquarters towns with a view to gain practical experience of the problems likely to be faced in the implementation of the scheme. The second phase envisages the extension of the scheme to specialised hospitals, district and sub-divisional hospitals. Private hospitals and primary health centre hospitals are to be covered in the third phase. The fourth phases would cover private physicians practising modern medicine.

Custom cases against officers of Shipping Corporation of India, Bombay

7295. DR. VASANT KUMAR PANDIT:

SHRI BAPUSAHEB PARULEKAR:

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

(a) whether the Customs Department has filed cases against some officers of the Shipping Corporation of India (Bombay);

(b) if so, for what offences and the number of the officers involved;

(c) whether the Shipping Corporation of India has promoted some of the officers against whom above customs cases are pending;

(d) if so, the reasons therefor; and
 (e) the result of the cases and the present position of the litigation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
 (a) Yes, ir.

(b) Two officers for alleged involvement in smuggling, three officers in connection with contraband goods and 3 officers for undeclared goods found on their person in their personal baggage.

(c) and (d) During the pendency of the case, two officers were promoted to higher post because they were not personally involved in the case but were implicated in it by virtue of their official position.

(e) None of the cases is pending presently. The persons involved in the cases relating to alleged involvement in smuggling and in connection with contraband goods were acquitted by the Court. However, the services of the 3 officers against whom cases were instituted for undeclared goods found on their person/in their personal baggage, were convicted by the Court and their services were terminated by the Corporation.

Providing a stoppage of Teevra Mudrika at Prem Bari Pul

7296. Shri Ram VILAS PASWAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Teevra Mudrika bus has no stoppage at Prem Bari Pul/Pitampura, Delhi at present;

(b) if so, whether taking into consideration the fact that Pitampura being newly emerging colony of DDA is having a large population and hectic activity is going on in the area, Government propose to make a stoppage of Teevra Mudrika; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
 (a) Yes, Sir.

(b) No, Sir.

(c) There is a stoppage for Mudrika Seva at Prem Bari Pul. These Mudrika Seva buses run with 4/5 minutes frequency and has stoppages at all localities situated on the route and serve the commuters adequately. Teevra Mudrika service, with 13 to 14 minutes frequency, has been specially introduced to provide fast transport for passengers, who have to travel over long distance. This very purpose will be defeated if the number of stoppages for Teevra Mudrika is increased.

Suspended Employees of D.T.C.

7297. SHRI R. ROTHUAMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that some employees of Delhi Transport Corporation were suspended in 1975 on charge of theft;

(b) whether it is also a fact that the Court has given judgement in favour of employees;

(c) whether they have been reinstated; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (d) In 1975, DTC had not suspended any employee on charge of theft. However, the police authorities had challenged some employees of the DTC for having committed theft of certain articles from the godown of DTC at Banda Bahadur Marg. Their services were terminated by the Corporation under clause 9(b) of the Delhi Road Transport Authority (Conditions of

Appointment and Service) Regulations, after paying them notice-salary in lieu of notice as per rules of the Corporation.

In regard to the theft-case, the Court acquitted all the persons including the DTC employees.

One of the employees filed a writ petition in the High Court of Delhi against the termination order, the petition was dismissed by the Court. He has later on filed an appeal and the matter is sub-judice.

12.00 hrs.

RE: ADJOURNMENT MOTIONS

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, what about my adjournment motions against Shri Khushwant Singh and against the Pfizer agent, Mr. Shah?

MR. SPEAKER: Not allowed so far I have not allowed.

SHRI JYOTIRMOY BOSU: I seek your permission....

(Interruptions)

MR. SPEAKER: Nothing should be recorded without my permission.

(Interruptions).

MR. SPEAKER: Shri Mani Ram Bagri has brought to my notice that the words "Phatkar" used in the caption on the front page of a daily Hindi newspaper *Hindustan* are hardly appropriate to describe what happened in the House on 5 August, 1980. I am inclined to agree with him. In fact the expression "Phatkar" is uncalled for. I would request the co-operation of my distinguished friends in journalism to exercise due restraint while reporting the proceedings of

Lok Sabha; every care should be taken to use sober words to convey objectively the correct position.

I have received notices of Adjournment Motions from Shri Ram Vilas Paswan and Shri Jharkhande Rai on the reported instructions issued by Centre to the State Inspectors General of Police to the effect that action should be taken against newspapers publishing news about rape cases.

I called for the facts from the Minister of Home Affairs in regard to this matter. From the information received from him, I find that no such instructions have been issued by the Ministry of Home Affairs.

Accordingly, the notices lack factual basis. I withhold my consent.

SHRI JYOTIRMOY BOSU: What about my adjournment motion about sprinkling kerosene....

MR. SPEAKER: I have already allowed it under rule 377. Please take my suggestion and sit down.

श्री जननुल बशर (गाजीपुर): अध्यक्ष महोदय, इस सदन में जब भी कभी हरिजनों पर प्रत्याकार हुआ या कोई बलात्कार हुआ तो उस पर यहां चर्चा हुई . . .

प्रध्यक्ष महोदय: प्राप का प्लाईट क्या है ?

श्री जननुल बशर : केरल के अंदर मालापुरम् में मुसलमानों पर गोली चलाए जाने के बारे में मैंने एक ध्यानाकरण प्रस्ताव दिया था . . . (अवधारण) . . . अध्यक्ष महोदय, वह बहुत इम्पाटें मसला है। वहां उन के साथ बहुत ज्यादती हुई ह, बहुत जुल्म किया गया। इसे एलाऊ बरना चाहिए।

MR. SPEAKER: I have already allowed it under rule 377.

श्री जननुल बशर : यह माइनारिटीज का मामला है।

ग्राध्यक्ष महोदयः अब बैठिए आप। मैं ने आप को बना दिया। अब आप बैठ जाइए। अच्छा नहीं लगता इस तरह।

DR. SUBRAMANIAM SWAMY (Bombay North East): I have given an adjournment motion. In the newspapers there is a report about what is happening in Kashmir, stating that an Iran-type situation is developing there.

MR. SPEAKER: It is under my consideration. I have not rejected it.

DR. SUBRAMANIAM SWAMY: Under active consideration?

MR. SPEAKER: Yes, under active consideration.

(Interruptions).

MR. SPEAKER: What Mr. Zainul Basher says should not be recorded.

SHRI ZAINUL BASHER: **

SHRI HARIKESH BAHADUR (Gorakhpur): You asked me to give in writing and I have already written a letter to you mentioning that the Chief Minister of Rajasthan is internationalising the inter-State river disput by raising it with the World Bank...

MR. SPEAKER: It is under my consideration. Let me ascertain the facts first. I cannot decide without the facts.

श्री कृत्त चन्द्र बर्मा (शाजापुर) : ग्राध्यक्ष जी, मैंने नियम 377 में एक नोटिस दिया कि इंदौर में एक याने के प्रत्यक्ष दो हरिजनों को बुलाकर उनके साथ मार-पीट की गई।

MR. SPEAKER: Let me ascertain the facts. I have asked for the facts.

(Interruptions) **

MR. SPEAKER: Nothing is to be recorded.

**Not recorded.

SHRI SUNIL MAITRA (Calcutta North East): I gave a notice of a short notice question.

MR. SPEAKER: It is under consideration. I have asked the Home Minister. If he agrees then it will be allowed.

श्री मनोराम बागड़ी (हिसार) : ग्राध्यक्ष जी, मैं दो बातें आपसे पूछना चाहता हूँ। एक तो चीनी की महंगाई के बारे में राज्य ममा में बहस चली है और केंद्रीय सरकार के अधिकारियों ने बाहर ग्राहकारों में व्याप दिया है कि नेपाल में . . .

ग्राध्यक्ष महोदयः ऐसा है कि चीनी के बारे में यह गम्भीर सवाल है, यह बात सही है। हमने सारे बजट में इसपर डिस्केशन किया है और अगर टाइम बचा तो बाद में देखेंगे।

श्री मनोराम बागड़ी : इस के ग्राहकार मैंने एक विशेषाधिकार का निवाल भी उठाया है। जैसे गिरफ्तार हुए स्वामी इन्द्रवेश और आकाशवाणी में नाम आ रहा है स्वामी अग्निवेश का।

MR. SPEAKER: I will take note of it.

श्री हरीश कुमार गंगवार (पीलीभीत) : ग्राध्यक्ष महोदय, चीनी विवेश चंद्री की भारत यत्न स्थगित करने से भारत चीन सम्बन्धों के सुधार को घक्का पहुँचा है, इस सम्बन्ध में मैं ने दिया है

MR. SPEAKER: I have not allowed that.

श्री राम विलास पासवान (हाजीपुर) : ग्राध्यक्ष जी, मैंने दो प्रिवेलेज मोशन दिए हैं—एक आकाशवाणी के खिलाफ दिया है। (व्यवधान) आपने गम्भीर हल्लिंग दी सेविन उसपर एक शन नहीं कराय गया। न तो रात के पासे 9 बजे और न 9 बजे की बुलेटिन में यह आया। आपने कहा था कि संसद् सदस्यों की गिरफ्तारी के मामले में और किस जेल में रखा गया है इस मामले में

प्रध्यक्ष महोदय : हरएक चीज को आप प्रिविलेज मोशन बनाएंगे तो प्रिविलेज सस्ता हो जाएगा।

श्री राम विलास पासवान : आपने खुलिंग दी है कि सम्बन्धित आधिकारी उसको मुने और सामझे लेकिन रात बे समाचार बुलैटिन में और सबेरे की बुलैटिन में यह कहीं नहीं आया है।

मेरा दूसरा प्रिविलेज का मोशन यह है कि श्रीमती इन्द्रा कुमारी जी का टेलीग्राम आया है जिसमें उन्होंने कहा है कि उनकी बेल हो गई है लेकिन पुलिस ने उनको रिहा नहीं किया है।

MR. SPEAKER: We will look into that. I am taking action.

श्री राम विलास पासवान : बे 5 टारीख को बेल पर छोड़ी गई थीं लेकिन अभी तक पुलिस उनको जेल में रखे द्या हैं।

MR. SPEAKER: That is under my consideration.

श्री राम विलास पासवान : आपके पास मैंने नार की कापी भेज दी है तो इसपर आप क्या कार्य वाही कर रहे हैं?

प्रध्यक्ष महोदय : मैं कर रहा हूँ।

SHRI K. LAKKAPPA (Tumkur): Thousands and thousands of Harijans are being threatened and beaten by the Jat community in the Meerut District. Hundreds and thousands of people are coming to meet the Prime Minister. This is happening in Mr. Charan Singh's constituency. I want to have a full discussion on that.

MR. SPEAKER: I will consider that.

SHRIMATI GEETA MUKHERJEE (Panskura): I have given a Call Attention notice on the burning of Shri Lakshman in police custody...

MR. SPEAKER: I have already disposed of it. Why do you try again to raise it? Don't try to do it. Under Rule 377 I have already allowed it. Why should you raise it again now? There is no sense in it. (Interruptions). No no. You should be happy.

श्री जयपाल सिंह कश्यप (ग्रावला) : मैंने एक एडजार्नमेंट मोशन दिया है, दिल्ली में 2 लाख ऐसे नागरिक हैं, जिनको इस बरसात में सिर छुपाने को जगह नहीं मिल रही है

MR. SPEAKER: No adjournment motion. We have discussed so many times on slum clearance. Rejected.

(Interruptions)

श्री रामावतार शास्त्री (पटना) : मैंने नोटिस दिया है कि मूँगेर में लूटपाट और आगजनी हो गई है

MR. SPEAKER: No.

SHRI EDUARDO FALEIRO: (Mormugao): It has been a very good practice in this House to take serious cognizance of atrocities committed against Harijans and in this particular case of Meerut where Harijans have been burnt—and it happens to be the constituency and area of our former Prime Minister, Mr. Charan Singh...

MR. SPEAKER: I have already allowed.

SHRI K. LAKKAPPA:**

MR. SPEAKER: Without my permission, whosoever says anything, should not be recorded.

(Interruptions)**

MR. SPEAKER: It is not going on record, I tell you. It is without my permission. I cannot allow that. That is not the way.

(Interruptions)**

**Not recorded.

MR. SPEAKER: Nothing should be recorded.

(Interruptions)

श्री मंगलराम प्रेमी (बिजनीर) : मान्यवर, मैं तीन रोज़ से इस को उठाने की कोशिश कर रहा हूँ। बाल्मीकियां के बरों को जला दिया गया है . . .

MR. SPEAKER: उब तक फैंटस का पता नहीं होगा यह नहीं होगा। I have not been able to ascertain the facts. Let me ascertain them.

SHRI CHANDRAJIT YADAV (Azamgarh): Are you ascertaining the facts?

MR. SPEAKER: Yes, why not? (Interruptions). I have told you time and again, you are unnecessarily wasting the time of the House. That is not good.

(Interruptions).

SHRI SATISH AGARWAL (Jaipur): A very serious situation has arisen on account of unilateral and unwarranted imposition of counter-veiling duties and trade curbs by the US Government on our exports, and this is going to adversely affect the whole trading pattern of our country.

MR. SPEAKER: Let me consider it. I will consider it. It has not been rejected.

श्री रशीद मसूद (सहारनपुर) : श्रीमती इन्द्रा कुमारी के एरेस्ट के बारे में मैं दैने एक प्रिविलेज मोशन दिया है। मेरा कहना यह है कि कल हमारे एक साथी सैन्ट्रल हाल में कह रहे थे कि एम० पी० बनने से तो बेहतर है . . . (व्यवधान) . . .

प्रध्यक्ष महोदय : मैं उस को देख रहा हूँ। ऐसे नहीं।

**Not recorded.

PAPERS LAID ON THE TABLE

ANNUAL ACCOUNTS OF PARADIP PORT TRUST FOR 1978-79 AND VISAKHAPATNAM PORT TRUST FOR 1978-79 AND TWO STATEMENTS FOR DELAY

THE MINISTER OF SHIPPING AND TRANSPORT AND TOURISM AND CIVIL AVIATION (SHRI A. P. SHARMA): I beg to lay on the Table:

(1) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trusts Act, 1963:—

(i) Annual Accounts of the Paradip Port Trust for the year 1978-79 and the Audit Report thereon. [Placed in Library. See No. LT-1232|80]

(ii) Annual Accounts of the Viskhapatnam Port Trust for the year 1978-79 and the Audit Report thereon.,

(2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT-1233|80].

STATEMENTS SHOWING THE ACTION TAKEN BY THE GOVERNMENT ON VARIOUS ASSURANCES, PROMISES AND UNDERTAKINGS GIVEN BY THE MINISTERS DURING THE VARIOUS SESSIONS OF LOK SABHA.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): I beg to lay on the Table the following statements (Hindi and English versions) showing the action taken by the Government-undertakings given by the Ministers on various assurances, promises and undertakings given by the Ministers during the various sessions of Lok Sabha:—

(1) Statement No. XXI—Second Session, 1977.

(2) Statement No. XVI—Third Session, 1977.

(3) Statement No. XIX—Fourth Session, 1978.	Sixth Lok Sabha
(4) Statement No. XIII—Fifth Session, 1978.	
(5) Statement No. XI—Sixth Session, 1978.	
(6) Statement No. XIV—Seventh Session, 1979.	
(7) Statement No. V—Eighth Session, 1979.	
(8) Statement No. III—First Session, 1980.	Seventh Lok Sabha
(9) Statement No. II—Second Session, 1980.	
(10) Statement No. I—Third Session, 1980.	

[Placed in Library. See No. LT-1234/80].

NOTIFICATIONS UNDER THE MERCHANT SHIPPING ACT, 1958 AND A STATEMENT FOR DELAY IN LAYING THESE NOTIFICATIONS

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 458 of the Merchant Shipping Act, 1958:—

(i) The Shipping Development Fund Committee (Accountants) Recruitment Rules, 1979, published in Notification No. G.S.R. 1161 in Gazette of India dated the 15th September, 1979.

(ii) The Shipping Development Fund Committee (Technical Assistant) Recruitment Rules, 1979, published in Notification No. G.S.R. 1162 in Gazette of India dated the 15th September, 1979.

(iii) The Shipping Development Fund Committee (Administrative Officer) Recruitment Rules, 1979, published in Notification No. G.S.R. 1268 in Gazette of India dated the 13th October, 1979.

(iv) The Shipping Development Fund Committee (Staff Car and Group 'D' Posts Recruitment) Amendment Rules, 1979, published in Notification No. G.S.R. 1407 in Gazette of India dated the 24th November, 1979.

(v) The Shipping Development Fund Committee (Audit Officer) Recruitment Rules, 1980, published in Notification No. G.S.R. 66 in Gazette of India dated the 19th January, 1980.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the Notifications mentioned at (I) above. [Placed in Library. See No. LT-1235/80].

NOTIFICATIONS UNDER THE CUSTOMS ACT, 1962 AND THE CENTRAL EXCISE RULES, 1944

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(i) G.S.R. 454(E) published in Gazette of India dated the 30th July, 1980 together with an explanatory memorandum adopting IS: 8170—1971 for identification of finished leather for export.

(ii) G.S.R. 457(E) published in Gazette of India dated the 31st July, 1980 together with an explanatory memorandum regarding revised rate of exchange for conversion of Pound Sterling into Indian currency or vice-versa. [Placed in Library. See No. LT-1236/80].

(2) A copy each of Notification No. G.S.R. 458(E) and 459(E) (Hindi and English versions) published in Gazette of India dated the 31st July, 1980 together with an explanatory memorandum regarding concessional rate of duty to films of predominantly educational value and exemption from excise duty of documentary film not exceeding 500 metre in length, issued under the Central Excise Rules, 1944. [Placed in Library. See No. LT-1237/80].

REVIEW ON ANNUAL REPORT, DIRECTOR'S REPORT AND STATEMENTS OF ACCOUNTS OF ORISSA ROAD TRANSPORT COMPANY LTD. BERHAMPUR (GANJAM) FOR 1976-77 AND A STATEMENT FOR DELAY

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): 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) Review by the Government on the working of the Orissa Road Transport Company Limited, Berhampur (Ganjam) for the year 1976-77.

(ii) Annual Report of the Orissa Road Transport Company Limited, Berhampur (Ganjam) for the year 1976-77.

(iii) Director's Report and statement of accounts for the year 1976-77 of the Orissa Road

Transport Company Limited, Berhampur (Ganjam) and the comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-1238/80].

12.14 hrs.

COMMITTEE ON ABSENCE OF MEMBERS

MINUTES

SHRI P. V. G. RAJU (Bobbili): Sir, I beg to lay on the Table Minutes of the sitting of the Committee on Absence of Members from the Sittings of the House held on the 22nd July, 1980.

12.15 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

SHORTAGE OF LIFE SAVING AND OTHER ESSENTIAL DRUGS

SHRI RASHEED MASOOD (Saharanpur): I call the attention of the Minister of Petroleum, Chemicals and Fertilizers to the following matter of urgent public importance and I request that he may make a statement thereon:

"Reported acute shortage of life saving and other essential drugs in Delhi and other parts of the country."

[MR. DEPUTY-SPEAKER *in the Chair*]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): The Departments of Chemicals and Fertilizers monitors on a regular basis the

(CA)

supply position of medicines in various States. The monitoring is done on the basis of monthly reports sent by State Drug Controllers as well as Zonal Drug Controllers who work under the Drug Controller (India). On receipt of the reports, the Department telegraphically advises the manufacturers concerned immediately to rush stocks to places from which scarcity is reported. In addition, wherever necessary, arrangements to augment the import of the connected bulk drugs including air-freighting in appropriate cases, are made.

2. While the output of bulk drugs as well as formulations during 79-80 has, on the whole, increased as compared to the previous year, the production of some formulations manufactured by some companies has fallen due to various reasons such as labour unrest, power cuts, scarcity of raw materials, escalation in the cost of inputs, etc. There are, however, no general shortages of formulations as a result of such curtailment of production. Certain branded products have been reported in short supply from various regions from time to time. Equivalents are generally available in these cases. For instance, shortage of Chlromycetine, a branded product of Parke Davis, used for treating typhoid, have been reported from various places. This followed a prolonged strike in the Bombay factory of this firm, which has recently been called off. In this case, equivalent products like Paraxim produced by M/s. Boehringer-Knoll were available. Similarly, shortages of Streptomycin Injection produced by Sarabhai have been reported. Equivalents products manufactured by Hindustan Antibiotics Ltd. and Dey's Medical Stores, are, however, available.

3. As regards Delhi, the latest report from the State Drug Controller identified shortages in 48 cases which should be seen, in the context of the

fact that thousands of formulations are being produced and sold. Equivalents were available in some of these cases. Wherever equivalents were not available, the manufacturers concerned have been asked to rush supplies.

4. The supply position of life saving and other essential drugs is thus kept under constant watch and there are no acute shortages.

श्री राजद मसूद : मि. डिप्टी सी कर साहब, निनिस्टर साहब ने जो जवाब दिया है, उस जवाब को पढ़ने से ऐसा महसूस होता है कि यह जवाब विल्कुन्न साफ तरीके से नहीं दिया गया है। जवाब का जो पहल पैराग्राफ है, उस में यह मान निया गया है कि दवाइयों की शार्टेज है और अगले पैराग्राफ में यह कहते हैं कि इस साल हमारा प्रोडक्शन बढ़ा है लेकिन कुछ दवाइयों में शार्टेज है। तीसरा जो पैराग्राफ है उस में यह बात मान ली गई है कि दिल्ली के अन्दर 48 ऐसे दवाइयों के केंसेज हैं, जिन में शार्टेज है। इस तरह में मेरी समझ में यह बात नहीं आ गई है कि इस सवाल को किस तरीके से उेकिल दिया जाए क्योंकि यहां की जनता इस बात से सफर कर रही है और हम न यह देखा है कि पिछले कई सालों में कोयल के मिलमिले में हम लोग रेलवे मिनिस्ट्री और एनजीर्स मिनिस्ट्री के चबकर में सफर करते रहे हैं। जब कोयले की कमी की बात एनजीर्स मिनिस्ट्री से करते हैं तो वह कहती है कि कमी इसलिए है कि रेलवे के बैगनों की कमी है और जब रेलवे मिनिस्ट्री से कोयले के लिए बैगनों की शार्टेज के बारे में पूछते हैं तो वह कहती है कि वे गनों की कमी नहीं है। बिकुल यही मामला दवाइयों की कमी के सिलसिले में भी हो रहा है। जहां तक कोयले की कमी का सवाल है, उस को तो वर्दांशित किया जा सकता

है लेकिन जहां तक दवाइयों की कमी का सवाल है उस को हम इस तरह से बर्दाशत नहीं कर सकते हैं क्योंकि इसमें लोगों की जिन्नगी का सवाल है। इस में भी वही सवाल आता है कि जहां तक दवाइयों के प्रोडक्शन का सवाल है वह तो कैमिकलस एण्ड फटिलाइजर्स मिनिस्ट्री के तहत है लेकिन इन का जो डिस्ट्रीब्यूशन है, वह हैल्थ मिनिस्ट्री के अन्डर है, लेकिन एज ए होल सवाल यह है कि दवाइयों की शार्टेंड्रिंग्स हैं। दवाइयों के प्रोडक्शन और उसकी सप्लाई, इन दाचों के सम्बन्ध में अग्रम मालूम करना है, तो समझ में नहीं आता कि किस मिनिस्ट्री से इस बारे में मालूम किया जाए। या दोनों मिनिस्ट्रीज से यह सावल पूछा जाए। मिनिस्टर साहब ने कहा कि दवाओं की सलाई में कोई कमी नहीं है। स्ट्रेप्टोमाईसिन, एम्पीसिलीन, एरियोमाईसिन और एन्टी बायोटिक्स ड्रग ट्रेट्रासाईक्लिन दवाइयों की इस वक्त पूरे मुक्त में आम तौर पर और दिल्ली में खास तार पर कमी है। डाक्टर पचों पर दवाइयां लिखते हैं लेकिन मरीज को वे दवाइयां मार्किट में नहीं मिलती हैं। सब से बड़ी परेशानी यह है कि उन दवाइयों की बदल भी लोगों को नहीं मिल पाती। डिस्पेसरीज में इनकी बदल मिलती चाहिए थी लेकिन बदलिस्मती से डिस्पेसरीज तक में दवाइयों की शार्टेंज है। डाक्टर मरीज को पचों पर दवाइयां लिखता है, मरीज काउटर पर जाता है तो उसको कह दिया जाता है कि गोलियां तो नहीं हैं, मिक्सचर ले जाइये। गोलियों वी बजाय मिक्सचर पर मरीजों को टालने की कोशिश की जाती है। इस तरह से मिक्सचर की डिमाण्ड बढ़ रही है और वह भी शार्ट सलाई में हो रहा है उस कमी को दूर करने के लिए उसमें कन्टेमिनेटिड वाटर मिलाया जाता है।

अभी मिनिस्टर साहब ने बताया कि असेंशियल ड्रग्स की कोई शार्टेंज नहीं है आइसोट्रीन और एल्डोमेडू दवाइयां हैं जो कि एक तो हार्ट डिसीज में इस्तेमाल होती है और दूसरी ब्लड प्रेशर के लिए इस्तेमाल की जाती है। इन को एमजेसी ड्रग्स कहा जाता है। आइसोट्रीन तो बल्कि मार्किट में तीन-चार रुपये में मिल भी जाती है लेकिन एल्डोमेल किसी भी कीमत पर मार्केट में अवेलेबल नहीं है। मेरी समझ में नहीं आता कि मंत्री जी यह इंफर्मेशन किस देस पर सप्लाई कर रहे हैं। उनके पास कहां से यह आ रही है? क्या उनका पब्लिक से कोई ताल-लुक नहीं है? उन्हें पब्लिक की दिक्कतों को देखना चाहिए।

मेरा सवाल यह है कि क्या मंत्री जी इस बात की कोशिश करेगे कि इन ड्रग्स का पूरा कंट्रोल और एडमिनिस्ट्रेशन एक ही मिनिस्ट्री के अंडर हो? दूसरे जैसा पाकिस्तान और एशिया जैसी इन्डिया में है कि असेंशियल और लाइफ सेविंग दवाइयों का ब्रांड सिस्टम खत्म किया जाए और वे केवल अपने आर्जीनल नाम से ही दी जाए? यह न हो कि डाक्टर कुछ लिख रहा है, और उनके सबस्टीच्यूट कुछ दिये जा रहे हैं; गलत दिय जा रहे हैं और मरीज मर रहे हैं? इनके मंत्री जी के क्या जवाब है, यह मैं जानना चाहता हूँ?

شی دشہد مسعود (سہا نہوو):

مسٹر قہقہی اسہمکر صاحب ملستر صاحب نے جو جواب دیا ہے - اس جواب کو ہوٹل سے اوسا محتسبوں ہوتا ہے کہ یہ جواب بالکل صاف طور پر سے نہیں دیا کیا ہے - جواب کا جو ۲۴۸ بھرالاف ہے اس میں یہ

مان لہا کہا ہے کہ دوالہوں کی شادی ہے ۔ اور الیہ پھر انکو اکاں میں یہ کہتے ہوں کہ اس سال ہمارا پروڈکشن بڑھا ہے ۔ لہکی کچھ دوائیوں میں شوٹیج ہے ۔ نہساڑا جو پھر انکا ف ہے اس میں یہ بات مان لی گئی ہے کہ دہلی کے اندر ۳۸ ایسے دوائیوں کے کھسڑا ہوں جن میں شادیج ہے ۔ اس طرح سے مہری سچھے میں یہ بات نہیں آ رہی ہے کہ اس سوچ کو کس طریقے سے نہ کل کہا جائے کہونکہ یہاں کی جلتا اس بات سے سفر کر رہی ہے اور ہم نے یہ دیکھا ہے کہ بچھلے کوئی سالوں سے کوکھے کے سلسلے میں ہم لوگ دبلوے ملٹری اور ایمجری ملٹری کے چکر میں سفر کرتے رہے ہیں ۔ جب کوکھے کی کسی کی بات ایمجری ملٹری سے کوتے ہوں تو وہ کہتی ہے کہ کسی اس لئے ہے کہ دبلوے کے دبکلوں کی کمی ہے اور جب دبلوے ملٹری سے کوکھے کے لئے دبکلوں کی شادیج کے ہمارے میں پوچھتے ہیں تو وہ کہتی ہے وہ دبکلوں کی کسی نہیں ہے ۔ بالکل ہمیں معاملہ دوالہوں کی کسی کے سلسلے میں ہو ہو رہا ہے ۔ جہاں تک کوکھے کو کسی کا سوال ہے اس کو تو برداشت کہا جا سکتا ہے لہکن جہاں تک دوالہوں کی کسی کا سوال ہے اس کو ہم اس طرح سے برداشت نہیں کو سکتے ہوں ۔ کہونکہ اس

میں لوگوں کی زندگی کا سوال ہے اس میں بھی وہی سوال آتا ہے کہ جہاں تک دوالہوں کے ہوڑکھن کا سوال ہے وہ تو کیمیکلس ایلڈ فرٹیلائز ملٹری کے تھکت ہے لہکن ان کا جو قسٹری یہو شی ہے وہ ہمکو ایک اے ہول سوال ہے کہ دوائیوں کی شادیج کھوں ہے ۔ دوائیوں کے ہوڑکھن اور اس کی سہالی اس دوںوں کے سبکھہ میں اگر معلوم کرنا ہے تو سمجھہ میں نہیں آتا کہ کس ملٹری ہے اس کے بادرے میں معلوم کہا جائے ۔ یا دونوں ملٹریز سے یہ سوال پوچھا جائے ۔ ملٹری صاحب نے کہا کہ دوائیں کی سہالی میں کوئی کوئی میں نہیں ہے ۔ استریو ٹیکسٹیلز، ایم جی ہومالٹری اور ایکی بائیو ٹکسٹیلز قدر تھیڈوا میاں ہم دوائیوں کی اس ولت بودے ملک میں عام طور پر اور دہلی میں خاص طور پر کمی ہے ۔ ذاکر پڑھے پر دوالہاں لکھتے ہوں لہکن سریض کو وہ دوالہاں مادکیت میں نہیں ملتی ہوں ۔ سب سے ہوئی یوہ ہاتھی یہ ہے کہ ان دوائیوں کی بدل بھی لوگوں کو نہیں ملے یا نہیں ۔ ذسٹریلائز میں ان کی بدل ملکی چھلکے تھوی لیکن بدآئٹی سے ذسٹریلائز ایک میں دوائیوں کی شادیج ہے ۔ ذاکر، میڈیس کو پڑھے پر دوالہاں لکھتا ہے میریض کاونٹر پر

جاتا ہے تو اس کو کہہ دیا جاتا ہے
کہ کولہن دو نہیں ہیں - مکسچر
لے جائیں کولہن کی بجائے مکسچر پر
مریضوں کو ٹالٹے کی کوشش کی جاتی
ہے - اس طرح سے مکسچر کی توانی
بڑھی ہے اور وہ ہو ٹھاٹھج
ٹھاٹھی میں ہو رہا ہے - اس کی
کو دو کرنے کے لئے اس میں کلٹیلہٹ
وائٹ ملایا جاتا ہے -

ابوی ملسترو صاحب نے بتایا کہ
اسیں شیل ڈرگس کی کولی شاٹھج
نہیں ہے - اُلیٰ سویٹوں اور الڈومل
دوائیاں ہیں جو کہ ایک تو ہارٹ
ڈیزیز میں استعمال ہوتی ہیں اور
ہوسرو بلٹ پرہش کے لئے استعمال کی
جاتی ہیں - ان کو امر جیلسی ڈرگ
کہا جاتا ہے - آنسو ٹھوں تو بلک
مارکھت میں تون چار دوپنے میں
مل بھو جاتی ہے لہنیں الڈومل
کسی بھی لہست پر مارکھت میں
ابوی ملیمل نہیں ہے - مہری سمعن
میں نہیں آتا کہ ملکوں ہی یہ
انداز مشون کس بوس پر سہانی کر
دھیں ہیں - ان کے پاس کہاں ہے یہ
آدمی ہے - کہا ان کا پہلک سے کوئی
تعلق نہیں ہے - انہیں پہلک کی
دقائق کو دیکھنا چاہئے -

مہروا سوال یہ ہے کہ کہا ملٹری
جی اس بات کی کوشش کروں گے

کہ ان ڈرگس کا پورا کلٹرول اور
ایڈ ملٹری ڈرگس ایک ہو ملستروں کے
اندر ہے - دوسرے جیسا پاکستان اور
وہا جیسی کلٹریز میں ہے کہ
اسیں ڈرگل اور نئے سوونگ دوائیوں
کے باند میں خدمت کیا جائے اور وہ
ہوں اور اسی نام سے ہے دی
جاتیں ہے نہ ہے کہ ڈائٹ کچھ لکھے
دے ہے اور ان کے سسٹیٹریٹ کچھ
دلے جا دیے ہیں فلٹ دئے جا دیے
ہیں اور مریض مس دھی ہیں - ان
کے ملٹری جی کا کہا جواب ہے یہ
میں جاننا چاہتا ہوں -

شی دلباری سینھ (شہباز) : ڈیپٹی
سپیکر ساہب، ماننیی سادسی نے جو
شائٹنگ کا سوال ٹھاٹا ہے، یہ بہت
مہرپوئی سوال ہے، ڈرگس کے وارے میں جیسا
کہ وے کلہڈ فیل کرتے ہے گورنمنٹ بھی
یہ کے لیے پوری ترہ سے کسھا ہے۔ یہی
لیے یہ کے لیے مینیٹریا کا سیسٹم
بنانا گaya ہے۔ ہم مونیٹریا کر رہے ہے۔
جہاں سے بھی شائٹنگ کی ریپورٹ آتی ہے وہی
پر اکدام سپلائی کا ڈتھاٹام کیا
جاتا ہے۔ میٹھو فکر کو کٹکٹ کر
کے اور دوسرے تاریکے سے بھی ہنکا پوری
ترہ سے ڈتھاٹام کیا جاتا ہے۔
ہم مونیٹریا کو پوری ترہ سے یہے
کیٹھ بنا رہے ہے۔ ہمارے پاس ریپورٹ
رے گولرلی آتی ہے۔ ڈرگ کٹرول کہیں پر
بھی کوئی سلے کنے نہیں دیکھا رہا ہے۔
اگر کسی اک ڈرگ کی کمی ہوتی ہے
تو ہسکے دوسرے بہت سے ڈرگ میلے ہے۔
دوسرے ڈرگ میں کمی نہیں ہے۔ اسی
ماننیی سادسی نے کہا ہے کہ یہ کیٹھ کی
لے کنیں آرڈو ڈی پی ڈی ایل ڈی کا جو یہ
کا ڈکٹیلے میڈیا ہے وہ بولے بولے ہے۔

इसी तरह से और भी मामलों में ऐसी स्थिति है। जैसे एन्टीट्यूबरकलोसिस की दवाई आइसोनेट्स है, उसके बारे में ठीक है कि वह शार्ट सप्लाई है लेकिन वह फाइजर बनाते हैं। उसकी बदल आईसोकेट पूरी तरह से अवैलेबल है। इसी तरह से हार्ट का एन्टीबायोटिक्स एन्जेसिड शार्ट सप्लाई में है लेकिन वायोप्रेट यहां पर अवैलेबल है। और भी बहुत से बांड हैं। आपके पेनकिलर का अनेरेजिक शार्ट सप्लाई में है लेकिन आई.डी.पी.एल. का प्रनेलजिन पूरी तरह से अवैलेबल है। इस तरह से दवाइयों का जो बदल है वह पूरी तरह से अवैलेबल है। इसके बावजूद सरकार की पूरी तवज्ज्ञह इस तरफ है कि जहां पर भी शार्ट सप्लाई हो उसकी तरफ ध्यान दे कर उसको पूरा पूरा किया जाए।

SHRI NARAYAN CHOUBEY (Midnapore): Sir, do you think that the question has been answered?

SHRI RASHEED MASOOD: My question has not been replied to by the Minister. I have asked questions. I have not given only suggestions.

SHRI CHINTAMANI JENA (Balasore): The hon. Minister mentioned that they are getting indents from the Drug Controller and the Zonal Drug Controllers from various States. I want to know when the Union Government received the last indent from various States.

As per my information, for the last three months, life-saving drugs are not available in various States. The medicines are being sold in the market at a much higher rate than the fixed rate that is mentioned on the medicines. I want to know from the hon. Minister whether that is a fact or not.

I also want to know from the hon. Minister whether the scarcity of 30 life-saving drugs on which excise duty has been exempted by the Union Government is much more secure than in the case of other drugs and, if so, the reason of that.

The hon. Minister has said that in the case of particular medicines which are not available in the market, the equivalent medicines are available in the market. Since the equivalent medicines are not giving the desired result and they are not so popular, the people are forced to purchase original medicines at a much higher price because such medicines are not available in the market.

About Delhi, the hon. Minister has mentioned about some specific medicines of some specific forms. Even common medicines like Navalgine and Locula eye drops which used to be readily available from anywhere, are not available in the market. I want to ask the hon. Minister whether that is not a fact and, if it is so, the Government should make arrangement for supply of these medicines in adequate quantities.

Apart from that, the hon. Minister has said that there are certain troubles in factories, that there are lock-outs, etc. I want to know whether the Government will seriously consider the question of nationalising some of those big monopoly houses which are producing life-saving medicines. Will the hon. Minister think very seriously about that? Since these are life-saving drugs that they are manufacturing and, for some reason or other, they are intentionally doing it labourers, employees, etc. and they also want their stocks to be sold in the market at a higher price, will the Government seriously consider the question of nationalising some of the big monopoly houses?

Lastly, Mr. Masood has already said that in dispensaries and hospitals patients are coming back from the doctors, since they are not getting proper medicines. Even though they go to the shops with the intention of purchasing them, the medicines are not available. So what is the alternative before the patients about recovery from CGHS?

To these four or five questions, I want a categorical reply from the Minister.

SHRI DALBIR SINGH: The hon. Member has said that Indian medicines are not giving good results. It is not true: Indian medicines have the same effect or perhaps better effect. So I want to erase this type of impression from the mind of the hon. Member: he should not have this impression.

About Delhi, he says that these medicines, like Lacula Eyedrops are not available. It may be in short supply, I quite admit, but its equivalent . . .

MR. DEPUTY-SPEAKER: Mr. Minister, what is the reason for the short supply?

SHRI BALBIR SINGH: Its equivalent, Albucid drops, are available now everywhere.

Regarding strikes, etc., there are other reasons also, which reasons I have explained in the main body of the answer.

About nationalisation, it is a very big question. These foreign companies have made a great contribution and, in the beginning, perhaps in India we felt, indeed, a great need, and they fulfilled the need of the nation. By and by, the equity dilution system has also come into effect, and they have reduced their equity. Now, foreign companies having an equity share of 40 per cent and less are called Indian companies

and above 40 per cent they are foreign. So this dilution system is also there.

Regarding other questions, I think we are keeping a constant watch over the supply position in Delhi and wherever shortage are reported, we immediately attend to it.

श्री हरीश कुमार गंगवार: (पीलीभीत) : उपचायक महोदय, श्रीष्ठियों की कमी एक बहुत गम्भीर मामला है और इसे बहुत सोरियमली लेना चाहिए। यदि लोग दवा के अभाव में मरें, या उनकी तकलीफ ज्यादा हो, तो वास्तव में यह एक गम्भीर वात है।

मैं मंत्री महोदय से यह जानना चाहता हूँ कि दवाओं की कमी के बारे में जानकारी करने के लिए क्या वह स्वयं अभी मार्केट में गये हैं। यदि वह गये हैं, तो इस प्रकार के जवाब न देने, जो उन्होंने अभी दिये हैं, अर्थात् अमुक अमुक दवाओं के ईक्वीवेलेट मौजूद हैं।

दवाओं की कमी के बारे में हिन्दुस्तान टाइम्स 5 अगस्त, 1980 में लिखा है:—

"Not only the life-saving drugs but even the ordinary ones are either not available at all or are in short supply in the Capital.

Drugs used for disorders of heart rhythm, mental disorder and induction of labour, anti-diarrhoeals and anti-biotics are not available in the market for at least two months.

Isonex forte tablets, most essential for TB patients, are just non-existent. Similarly, eltroxin, used for curing gland diseases, has disappeared from the market.

Chlorostrep capsules, essential for curing dysentery, are not to be found at most of the chemists' shops. There is a scarcity of even navalgin tablets and locula eyedrops—so commonly used in homes."

[श्री हरीश कुमार गंगवार]

को मेरा एक तो प्रश्न यह है कि क्या मंत्री भी दोबारा से इस की जांच कराएंगे कि किस किस औषधिकी वास्तव में कमी यहाँ है और कितने दिनों से है?

दूसरी चीज यह है कि दिल्ली में दवाइयों की कमी के बारे में कब पता चला, कब इंडेट दिए गए, कब सम्पार्दा की गई, इस सम्बन्ध में वह कुछ रोशनी ढालें।

क्या यह सही है कि जिन चीजों में ज्यादा मुनाफा है उन्हें ज्यादा बनाया जा रहा है और ये जो लाइफ सेविंग ड्रग्स हैं इनमें मुनाफा कम है, इसलिए इन्हें कम बनाया जा रहा है जिससे स्केयर्स्टी पैदा होती है और ब्लैक मार्केट किया जाता है? यदि हाँ, तो इस सम्बन्ध में सरकार क्या कार्यवाही कर रही है?

आज यह भी बहाना लिया जा सकता है कि शीशी का दाम, लेबल का दाम, एल्यू-निमियम का दाम और पैकिंग का दाम बढ़ गया है। कहीं ऐसा तो नहीं है कि आपने दाम कम रखे हों और अब भाव बढ़ जाने की वजह से वे उन चीजों को न बना रहे हों? क्या इस सम्बन्ध में भी आप ने ध्यान दिया है और कोई कास्ट एकाउंटिंग नये सिरे से किया है या नहीं जिससे कि इन दवाइयों की कीमत छिर से निर्धारित की जा सके?

क्या आप ने मूदालियर कमेटी की रिपोर्ट के हिसाब से काम किया है जिसमें यह कहा गया है कि फार्मुलेशन कम किए जायं, एक ही ब्लान्ड की बोस चीजें बनायी जायं? किसी में रक्ती भर आयरन मिला दिया या किसी में संतरे का एसेंस मिला दिया और उसका नाम हूसरा रख दिया, उसका दाम बढ़ा दिया गया और हूसरा ब्लान्ड कर दिया गया, इस तरह की बचड़ों चीजें बनती हैं। इस फार्मुलेशन को कम करने के लिए मूदालियर कमेटी की रिपोर्ट में कहा गया है और डब्ल्यू एच आर ने भी यही

कहा है कि इसको कम कर दिया जाय जिससे ये जो ज्यादा मुनाफे की दवाइयां हैं ये एक स्टैंडर्ड पर आ जायं और इन की ज्यादा बेराइटीज न हों जिससे ज्यादा मुनाफा न कमाया जा सके ताकि इसका असर लाइफ सेविंग ड्रग्स पर न पड़े जिसे कम बना कर और दूसरी दवाइयां ज्यादा बना कर ये अपना मुनाफा निकाल लेते हैं। क्या आपने इस और ध्यान दिया है?

आखिरी सवाल मेरा यह है कि आप ने ड्रग्स की स्केयर्स्टी पर अग्रर कोई सेल बनाया हैं तो क्या उसका कम्पोजीशन बताने की कृपा करेंगे कि कौन कौन लोग हैं जो इन्हें की स्केयर्स्टी को मौनीटर कर रहे हैं या एक ही धादमी के ऊपर छोड़ रखा है?

श्री बलबीर सिंह : उपाध्यक्ष महोदय माननीय सदस्य ने कहा कि क्या खुद जाकर के देखा है दिल्ली के अन्दर दवाइयों की बड़ी कमी है? अग्रर ऐसी बात हो और रिपोर्ट हो तो खुद जाने में भी कोई ऐसी बात नहीं है, खुद भी जाकर के देख लेना चाहिए। लेकिन सारी बातें खुद नहीं देखी जातीं। बहुत बड़ा देश है।

श्री हरीश कुमार गंगवार : मैं बहुत बड़े देश की बात नहीं कर रहा हूं, दिल्ली की बात कर रहा हूं।

श्री बलबीर सिंह : दिल्ली के अन्दर खुद मिनिस्टर जाकर देखे यह भी हो सकता है लेकिन इसके साथ-साथ . . . (व्यवधान) . . . हचं कोई नहीं है। लेकिन एक सिस्टम है, उस सिस्टम के अन्दर वाच किया जाता है, जैसे ड्रग कंट्रोलर हैं वह रिपोर्ट करते हैं, उनकी रेस्पांसिबिलिटी है और उस रेस्पांसिबिलिटी के अन्दर कहाँ कमी है, कहाँ नहीं है इसको देखा जाता है।

इस सिस्टम के अन्दर इस चीज को बांध कर रखा जाता है। इसी से हमें जानकारी

होती है और उस जानकारी के आधार पर मैं मेम्बर साहबान को और हाउस को (व्यवधान) . . .

श्री हरीश कुमार गंगवार : क्या श्री ग्रन्तुले की तरह मंजी जो भी कहीं जाकर छापा यारें ? जैसे उन्होंने वहाँ छापे मार कर शराब और लड़कियों के अड्डे पकड़े, क्या इस परह वह भी करेंगे ?

श्री दलबीर सिंह : आपके मुझावों का तो हम आदार करते हैं। अब जो कमी की बात है, वह मैं ने बताया कि इस तरह से जो हूसरे बांड वह अवैलेवल हैं। मेम्बर साहब ने जो बात कही, उसको मैं दोहराना नहीं चाहता। आप कहें कि दिल्ली में कब पता चला तो दिल्ली में ही नहीं सभी जगह पर कांस्टैन्ट वाच है, इससे कोई नहीं बचता, हर महीने रिपोर्ट आती है और उनको देखकर काम किया जाता है। कोई भी ऐसी बात नहीं है जिस पर कांस्टैन्ट वाच न रखी जाए। इसलिए कब पता चला, इसमें दिल्ली का सवाल नहीं है, सारे देश से कांस्टैन्टली रिपोर्ट मंगाई जाती है।

जहाँ तक कीमत बढ़ाने का सवाल है, कीमत हमने अभी नहीं बढ़ाई है। लेकिन कीमत जैसे रामेटीस्ट्रियल की बढ़ रही है, हूसरी चीजों की कीमत मूल्क में बढ़ रही है, इस इण्डस्ट्री में भी श्रेष्ठ्यसंसं की तरफ से बढ़ा भारी प्रेशर है कि हमारी कीमतें बढ़ाई जायें लेकिन यह सवाल अभी तक हल नहीं हुआ है। यह सवाल ज़ेरे थोर है, गवर्नरेंट के शिष्ठर कंसिडरेशन है। इसलिए इसकी बाबत इससे प्रधिक मैं और कुछ नहीं कह सकता।

श्री हरीश कुमार गंगवार : क्या यह सही है कि दवा निर्माता जिसमें ज्यादा मुनाफा है उसी को बना रहे हैं और जिसमें ज्यादा मुनाफा नहीं है उसको नहीं बना रहे हैं।

श्री दलबीर सिंह : जिसमें ज्यादा मुनाफा है वह बना रहे हैं, कम मुनाफा है तो नहीं बना रहे हैं—ऐसी बात नहीं है क्योंकि मूल्क में हमें प्रोडक्शन को देखना है, ज्यादा से ज्यादा प्रोडक्शन मूल्क में हो और शार्टेज न हो, इस आधार को लेकर सारी इग इण्डस्ट्री को देखा जा रहा है और इसी आधार पर नये लाइसेन्सेज दिए जाते हैं। नए लाइसेन्सेज में हमने पविलिक सेक्टर में 12 लेटर आफ इन्टेन्ट दिए हैं और 17 इण्डस्ट्रियल लाइसेन्स दिए हैं। इंडियन सेक्टर में 37 लेटर आफ इन्टेन्ट दिए हैं और 23 इण्डस्ट्रियल लाइसेन्स दिए हैं। फारेन कम्पनीज, जिनके लिए मैंने कहा कि डाइल्यूशन की पालिसी बदल रही है उनको सिर्फ 3 लेटर आफ इन्टेन्ट दिए हैं और 1 इण्डस्ट्रियल लाइसेन्स दिया है। इसका मकसद यही है कि किसी तरह से इग इण्डस्ट्री में शार्टेज न आए और फ्यूचर में भी प्रोडक्शन बढ़करार रहे।

श्री हरीश कुमार गंगवार : एक बात रह गई है। फार्मुलेशन का काम करने के सम्बन्ध में मुदालियर कमेटी की रिपोर्ट में भी कहा गया है और डब्ल्यू एच एमो ने भी कहा है कि फार्मुलेशन कम कोजिए; इसमें मुनाफा ज्यादा होता है इसलिए दूसरी इग जम बनती है।

श्री दलबीर सिंह : इण्डस्ट्रियल लाइसेन्स इश्यु करते हैं तो इन सारी चीजों को देख कर ही इश्यु करते हैं।

श्री राम विलास पासवान (हाजीपुर) : उपाध्यक्ष महोदय, . . .

MR. DEPUTY-SPEAKER: Mr. Paswan, your question should be as short as medicine which will cure this disease of shortage of life-saving drugs.

श्री राम विलास पासवानः पाटिल साहब तो बैठे हुए हैं और हम लोग खाली भाषण दे रहे हैं। मैं मंत्री महोदय की जानकारी के लिए कहना चाहता हूँ कि पांच तरह की लाइफ सेविंग ड्रग्ज होती हैं। पहली हैं एंटीबायोटिक्स, पेनिसिलीन, स्ट्रेप्टोमाइसिन इत्यादि।

MR. DEPUTY-SPEAKER: These answers you must get by putting your questions whereas you are giving all the answers to the Minister.

श्री राम विलास पासवानः जब वे समझ जायेंगे तब जवाब देंगे। दिवकरत यह है कि वे समझ नहीं रहे हैं।

MR. DEPUTY-SPEAKER: That is not the question. You want to make the House understand that you know all these things. You must put all the questions to the Minister. Carry on now.

श्री राम विलास पासवानः दूसरी हृदय रोग से सम्बन्धित दवायें हैं। नीसरी लंगड़ या फेफड़े पर असर करने वाली दवायें हैं। चौथी स्टीरायड हैं जिनका चिन्नाजनक हालत में उपयोग होता है। पांचवीं हैं श्लूकोबू वर्गेन्स।

यह पांच तरह की लाइफ सेविंग ड्रग्ज हैं। मंत्री जी ने कहा कि कोई उदाहरण दिया जिए तो यह लोकनायक जयप्रकाश नारायण अस्पताल के एम० ओ० के अंग्रेजिनल डिप्पेंचर पर लिखा हुआ पर्चा है जिसमें उन्होंने कहा है कि लाइफ सेविंग ड्रग्ज में सफाडाइजीन इम्जारेग, सिरप में क्लोरोमाइपटान, कैम्पल रेफामाइसीन, टैब्लेट्स में साबिट्रेट (हार्ट अट्क के लिए)।—यह सब नहीं हैं। नान-अवेलेविलिटी आफ ड्रग्ज में इन दवाओं के नाम उन्होंने बताए हैं। उपाध्यक्ष महोदय,

न इस कोटेबिल पर रख देता हूँ, मेरे ग्रोरिजनल दस्तखत के साथ। यह दिल्ली का सबसे बड़ा अस्पताल है . . .

MR. DEPUTY-SPEAKER: You have not yet placed the paper on the Table of the House.

श्री राम विलास पासवानः मैंने रख *दिया है।

MR. DEPUTY-SPEAKER: That will be examined by me.

श्री राम विलास पासवानः उपाध्यक्ष महोदय, ता० 15 को रेजिडेन्ट डाक्टरों ने हड़ताल की, जब उन को रोगी पकड़ने लगे। रोगी कह रहे थे —तुम्हारे पास कोई दवाई नहीं है, हम लोगों की जान जा रही है, हम मर रहे हैं। मेरे पास यह ता० 22 का अखबार है—स्ट्रेसमैन में निकला है —

The Lieutenant Governor of Delhi, Shri Jagmohan virtually joined hands with the Resident Doctors of Delhi Administration's Jaya Prakash Narain's Hospital in condemning the authority there for poor maintenance and lack of maintaining the life-saving medicines in the emergency ward."

इस बा० मतलब है कि एमजॉनसी वांड में श्री दवा नहीं है।

उपाध्यक्ष महोदय, आपका हते हैं कि मैं शार्ट क्वेश्चन नूँछ लेविन आप जा० देखिये—दह कितना गम्भीर मामला है। मेरे पास एक और न्यूज बटिग है। आप तो, उपाध्यक्ष महोदय, अंग्रेजी जानते हैं, इस में लिखा है —

*The Speaker not having subsequently accorded the necessary permission the paper was not treated as laid on the Table.

['Ants in bottles of intravenous glucose']

आप देखिये ग्लुकोज की बोतल में चीटी पहुंच रही। आप ने ड्रग कन्ट्रोलर को कोई अधारि नहीं दी है। यह 18 मई का मामला है, उसने 31 मई को सलाह दी कि लोक नायक अस्पताल में इस का उपयोग बन्द कर दिया जाय, लेकिन अभी तक बन्द नहीं हुआ है। जब चीटीवाला ग्लूकोज रोगी की बाड़ी में जायगा तो आप बतलाइये, रोगी मरेगा या बचेगा? रोगी मर जायेगा। आप अखबार में आगे पढ़िये—

['Saline drip unit asked to close down']

मैं यह कहना चाहता हूँ कि यह कोई मामूली बात नहीं है। हम लोग यहां पर इस तरह बात कर लेते हैं, लेकिन किसी दिन हम को अस्पताल में जाना पड़ा, तब क्या होगा? पिछली दफ्तर ऐसा हुआ था, फलड के समय में जो इन्जेक्शन दिया जा रहा था वह जाली निकला, जो पानी चढ़ाया जा रहा था, वह जाली था। उसमें किनते रोगी मरे होंगे—आप स्वयं अनुमान लगा सकते हैं।

आप देखिये—मैंक्षाफार्म किसी देग में नहीं चलता है, सब देशों में बन्द कर दिया जाता है क्योंकि उसके उगादा इस्टेमाल में ब्रेन डेंग हो जाता है, लेकिन हमारे यहां चर रहा है। मरीजों जो दिन उगादा खा लें तो देखिये एक मरीज में उन का ब्रेन डेने जहांता है या नहीं।

अभी उस दिन मरदन में मामला उठा था, मरीजों ने कहा था कि डाक्टरों लों जो हड्डियाँ हुई हैं उसमें कोई नहीं मरा है। मैं दावे के साथ कह सकता हूँ 300 रोगी तो मरदर-जंग अस्पताल में मरे होंगे। इस मामले को गम्भोरतापूर्वक लेना चाहिये, लेकिन हम इस को बड़े हल्के ढंग से ले रहे हैं।

दिल्ली में रह चोथा मरीज टी०बी० का मरीज है। टी०बी० कई तरह की होती है, लंग टी०बी० होती है, बोन टी०बी० होती है, इस बीमारी के लिये स्ट्रोटोमाइसीन एक मात्र दवा है, लेकिन पूरे जून मरीज में वह

उपलब्ध नहीं थी और शायद अभी भी उपलब्ध नहीं होगी। मैं जानना चाहत हूँ—इसके लिए मन्त्री महोदय क्या कर रहे हैं?

आप मेरा ई०डी०पी०एल० के सम्बन्ध में कहा। मैं जानना चाहता हूँ कि आई०डी०पी०एल० की और प्राइवेट सेक्टर की क्या कंपेसिटी है, उन में कितना उत्पादन होता है? हमारे यहां मुज्फरपुर में कारखाना खुलनेवाला था, लेकिन उसको बन्द करवा दिया है। मैं जानना चाहता हूँ—वह चालू होगा, या नई सरकार की कोई नई तीव्र आयेगी तो मैं यह जानना चाहता हूँ कि यह जो आई०डी०पी०एल० है, इस की कंपेसिटी क्या है; उसका ब्रोडक्शन कितना प्राइवेट सेक्टर में है और कितना पब्लिक सेक्टर में है।

दूसरा प्रश्न यह पूछना चाहता हूँ कि आपके यहां जो एडलट्रेशन होता है और भारी मात्रा में एडलट्रेशन होता है, उसके बारे में आप क्या कर रहे हैं। दवाइयों के दाम बहुत ज्यादा होते हैं और डाक्टर रोगी को दवाई लिख देता है। दवाइयों की शार्टें जैसे लोग नकली दवाई बना रहे हैं। इसलिए जो दवाई 5 रुपये की होती है, उसको इकानदार 3 रुपये की दवाई एडलट्रेटेड बना कर बेचता है और गरीब आदमी वह 3 रुपये वाली दवाई खरीद लेता है। इसलिए मेरा कहना यह है कि यह जो एडलट्रेशन चल रहा है इसको रोकने का सदसे बड़ा उपाय यह है कि आप अधिक से अधिक उत्पादन कोजिए और मैं तो यह चाहूँगा कि लोगों को आप मुक्त में दवा दें, क्योंकि दवाई और शिक्षा लोगों को देना राष्ट्र की जवाबदेही है। इसलिए हिन्दुस्तान के लोगों को आप मुक्त में दवाई दें लेकिन अगर आप मुक्त में नहीं दे सकते हैं तो कम से कम सस्ते दामों पर तो आपको इन को उपलब्ध कराना चाहिए। आज हम यह भी देख रहे हैं कि दूदय रोग के ज्यादा रोगी हैं लेकिन जो दूदय रोग की दवाइयां हैं जैसे सोर्विट्रेट हैं,

परसेनटिन है और कोरामिन है, ये सब बिल्कुल उपलब्ध नहीं हैं। पता नहीं मंत्री जी इन दवाइयों के नाम जानते हैं या नहीं जानते हैं? तो मैं आपसे पूछना चाहता हूँ कि यह जो आई०डी०पी०एल०है, उस की कैपेसिटी क्या है और एकचुम्ल प्रोडक्शन कितना है आइवेट और पब्लिक सेक्टर में और इस कैपेसिटी को बढ़ाने के लिए आप क्या कर रहे हैं? लोगों को सस्ती दवाइयां मिले और अच्छी स्टैन्डर्ड की दवाइयां मिले, इसके लिए आप क्या करने जा रहे हैं? आप के पास सब-स्टैन्डर्ड और एडलटेशन के कितने केसेज अभी तक आ चुके हैं और उनके खाने से कितने रोगी मरे हैं और हृदय रोग के रोगियों के लिए जो दवाइयां उपलब्ध नहीं हैं, उसके लिए आप क्या करने जा रहे हैं?

श्री बलबीर सिंह : माननीय सदस्य ने बड़े सवाल पूछे हैं और जो सवाल किये हैं, वे ज्यादातर हैल्थ मिनिस्ट्री से सम्बन्धित हैं। जहां तक एडलटेशन की बात है, जितने डूट्टान्ट इन्होंने दिये हैं, ये सब चीजें हैल्थ मिनिस्ट्री से सम्बन्ध रखती हैं। मैं इन को हैल्थ मिनिस्ट्री के नोटिस में ले आऊंगा और माननीय सदस्य को सारी बात बतला दूँगा।

जहां तक दवाई न मिलने के बारे में कहा जाया है, मैंने दो, तीन बार रिपोर्ट किया है कि हम उस तरह की दवाई के लिए व्यवस्था करते हैं।

श्री राम विलास पासवान : किस तरह की? उस तरह से क्या मतलब है? (व्यवधान) हमने कालिंग एटेशन का नोटिस दिया है, कोई मजाक नहीं है। कैंबिनेट मिनिस्टर साहब बैठे हुए हैं। उन को इस बात को गंभीरता से लेना चाहिए। रोगी मर रहे हैं और आप कह रहे हैं "उस तरह की" ...

SHRI CHANDRAJIT YADAV (Azamgarh): These are life-saving drugs.

श्री राम विलास पासवान : लाइफ सेविंग इंग्स की बात हम कर रहे हैं। पोस्पोन करवा लीजिए इस को अगर आप तैयार नहीं हैं और दूसरे दिन के लिए कहिये कि हम तैयार हो कर आएंगे। ठीक जानकारी सदन को देनी चाहिए। यह मामूली बात नहीं है, लाइफ सेविंग इंग्स का मामला है।

श्री बलबीर सिंह : माननीय सदस्य ने तैयार होकर आने की बात कही है। जवाबदेने के लिए तैयार होकर आए हैं लेकिन लड़ने के लिए कभी तैयार हो कर नहीं आएंगे। जहां तक लाइफ सेविंग इंग्स का सवाल है, उनके लिए पूरी तरह से बन्दोबस्त किया है। उनके इक्वीवेलेट एवं लेबिल हैं। हम यहां तक कर रहे हैं कि जो दवाएं निलकूल नहीं मिलती हैं उनको इम्पोर्ट करने की व्यवस्था कर रहे हैं और पूरी तरह से इसका ध्यान रखा जाता है। इसके बावजूद भी अगर कोई डूट्टान्ट है, तो उसका स्पेशल इन्तजाम है जैसा मैंने बताया है कि मोनीटरिंग के जरिये हम उस को एंड करते हैं।

स्टाकिंग के बारे में कहा कि वहां स्टाक नहीं है। यह हैल्थ मिनिस्ट्री देखती है। ग्लूकोज में एडलटेशन है, यह भी हैल्थ मिनिस्ट्री देखती है। इनमें ज्यादातर चीजें हैल्थ मिनिस्ट्री से ताल्लुक रखती हैं।

आपने मुजफ्फरनगर प्लॉट की बाबत कहा है। इस प्लॉट को पराशंयली कमीशनिंग हो चुकी है। नरसिंह प्लॉट के बारे में कहा है। इसकी कमीशनिंग थोड़े दिन से प्रोग्रेस में है।

बाकी में आपको बतलाना चाहता हूँ कि जितनी चिता आपको है गवर्नमेंट को उससे बहुत अधिक चिता है। यह गवर्नमेंट की जिम्मेदारी है और गवर्नमेंट प्रपनी जिम्मेदारी से बचना नहीं चाहती। हम पूरी तरह से सब कुछ कर रहे हैं।

SHRI ZAINUL BASHER (Ghazi-pur): Mr. Deputy-Speaker, Sir, the shortage of drugs is not a recent phenomenon. For the last three years, we have been facing the shortage and I am thankful to the Minister and I congratulate him that he has taken the country from the position of 'acute shortage' to the position of 'shortage'. When there is shortage of medicine in Delhi, which is the capital of our country, you can well imagine the shortage in district and tehsil towns and other small places. When there is shortage here, at those places it would be acute shortage. Shortage in the capital means acute shortage elsewhere. It is a very serious matter and it deserves a very serious consideration on the part of the Government. We can put up with the shortage of sugar, shortage of kerosene, but we cannot live with the shortage of medicines. If we have to live, the medicine are a must for us and there should not be any shortage and no slackness should come so far as the question of making medicines available is concerned.

We are very much concerned with the reports in the newspapers that the drugs which are used for the cure of heart diseases, tuberculosis, malaria and other serious diseases are not available in the market. We have noticed these reports and hence this calling attention motion.

I have my own personal experience and so many people have narrated me their experiences too, that with the prescription of a doctor, they are made to run from shop to shop only to find that the medicines are not available. Imagine a situation, when

13.00 hrs.

a patient is dying in a hospital and the relatives with the prescription of the doctor are running from shop to shop and the medicines are not available. At last, if one is able to locate it at a shop and he comes with the medicine; he only finds that the patient has died by that time. If

even the medicines is a genuine one, the patient has not waited for that and has died. This is a very serious situation and should not be taken as a joke. The House and the Government must give a serious thought to this matter. This is not a question of acute shortage or shortage. Even a very little amount of shortage in medicine should not be allowed to go on I want to ask some questions on this matter

MR. DEPUTY SPEAKER: You can put your questions after lunch. The House stands adjourned up to 2 P.M.
13.01 hrs.

The Lok Sabha then adjourned for lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after lunch at five minutes past fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]
CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE
Contd.

SHORTAGE OF LIFE SAVING AND OTHER
ESSENTIAL DRUGS—Contd.

SHRI ZAINUL BASHER (Ghazi-pur): I would like to add, there is a lot of confusion regarding the role of Ministry of Petroleum and Chemicals and Ministry of Health. While the manufacturing part of it is with the Ministry of Petroleum, Chemicals and Fertilizers, the distribution and the quality part of it is with the Ministry of Health. I feel that there must be proper co-ordination between the two Ministries. But at the hon. Minister of State in the Ministry of Petroleum and Chemicals has stated that supply of drugs in hospitals and elsewhere is a matter that concerns the Ministry of Health, he is not in a position to reply to the questions. I do hope that in these two Ministries there should be more coordination and I would suggest that the Minister of State at least should be responsible for this coordination.

I would like to put some specific questions. Is it a fact that licencing capacity of drug manufacturing is on the lower side and the public sector is not running to its full capacity? Is there inadequacy regarding the pricing of drugs? Drug manufacturers prefer to manufacture those drugs in which there is more profit and do not manufacture those in which there is less profit. Are the public sector drug industries and private sector Indian drug industries in a position to meet the demands, especially those of life saving drugs and essential drugs? Is the Research and Development Wing up to the mark? Keeping in view heavy requirement of drugs during the next five years, are steps being proposed to be taken by the Government to meet the demand? Is Government going to allow foreign drug companies for expansion in the field of drugs, especially life saving drugs and essential drugs which cannot be produced by the Indian Drugs Industries—both public and private? What steps are being taken to Indianise the foreign drug companies, keeping in view the availability of their know-how and research and development work?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): Some of the hon. Members while putting questions expressed their apprehension and anxiety about the non-availability of life saving drugs. It is true that the demand for life saving drugs and also other drugs is increasing year by year and to that extent we, in the Ministry have been making all efforts to licence the existing drugs units and new units which are coming forward to manufacture drugs. So, we are trying our best to meet the growing demand. In spite of that I admit that certain banded drugs and not the drugs in general are in short supply. But certain branded drugs are in short supply, not throughout the country but only in certain areas. That is why my colleague, the Minister of State, has made it very clear that we have got

a machinery which we have created in the Ministry, which monitors the availability and supply of the drugs. We get reports every month from the Drug Controllers of the States and also the Drug Controller of India, from which we know in which part of the country which branded drugs are in short supply. Immediately our officers take action on that. The hon. Member mentioned about the short supply of some branded drugs in Delhi. I think about 48 branded drugs are in short supply. Immediately after we came to know about it, we wrote to the manufacturers to rush those drugs to Delhi. I am told the manufacturers have confirmed that they are immediately making arrangements to rush these drugs to Delhi. I hope whatever shortage of branded drugs is there in Delhi, that will be eased within a short time. I can assure the hon. Member about this.

Now, the question is, why only certain branded drugs are in demand and why not the other branded drugs. As I said, certain drugs are more in demand than certain other drugs of the same quality. I can take the House into confidence and say that according to a decision taken by the Janata Government on the Hathi Committee recommendations, we have made it a rule that whether it is the Indian sector or multinationals or any industry, whatever bulk drugs, they manufacture, they have to part with 50 per cent of those bulk drugs to the non-associated producers for formulation purposes. They cannot formulate all the bulk drugs. The bulk drugs are supplied to institutions like hospitals. 50 per cent of that they formulate and 50 per cent in the case of multinationals and 30 and 40 per cent in the case of Indian sector and public sector are given to non-associated formulators, mostly in the small-scale sector. They manufacture it and give a brand name. The same drug is there, the base is the same. The bulk drug is the same. The quality is the same. But the people go by the brand name. I do not blame the people. I

have 'o blame the doctors. When the patient goes to the doctor, the doctor prescribes so and so drug produced by Mercks, May and Baker or Burroughs and Wellcome or something like that. The patient goes in search of that medicine only, and they are not prepared to take a medicine with another brand name, although it is of the same quality and it has been formulated from the same bulk drug. They are only after certain branded drugs because of the aggressive propoganda and publicity that is being done. You know the multitionals and MRTD companies are spending crores of rupees on publicity. They send sample after samples to the doctors. Naturally the doctors are obliged to them and they prescribe that particular brand. That brand is not available because it is much in demand. That is why I said, only particular branded medicines are not available. The other medicines of the equivalent quality are available in plenty in the market. Therefore, wherever there is a demand of those particular branded medicines which are in short supply, to that extent we are making all arrangements that branded medicines are available in the market as early as possible.

PROF. MADHU DANDAVATE (Rajapur): Do not be unfair to the doctors. Whenever we go to the doctors, they also say that if a particular brand is not available, then use the other one.

SHRI VEERENDRA PATIL: I am not blaming the doctors. I know that doctors first prescribe a particular brand of a particular company. I had been to doctors many a time. The hon. Member must have been to a doctor many a time. And many of the hon. Members must have been to a doctor many a time, they say is that preference is for a particular brand. If that is not available, you can go in for an other brand. But the psychology of the patient is such that he goes for the first brand that is prescribed by the doctor. That is why, there is so much demand of a

particular brand.

Some of the Members have expressed their apprehension that some of these drugs manufacturers are not manufacturing drugs to the full capacity. To some extent, there is truth in that because since 1978 we have not allowed them to increase the price. I am talking of the essential drugs. The hon. Member, Prof. Dandavate, knows it very well because it was during the period of his Party's Government that the drug policy was formulated and the then Minister In-charge had placed a copy of that on the Table of the House. I am assuring him that we are going by that policy.

MR. DEPUTY-SPEAKER: He says that it was your Government also at that time.

SHRI VEERENDRA PATIL: I am not blaming them. What I am saying is that in 1978 when they formulated the drug policy, they also took a decision that for one year, there should not be any increase in the price at all. The price was frozen. With the result, since 1978 we have not allowed any of these companies either in the public sector or private sector or multinational to increase their price. The raw material that they require for producing the drugs comes out of the petro-chemicals only. They have to use caustic soda, benzint, etc. You can very well appreciate that the prices of oil are going up and naturally, prices of raw materials are also going up. In past, we used to supply them sugar at the controlled price. Now, we are not supplying them sugar at the controlled price. We are telling them that it is your responsibility to take it from anywhere at any rate that is prevalent in the market. Now, what has happened is that the cost of inputs has gone up and the manufacturing cost has also gone up. Now, a State came when they came to me and said that it was not possible for them to manufacture. The result is that more they manufacture, more they incur losses. Naturally, the tendency is that they manufac-

ture more of other drugs where they have got more margin of profit. This must also be the factor to some extent, responsible for shortage.

My hon. colleague has made it clear to the House with regard to allowing these drug manufacturing units to increase the prices keeping in view the cost of the inputs. This has already been worked out by the BICP. According to the recommendations of the BICP are going to take a decision very shortly. I feel that once we take a decision, then it will be possible for them to go in a very big way to manufacture more quantity of medicine and to that extent, more medicine would be available in the market.

There are certain life saving drugs like anti-cancer drugs, heart drugs, leprosy and blood pressure drugs. I want to assure the hon. Members that if we find that any manufacturing unit is not manufacturing these drugs and their equivalent is not available, we are prepared to import. We have been importing. Last year, we had imported medicine worth Rs. 81 crores. Year before last year also we had imported medicines worth Rs. 81 crores. Therefore, we do not hesitate because we do not want the people, and particularly the patients to suffer. So, if there is any such case where it is not available in the market, we are prepared to import it and we are prepared to airlift that medicine and make it available to the consumers. We are taking all steps, and I want to assure the hon. Member that there would not be any scarcity; where may be scarcity of medicine of certain brand names here and there. To that extent we will make all possible arrangements, and I want to once again assure the hon. Member that so far as the shortage is concerned, that will be fully met, we will take all possible steps to see that the shortage will not remain and it is made available in the market to the extent that is required for the consumer.

12.21 hrs.

PETITION RE. BAN ON EXPORT OF FROGS' FLESH

SHRI R. K. MHALGI (Thane): Sir, I beg to present a petition signed by Shri Dutta Tamhane and others regarding ban on export of frogs' flesh.

MATTERS UNDER RULE 377

MR. DEPUTY-SPEAKER: Now, we take up matters under Rule 377.

(i) SUBARNAREKHA FLOOD CONTROL AND IRRIGATION PROJECT

SHRI CHINTAMANI JENA (Balasore): Sir, I would like to draw the attention of the House to the following matter of urgent public importance under Rule 377.

Balasore district in Orissa being a permanent victim to the prey of high floods of Subarnarekha, Jalka, Budhabalang and Baitarani rivers sustaining huge losses of kharif crops every year by which the financial backbone of lakhs of farmer families is breaking day by day. The inter-State Subarnarekha flood control-cum-irrigation project with the Central assistance is yet to come out. In considering the extraordinary delay of this Subarnarekha flood control and irrigation project, the expert opinion was to have some drainage schemes in the valley to render some protection to the kharif crops which is the only source of living of the 18 lakhs of people of this district. Specially the drainage projects of Bhograi block which is the border of West Bengal and situated in the mouth of Subarnarekha river, where all the flood water of Subarnarekha from West Bengal accumulated causing heavy damages to kharif paddy crops every year. As per expert opinion some drainage along with sluice gates are to be provided to safeguard the crops from destruction, were investigated by the World Bank expert who

(Shri Chintamani Jena)

has to finance it but after a lapse of more than 4 years, no progress has yet been made on this issue for which lakhs of farmers are at a stage of frustration and are in a great concern. The drainage schemes which was sent to the Central Water Control Board is yet to be cleared up by them.

I would, therefore, draw the immediate attention of the hon. Minister for Irrigation to this problem for rendering the long pending problem to be solved, specially when the rainy season has started and high flood is expected at any moment.

(ii) **RESUMPTION OF OIL EXPLORATION
IN PILAIKUT DISTRICT OF
UTTAR PRADESH**

श्री हरीश कुमार गंगवार (पीली-भीत): माननीय उपाध्यक्ष महोदय, मैं आप की अनुमति से नियम 377 के अन्तर्गत एक लोक महत्व के प्रश्न को उठा रहा हूँ।

उत्तर प्रदेश के पीलीभीत जिले में तेल एवं प्राकृतिक गैस आयोग ने सर्वेक्षण के आधार पर तेल की खोज के लिए जिले में दो स्थान चुने। परन्तु पिछले वर्ष केवल एक स्थान पर ही आधी खुदाई करके कार्य बन्द कर दिया गया। दूसरे स्थान को छुआ तक नहीं गया। जहां खुदाई बन्द की गई उसका कारण कठोर चट्टान का आना बताया गया जबकि विभाग के पास बहुमूल्य व उत्तम कॉटिंग के ड्रिलिंग के उपकरण मौजूद हैं। यदि किसी कारण एक स्थान पर ड्रिलिंग बन्द किया गया तो दूसरे स्थान पर कार्य आरम्भ करना चाहिए था परन्तु ऐसा न करके व करोड़ों रुपया खर्च करने के पश्चात् व भूगर्भ वज्ञानिकों की रिपोर्ट

के आधार पर दोनों स्थानों पर खुदाई न करके खुदाई के समस्त उपकरण दूसरे राज्यों में भेजे जा रहे हैं जबकि पीली भीत के दोनों स्थानों पर तेल मिलने की पूर्ण सम्भावना है। माननीय प्रेस्ट्रोलियम मंत्री इन उपकरणों को कृपया दूसरे प्रदेशों में न भेज कर पीलीभीत के दोनों स्थानों पर तेल की खोज करायें।

(iii) **REPORTED NON-SUPPLY OF RAW MATERIAL BY STC, SAIL AND INDIA PETROLEUM TO WEST BENGAL**

SHRI SUDHIR GIRI (Contai): A critical situation has arisen in West Bengal because of the non-performance of their respective obligations by three Central Government agencies, viz., The Indian Petroleum, the State Trading Corporation and the Steel Authority of India. The West Bengal Government deposited in advance with them an amount of Rs. 21.21 crores for the supply of raw materials, but they have neither supplied the materials ordered for nor are they refunding the money in spite of repeated demands. An apprehension has, therefore, gained ground that these units have invested the amount of Rs. 21.21 crores in other fields.

I would, therefore, request the hon. Minister to kindly take remedial measures immediately in view of the fact that the economic development of West Bengal is being hampered to a great extent for want of materials.

(v) **PURCHASE OF JUTE BY JUTE CORPORATION OF INDIA IN PURNEA AND SAHARSA DISTRICTS OF BIHAR**

श्री तरेश सह (विक्रमगंज) : उपाध्यक्ष महोदय, विहार के पूर्णिया एवं सहरसा जिलों में जूट की खेती बड़े पैमाने पर होती है। फसल तैयार है। भारतीय जूट निगम द्वारा अभी तक सोरोंट्रा प्राइस पर जूट खरीदने की नीति निर्धारित नहीं हुई है। किसानों को बहुत कम दामों (डिरेट्रेस प्राइस) पर प्राइट्रेट ट्रेड के यहां मजबूरी में अपनी

फपल बेचना पड़ रही है। गत वर्ष भारतीय जूट निगम और एन.सो.डी.सी. के परामर्शनिसार विहार के कोपरेटिव मार्केटिंग यूनियन (विस्कोमान) के विभिन्न केन्द्रों के माध्यम से जूट की खरीद की गई थी जिससे किसानों में बहुत ही संतोष और उत्साह दुआ था और इस वर्ष किसानों ने जूट की फसल काफी लगाई। लेकिन भारतीय जूट निगम द्वारा सपोर्ट प्राइम पर जूट की खरीद नहीं होने से किसानों को भारी क्षति उठानी पड़ रही है।

वाणिज्य मंत्री भारत सरकार, जिनके अधीन जूट कागजाना तथा भारतीय जूट निगम है से निवेदन है कि गतवर्ष की तरह विहार कोपरेटिव मार्केटिंग यूनियन को जूट खरीदने का आदेश दे।

(v) REPORTED SHORTAGE OF KEROSENE IN TAMIL NADU

SHRI ERA MOHAN (Coimbatore): There is a very acute shortage of kerosene in Tamil Nadu. In several areas housewives have to wait endlessly from the early hours of the day in vain in an attempt to secure kerosene. The ration shops have no stocks, and enquiries reveal that there is shortage all over the State. The State Government machinery for distribution has broken down due to inefficient administration, and they are unable to tackle the situation. The misery inflicted on women and elders is unbearable. Further, the State blames the Centre for poor supply. As a result, the poor people suffer untold hardships. At a recent meeting at Hosur in Tamil Nadu, the hon. Minister for Petroleum and Chemicals, Thiru Veerendra Patil, pointed out that the State Government had not indicated that they needed more supplies of kerosene.

The people of Tamil Nadu should not be penalised for the indifferent

attitude of the AIADMK Government. I request the hon. Minister to look into the matter and rush supplies of kerosene to the State as otherwise there will be an outcry by public in protest precipitating law and order situation.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI VEERENDRA PATIL): Recently, I had an occasion to tour Tamil Nadu. I visited Hosur and there some members complained—I was addressing a public meeting, that was a hall meeting—that kerosene is in short supply and that it is being sold in black-market. I said that it is a surprise to me because I am hearing for the first time that kerosene is in short supply and my impression is that whatever quantity of kerosene and diesel oil has been asked for by the AIADMK Government in Tamil Nadu has been supplied. I do not know whether we have been able to supply cent per cent, but till this day, I have not received any communication from the Chief Minister or any Minister of Tamil Nadu asking me to supply more kerosene. I said that if they wanted me to supply more kerosene or diesel oil, I would have supplied. But the fact remains that the system of distribution is wrong there. It is being handled by private people, by private traders. They are selling it in the blackmarket and the result is that the actual consumer is not getting kerosene in sufficient quantity. That is the position which I learnt after going to Hosur. I said that the distribution is the responsibility of the State Government and that they should make all possible efforts to see that as far as possible, the consumers get enough quantity of kerosene.

On this point, I want to make one thing clear. In the recent price increase that we had effected with regard to the petroleum products, we had not increased the price of kerosene with the result what is happening the price of diesel oil, but not kerosene—a sizable quantity of kerosene is going in adulteration. I had a

[Shri Veerendra Patil].

series of discussions with our officers and I am told that if kerosene is mixed with diesel, even upto 100 per cent, it is not possible for us to detect. That is the position and we are trying our best to find out a method to dye or colour kerosene so that it may be difficult for them to adulterate kerosene with diesel oil. But we have not been able to find out any solution to this problem. That is why I feel that this kind of adulteration might be going on in Tamil Nadu and that is why there is shortage. I want to assure the hon. member and the House that if Tamil Nadu wants more quantity of kerosene, I am prepared to supply. But my only suggestion and my only request to the Government of Tamil Nadu is to see that the distribution system is perfect and they should make all attempts to see that the consumers get enough quantity of kerosene that we are supplying in bulk to the State Government.

(vi) REPORTED DIRECT APPROACH BY THE CHIEF MINISTER OF RAJASTHAN TO WORLD BANK ABOUT ASSISTANCE FOR NARMADA PROJECT.

PROF. MADHU DANDAVATE (Rajapur) Mr. Deputy-Speaker, Sir, I want to draw the attention of the hon. Minister and the House to the following unprecedented matter. It is really unprecedented and it has never happened in the history of free India.

It is reported that the Chief Minister of Rajasthan has directly approached the World Bank requesting it not to consider the proposal of the Gujarat Government for assisting multi-purpose Narmada Project till the dispute between the two States over the sharing of the Kadana waters was settled.

The water dispute between two States is purely an internal problem and it could be settled either by

direct negotiations between the concerned States or through the intervention of the Centre.

Taking this internal dispute to the World Bank is highly objectionable and the Union Government should clarify its stand in the matter.

THE MINISTER OF IRRIGATION (SHRI KEDAR PANDEY): Should I clarify just now?

MR. DEPUTY-SPEAKER: If you want, you can.

SHRI KEDAR PANDEY: The Chief Minister of Rajasthan telephoned to me today. He has not written any letter to the World Bank. That is all. I have called both the Chief Ministers of Gujarat and Rajasthan and we shall discuss the matter amongst ourselves.

PROF. MADHU DANDAVATE: Since he has chosen to clarify, I would like to say that yesterday's *Times of India* (Bombay Edition) carried a front page report that the Prime Minister... (Interruptions)... Mrs. Gandhi has also disapproved this particular action.

SHRI KEDAR PANDEY: I know, what is in the notice of the Government. That is quite wrong and baseless.

SHRI SATISH AGARWAL (Jaipur): One more clarification. (Interruptions).

MR. DEPUTY-SPEAKER: No, please. The Minister has contacted both the Chief Ministers of Gujarat and Rajasthan and they have denied the report. (Interruptions). Whatever the press report comes, the Government is not responsible for that. I am not permitting anybody to speak on that. All of you please sit down. Because the Minister wanted to clarify the position. I permitted him. Then, Prof. Dandavate said something. That is over (Interruptions).

tions). I am not permitting anybody on the subject I am going to the next item.

(vii) PURCHASE OF COTTON BY COTTON CORPORATION OF INDIA IN RAJASTHAN, PUNJAB AND HARYANA

श्री बीरबल (गंगानगर) : राजस्थान, पंजाब और हरियाणा के नरमा तथा देशी रुई (काटन) के उत्पादक किसान इस बात से बहुत चिन्तित हैं कि आज फटलाइजर आदि की बड़ी हड्डी कीमत और अधिक मजदूरी के कारण नरमा रुई और देशी रुई के उत्पादन पर बहुत भारी खर्च लग रहा है, लेकिन आने वाली फसल पर इनके भाई बहनों की सम्भावना अधिरे में नजर आ रही है। गत वर्षों की प्रक्रिया को देखते हुए सी० सी० आई० से कोई उम्मीद नहीं की जा रही है कि सरकार द्वारा निर्धारित कीमतों पर किसानों की रुई की खरीद पर्याप्त रूप से की जायगी। इस लिए सरकार से निवदन है कि नरमा रुई का भाव किसान को पूरा मिले, एसा व्यवस्था तभी हो सकती है, जब सरप्लस देशी रुई का नियंत्रण जापान के लिए खोला जाय, तथा आयात रोका जाए। जैसे कि तीन वर्ष पहले खुला था, और आयात बन्द था। और वाजार में आ कर सी० सी० आई० पूरी खरीद शुरू कर दे, और अभी से इस खरीद की घोषणा करे, ताकि किमान को पूरी कीमत मिल सके।

(viii) REPORTED DEATH OF A PERSON IN POLICE CUSTODY DUE TO ALLEGED TORTURE BY DELHI POLICE

SHRI SATYANARAYAN JATIYA
(Ujjain): Mr. Deputy-Speaker. Sir,

yet another case of death in police custody, as a result of torture by the guardians of law, has come to light.

Lakshman Singh alias Hanuman was taken into custody by the police from the Subzimandi Railway station on the 5th August. The same evening he was admitted to the Jaya Prakash Narayan Hospital in a serious condition. All over his body there were burn injuries.

In his statement before the Magistrate, Lakshman has levelled the charge that when he was in police custody a head constable and two constables caught hold of him forcibly, poured kerosene over him and set fire.

This is indeed a serious charge. That there is truth in the charge is evident from this that cases under section 302 have been filed against the sub-inspector and three constables of Andha Mughal Police Station.

But an attempt is being made to hush up this heinous crime. According to the police, Lakshman himself sprinkled kerosene over his body and set fire. This story appears to be entirely concocted. Where from did Lakshman get kerosene while under police custody? Why did Lakshman want to kill himself? What was the police guard doing? A high level enquiry into the entire matter is called for. It appears that in order to put an end to crimes, which are on the increase the Delhi police has decided to adopt the easy but barbaric method of putting an end to the lives of innocent people also.

(ix) RELIEF MEASURES TO FLOOD VICTIMS OF BADAUN AND BAREILLY DISTRICTS

श्री जयपाल सिंह कश्यप (ग्रांवला) : उपाध्यक्ष महोदय, मैं नियम 377 के अधीन लोक महत्व के निम्नलिखित विषय की ओर सरकार का ध्यान दिलाता हूँ :

बदायूँ, बरेली जिले गंगा व रामगंगा व अन्य नदियों की बाढ़ से अनक वर्षा की भाँति इस वर्ष भी भयकर स्वप्न में प्रभावित हो गए हैं। बाढ़ न बांधों को तोड़ कर विनाश शुरू कर दिया है। अति वर्षा से भी क्षति हो रही है। बाढ़ व अति वर्षा से पीड़ित लोगों गिरे मकानों का पुनर्निर्माण व कसलों की क्षतिपूर्ति आवश्यक है। तुरन्त भोजन, पुनर्वास, अनाज, मिट्टी का तेल, मांमवर्ती, माचिस वितरण व डाक्टरी सहायता उत्तरव्य करना आवश्यक है। नावों की सांख्या बढ़नी चाहिए। बाढ़ पीड़ित लोगों को लगान व कर्जा और तकावी माफ होनी चाहिए और बसूलयावी रुकनी चाहिए। राज्य सरकार उत्तर प्रदेश तथा बदायूँ और बरेली के जिलाधिकारियों द्वारा आवश्यक राहत कार्य हेतु धन व साधन जुटा कर आवश्यक व्यवस्था करनी चाहिए। राहत कार्य में राजनीतिक दलों व स्पंब-संबी संस्थाओं का भी भग्पूर सहयोग लिया जाय।

—
14.41 hrs.

[*SHRI SHIVRAJ V. PATIL in the Chair*]
BRAHMAPUTRA BOARDS BILL—
Contd.

MR. CHAIRMAN: We now resume further discussion on the Brahmaputra Board Bill.

PROF. N. G. RANGA (Guntur): Sir I thank you for calling me early so that I can go for a meeting.

I am very glad that this Bill has been brought up here to be passed as soon as possible. If any evidence is needed to assure the people of the

norther-eastern States of the concern felt for their welfare by all Parties in this as well as in the other House, of Parliament, this Bill is the evidence. It was introduced by the other Government and got passed in the other House. It is now being piloted by this Government in this House.

Now this Bill, when it becomes an Act enables the Government here as well as the State Governments to develop the various resources of Brahmaputra the great river of our country, in various directions for the protection and benefit and progress of the north-eastern (States). But my only regret is that the Planning Commission did not take time by its forlock which was granted to it by the dissolution of this House and all this period that has elapsed since then, to improve this Bill in the light of the criticisms and observations made in the other House by various parties and also in the light of the rising needs of this particular area. For instance clause-14 is an obstructive clause rather than a permissive clause helping us a move towards progress. It makes it contingent upon not only the cooperation but also the resources of the State Governments in order that various aspects of the Master Plan, could be implemented. My Hon friend Mr. Varma has done service to this House while driving our attention to the fact that in the preparation of this Master Plan first preference was given only to the protection of that valley from floods and excessive water from this river, and all other progressive things that ought to be done have been given a secondary place in the provision provided there in Clause 12. If only the Planning Commission and the Irrigation Ministry had taken sufficient care to do some home-work in regard to these matters, they would certainly not have committed this mistake at all. But, unfortunately, we are hard pressed for time—this Government as well as Parliament—because we are so very anxious to get

this Bill pased as soon as possil. and therefore we cannot very well demand that the Government should move amendments here and now to various clauses and in that way cause further delay.

Another defect in the Bill is this. Representation is provided for the States concerned as well as the various Ministries concerned in the Central Government but what about Parliament? Why is Parliament not given any place at all in this particular Board? Surely, Members hailing from States other than the nort-eastern States are also interested in the progres of that valley and they should be elected to this Board; but apart from that, those Members themselves who hail from those States would have got an opportunity of being represented on this Board and they would have been able to make their contribution. But, unfortunately, there is no such provision at all. I hope that at the earliest possible stage, Government would take the opportunity of bringing an Amending Bill later on providing sufficient representation for Members of Parliament and, more especially, for Members of Parliament hailing from those States.

Thirdly I am glad that Rs. 13 crores are being made available for this year for the pupose of this particular Board, but then I want the Government of India to come forward and assure the people of those regions as well as the other parts of the country, that as much money as is needed for the development of this valley would be made available and that financial contraints will not be allowed to stand in the way of development of this Brahmaputra Valley. I wish this Bill itself had been called the Brahmaputra Valley Board Bill. But certainly the object of the Government is to develop that valley in various respects, not only in regard to protection of that valley from the flooded waters of the Brah-

maputra but also in regard to deve-
lopment of multi-purposes—dams,
irrigation, hydro power, navigation
and other beneficial purposes also.
In order to be able to develop that
area in all these directions, this Bill,
when it becomes an Act has got to
be re-shaped again completely, so
that there would not be unnecessary
troubles and disputes between one
State and another in that area and
between the State Governments and
the Centre here. Of course, they have
provided here an escape clause saying
that if there is any such dispure, all
kinds of negotiations will have to be
carried on, but in the end the final de-
cision, should be taken by the Govern-
ment of India. Even then, all that
procedure is tortuous and it must be
simplified as far as possible.

I want to make one observation.
for whatever it is worth, to alert the
Planning Commission as well as this
particular Irrigation Ministry and
the other concerned Ministries also,
that it is necessary for them to be
continually preparing and revising
perspective plans for the develop-
ment of different valleys and diffe-
rent areas in our country, in regard
to every possible development that is
needed. Unfortunately, it is not being
done. For instance, so far as Defence
forces are concerned, they go on pre-
paring these things, long before any
kind of contingency arises at all; for
fear that any such contingency might
arise, they go on preparing their
various plans and programmes and
keep them ready. In the same way,
the Planning Commission was ex-
pected to serve the country. But I am
afraid, it is not serving just as well
as it should, and more especially
the concerned Ministry, the Irriga-
tion Ministry. Therefore, I hope my
hon. friend, the Minister, will try and
give some caution and provide some
initiative to his own Ministry.

Finally, I am glad to have had
good response from the External
Affairs Minister to the suggestion, I
made the other day, that the Prime

[Prof. N. G. Ranga]

Minister, the External Affairs Minister, the Irrigation Minister and the Energy Minister should try to bring about some agreement between India, Bangladesh, Bhutan and Nepal in regard to the various developmental aspects of the utilisation of the waters for good and also for protection in Brahmaputra Valley so far as the great Brahmaputra river is concerned. I have written also to the Prime Minister, and I hope my hon. friend, the Minister in charge of this Bill, hailing as he does from Bihar and knowing those conditions much more intimately than we do, would try to give priority to those talks and try to utilise their good offices in order to achieve real agreement between our neighbouring countries.

SHRI XAVIER ARAKAL (Ernakulam): I also join with other Members in congratulating the Minister.

Sir, in our country, there are 9 States which are actively involved in water disputes. If you look at the years which have gone by and the national waste we have committed, at least this is a first step towards a national approach to this problem. I hope so. What I would like to ask the hon. Minister is this. Now there are three bodies, independent bodies, to look after the Brahmaputra Valley and its water resources. What will be the fate of these three bodies? Will this Board be an autonomous body? If it is an autonomous body, why should the State have so much power in their day-to-day administration, execution and planning? I am told that these three bodies will be in due course amalgamated or taken away or rescinded. But I do not see any repealing clause in this Bill. Without a repealing clause these three statutory bodies will be functioning there which means that there will be overlapping between various commissions and bodies. That means multiplying the functions which will not be conducive to proper utilisation of this project and the achievements of

this body.... (Interruptions). That is what I am saying. This is a matter which requires serious consideration by the government.

The third point is that in para 3 of the Statement of Objects and Reasons it is stated that the Government of Assam have been repeatedly representing that the task of tackling the problem of the Brahmaputra River and its tributaries is beyond their resources. If you go through the entire Statement of Objects and Reasons and the clause, the position is the same. More burden is put on the States. May I take you to the last sentence, 'Subject to the condition that the States concerned agree to the sharing of the costs of maintenance of the project...' which, in other words, has put more emphasis on the State taking upon the burden. My submission is that this is not proper and the States will not be able to carry out the work.

Various clauses were examined by the House here and a lot of limitations and conditions are imposed on the function of this Board. That is why I put my first question whether this body is an autonomous body or not. Unless we have an autonomous body, I am afraid, the objects visualised in this Bill may not be achieved.

Regarding the other parts of our nation, I have a suggestion. Autonomous bodies like this should be formed regionwise. As I said earlier, there are 9 States already involved in water disputes—I do not want to go into details—and this is the time we look at them and try to solve them.

I am happy to say that in our Budget, irrigation is classified as a priority sector. Agriculture and irrigation have earmarked 24.8 per cent of the allocation. It is such a good sign. If you want to have an agricultural revolution, a proper utilisation of our natural resources and a proper utilisation of the water resources, we should have a compre-

hensive and similar national approach to these issues. I would request the hon. Minister to clarify certain doubts that I have raised.

श्री हरीश कुमार गंगवार (पीली भीत) : माननीय अधिष्ठाता महोदय, इस देश में बाढ़, सूखा, अकाल, ग्रामीण आवागमन और विद्युतीकरण ये प्रमुख समस्यायें हैं और मुझे यह कहने में कोई संकोच नहीं है कि समस्याओं की प्राथमिकता निश्चित करते हुए इन की ओर ध्यान नहीं दिया गया ।

स्वतन्त्रता प्राप्ति के पश्चात् ही बाढ़ के सम्बन्ध में कार्यवाही होनी चाहिए थी । इन्हीं समस्याओं के होते हुए भी अगर ये दो समस्यायें मान ली जाएं, तो कोई अनुपयुक्त वात नहीं होगी, एक बाढ़ और दूसरा ग्रामीण आवागमन । हर एक गांव को मिलाने के लिए मड़क बनाने की योजना होनी चाहिए और बाढ़ जिसमें कि आज की रिपोर्ट के अनुसार 30 लाख हेक्टेयर भूमि नष्ट हो गई है या प्रशासित हुई है और करोड़ों लोगों का जीवन वस्त हुआ है, हजारों लोग अपने गांव और इस के अलावा फसलों का नुकसान हुआ, मकानों का नुकसान हुआ, और उस का हिसाब लगाया जाए तो वह अखों लघों में जाकर बैठता है । यदि बाढ़ पर काबू पा लिया होना और बाढ़ के पानी को संचित करने की योजना हमने बनायी होती तो आगे न सूखा होता, न अकाल होता और न कोई और समस्या होती । यह हमारा दुर्भाग्य ही है कि बाढ़ जैसे सबजेक्ट को मैन्टर का विषय नहीं माना गया है । यह उन गज्यों को बांट दिया गया है, जिन के पास इन्हीं रिसोर्सेज नहीं हैं कि वे बाढ़ का मुकाबला कर सकें । मैं माननीय मंत्री जी का ध्यान इस तरफ दिलाऊंगा और उन से मांग करूंगा कि जब तक इस बाढ़ के सबजेक्ट

को केन्द्र का विषय वह नहीं बनाएंग पूर्ण तथा, तब तक इन बाढ़ों पर काबू पाना किसी राज्य की क्षमता के बाहर दै, उस की सीमा में नहीं है क्योंकि इसमें इतना रुपया खर्च होता है, इतनी शक्ति लगती है कि राज्य उस को बर्दास्त नहीं कर सकते हैं । हम यह जरूर कह सकते हैं कि इसमें नुकसान होता है लेकिन यह वरदान भी सावित हो सकता है अगर हम उस के उचित उपाय करें । उस पानी को अगर रोका जाए, तो उस में विजली बना सकते हैं, उस पानी से सिंचाई कर सकते हैं और तब यह इस देश के लिए एक बहुत बड़ा वरदान सिद्ध हो सकता है । मुझे दुख है कि इस सम्बन्ध में जो कार्यवाही की गई, वह या तो आधे हृदय से की गई या केवल दिखावा के लिए मात्र ही की जाती रही और गज्यों के ऊपर इस की जिम्मेदारी डाल दी गई, जिस में यह कार्यवाही पूरी नहीं हो सकी । मैं मांग करता हूँ कि जिस प्रकार का यह बोंड बना रहे हैं यह अपने नेविल पर केन्द्रीय सरकार बनाएंगी लेकिन मैं यह कहूंगा कि पूरे हिन्दुस्तान के लिए एक बोंड बने जो बाढ़ और उस से होने वाले नुकसान की जांच करे और उस के लिए उचित उपाय करे और उन उपायों का कार्यान्वयन करे, जिस में गज्यों को इस से राहत मिल जाए ।

मैं इस विशेषक का स्वागत करता हूँ । आखिर कुछ तो किया, जिसे बहुत पहले करना चाहिए था लेकिन हमारे यहाँ एक परम्परा रही है सरकार की जब बहुत आनंदोलन हों, बहुत ज्यादा कहा सुनी हो और बहुत जरूरी हो जाए, मजबूरी हो जाए, तब उन कामों की किया जाता है । आसाम के लोग बहुत समय से आनंदोलन कर रहे हैं । उन का पिछड़ापन उन को

[श्री हरीश कुमार गंगवार]

आन्दोलन करने पर, मजबूर कर रहा है। उन्हें जितना वैसा मिलना चाहिए था, जितनी योजनाएं उन के लिए बननी चाहिए थीं, वह योजनाएं नहीं मिली हैं, उनकी बेरोजगारी दूर नहीं हुई। उनकी तरक्की के रास्ते बद हैं और वे नरीब हैं। ऊपर से बृहपुत्र की बाढ़ उनकी फसलों को भी नष्ट करती है और उनके घरों को भी उजाड़ देती है। दस साल के बाद आज आप यह काम करने जा रहे हैं। अब उन्हें यह काम पहले से किया होता तो शायद हमें ऐसे आन्दोलनों का सामना नहीं करना होता। फिर भी आज आपने जो कदम उठाया है, उसके लिए में बधाई देता हूँ।

15.00 hrs.

आपको यह भी सोचना चाहिए था कि जैसे जवाहरलाल नेहरूजी के जमाने में जो सीमावर्ती राज्य हैं, जैसे पंजाब और राजस्थान, उनको संतुष्ट रखा जाता था उसी तरह से संतुष्ट करने की प्रवृत्ति आपने असम के मामले में नहीं दिखायी। इसलिए वहां इस प्रकार के आन्दोलन हुए और आज स्थिति भयंकर बन गयी। भगवान को धन्यवाद है कि आज वह स्थिति मंभन्नने जा रही है।

श्रीमन् में यह कहना चाहता हूँ कि 1970 से जो बृहपुत्र फ्लड कंट्रोल बोर्ड, बोर्ड आफ टेक्नीकल कंसलेटेन्ट्स, अब बृहपुत्र फ्लड कंट्रोल कमीशन हैं, इन्होंने इन दस सालों में क्या काम किया, इसकी इस बिला में कोई जानकारी नहीं है। उनके किये गये कार्यों के बाब आप काम करना शुरू करेंगे। आप उनकी दी हुई रिपोर्ट को मानेंगे या नहीं? उन्होंने अब तक क्या काम किया? वे दस वर्ष तक में काम पूरा नहीं कर पाये तो आप कितने वर्षों में इस काम को पूरा

करेंगे इसकी भी इसमें जानकारी नहीं है। मुझे डर है कि असम सरकार के इन तीनों बोर्ड की तरह से कहीं आप भी दस साल तक काम न करते रहें। कहीं असम के लोगों के साथ यह वैसा ही न हो जैसा कि जब बच्चा रोता है तो उसके मूँह में शहद की चुसनी लगा दी जाती है। उसमें शहद नहीं भी हो तो भी वह उसे चुसता रहता है। आपने इसमें कोई अवधि नहीं रखी है कि एक वर्ष, दो वर्ष या तीन वर्ष में या इतने वर्षों में आप वहां का सर्वे कर लेंगे या मास्टर प्लान बना लेंगे। आपके जो तीन बोर्ड काम कर रहे हैं जिन्होंने तीन वर्ष लगाये हैं इस काम में, उनके काम से भी आपको मदद मिलेगी। ऐसी सूरत में आपको टाइम का उल्लेख करना चाहिए था जो कि आपने नहीं किया है। इसलिए हमें ऐसा लगता है कि आप दस बीस साल इसका सर्वे करने और मास्टर प्लान बनाने में लगायेंगे।

श्रीमन् जहां तक नदियों की बाढ़ का सम्बन्ध है, मैं चीन की नदी हवांग हो की तरफ ध्यान दिलाऊगा। हवांग हो चीन में ऐसी नदी थी जिसे चीन का शोक कहा जाता था। आज वह नदी शोक से हर्ष में बदल गयी है। उन्होंने उसकी बाढ़ पर काबू पा लिया है। मैं चीनवादी नहीं हूँ लेकिन यदि कोई काम चीन में अच्छा हो सकता है तो वह हमारे यहां भी हो सकता है। इसलिए उसका उल्लेख करने में हमें हिचक नहीं होनी चाहिए। उन्होंने अपनी नदी को गहरा किया। उन्होंने हजारों, लाखों लोगों को खुदाई के और बाढ़ के काम में लगाया। आज उनके यहां बाढ़ की विभीषिका समाप्त हो चुकी है। क्या हमारे यहां इस तरह का कोई प्लान है जिससे कि इन बाढ़ों को रोकने के लिए नदियों को गहरा किया जाए? क्या सरकार ने ऐसा काम करने की कोई स्कीम बनाई है? आप कहेंगे कि इसके लिए आदर्भ,

कहां से प्रायेंगे ? मैं कहता हूं कि हमारे यहां युनीवर्सिटीज, कालेज और स्कूलों में जो युवक पढ़ते हैं उनको जब तक कि वे सरकारी प्रोजेक्टमें दो वर्ष तक मेनूअल बक्स नहीं कर लें, मेहनत नहीं कर लें तब तक उहे स्टिफिलेट नहीं दिये जाएं जैसा कि चीन में किया जाता है । स्कूलों और कालेजों के बच्चों को स्टिफिलेट तब दिया जाएँ जब वे इस प्रकार के प्रोजेक्ट्स में काम कर चुके हों । इससे उनको मैनूअल लेबर का ज्ञान होगा, थ्रम में उनको श्रद्धा जागेगी और देश मजबूत होगा और हन बाढ़ों को तोन माल के अन्दर अन्दर हमारे बच्चे बन्द करके आपको दिखा देंगे । वे नदियों को गढ़रा करने का काम हाथ में ले सकते हैं आप उनको प्रोग्राम बनाकर देसकते हैं । हो सकता है कि मंत्री जी का अब ध्यान इस काम की ओर जाएँ । वैसे तो आम तौर से हम जो बात कहते हैं उसको हां और न के फक्त के साथ किया जाता है कितना भी अच्छा सुझाव दिया जाएँ, उसको चुकिकि वह अपोजिशन की तरफ से आया होना है, । इम बास्ते मन में जगह नहीं दी जाती है लेकिन इम में ऐसा नहीं होना चाहिये हम जो सुझाव दे रहे हैं किसी अपोजिशन की भावना में नहीं बल्कि रचनात्मक सुझाव दे रहे हैं और हम चाहते हैं कि इसको आप स्वीकार कर लें । अगर न करना चाहें तो न करें । कोई पाबन्दी आप पर नहीं है । सरकार में आप बैठें, जैसा आप चाहें कर सकते हैं ।

भारत के पचासों नदियां हैं जिन में भव्यकर बढ़े आती हैं, चाहे वह कावेरी हो गोदावरी हो । हमारे यहां गंगा है, घाघरा है, गंडक है । इन नदियों की बाढ़ों का सामना करना राज्य सरकारों का काम नहीं हो सकता है, यह मैं पहले कह चुका हूं । वे इसको नहीं कर सकती हैं । पूरे काम को अपने हाथ में लेकर उत्तर प्रदेश

श्रीर बिहार आदि के लिए भी इसी प्रकार के बोर्ड आपको बनाने चाहिये । घाघरा, गंडक, गण कोसी आदि ऐसी नदियों हैं जो उत्तर प्रदेश और बिहार को जल प्लावित कर देती हैं । शायद कोई तकनीकी कमी है कि जो बांध बनाए भी गए हैं वे भी बरसात में भर जाते हैं, उन में सिन्टिंग बहुत अधिक हो जाता है । इसका ध्यान उनको बनाते समय नहीं रखा गया । आज का ही समाचार है कि वीलीभीत में नानक मागर बांध जो एक बार पहले टूट चुका है, दो द्वाई सी गांवों को नष्ट कर चुका है आज फिर फटने के कगार पर है और उसी मात्र सी गांव उससे जल प्लावित हो जाएँगे । यह बहुत बड़ा बांध है । एक बार यह फट चुका है । फिर फटने के लिए तैयार खड़ा है । कहने का मतलब यह है कि जिस प्रकार के बोर्ड्स आप बना रहे हैं, उत्तर प्रदेश और बिहार के लिए भी वहां वहने वाली नदियों की बाढ़ों को रोकने के लिए भी इसी प्रकार का बोर्ड बनाएँ । इससे नाभ यह होगा कि आप तब जो मास्टर प्लान तैयार करेंगे उससे न केवल बाढ़ों पर रोक लग मकेगी बल्कि उम पानी से हम सिवाई भी कर सकते हैं, बिजली भी बना सकते हैं और बिजली घर भी स्थापित कर सकते हैं । मैं बता चुका हूं और आप जानते भी हैं कि भारत में पानी इतना है बाढ़ों का कि उससे पूरे भारत में ही नहीं बल्कि एशिया तक में आप चाहें तो बिजली दे सकते हैं । हो सकता है कि यह कुछ बड़ा चढ़ा कर बात कही गई हो लेकिन भारत की सब नदियों पर अगर आप कंट्रोल कर लें तो निश्चित स्प से पूरे एशिया को बिजली हम दे सकते हैं, केवल उत्तर प्रदेश को ही नहीं या पूरे हिन्दुस्तान को ही नहीं ।

आपने कहा है कि अगर कोई झगड़ा होगा इंटर स्टेट तो उसको आविदेशन के सुपुं लेकर उत्तर प्रदेश के लिए भी

भी कहा गया है। धारायें जो दी हुई हैं उनकी डिटेल में मैं जाना नहीं चाहता हूँ। लेकिन जो मामला आरबिट्रेशन में चला जाता है उसको वहाँ छः सात बरस लग जाते हैं। उत्तर प्रदेश का गंडक का विवाद ^{मूल} आपको मालूम है और उसकी रिपोर्ट हमारे यहाँ विद्यान मध्य में प्रस्तुत भी हुई थी, उसको आरबिट्रेशन में आठ नी साल लग गए थे और तब ^{मूल} वह तय हुआ था। प्रगत आठ नी साल कोई विवाद चलता रहा और आठ नी साल के बाद तय हुआ तो इस एक्ट को क्या हैसियत होगा, यह क्या कर पाएगा, इस पर भी आपको ध्यान देना चाहिये। इमर्जेंसी तो आप लगाते हैं एक मिनट में, देर नहीं लगती है, और हजारों लाखों आदमियों को एक मिनट में जेल में डाल देते हैं। लेकिन जमीन को एकवायर करने और जमीन के मालिकों को मुश्यावजा देने का काम आप स्टेट गवर्नरेंट्स पर डाल देते हैं, जहाँ सालों लगेंगे। यह काम बड़े महत्व का है। पुरे भारत का उत्तराधन, पुरे भारत की प्रगति इस पर निर्भर है। इस काम को आप जितनी जल्दी हो सके, शुल्कर कर सके और जितनी जल्दी हो सके, इस खत्म कर सके, इस प्रकार का प्रयत्न होना चाहिए, जो इस बिल में दिखाई नहीं देता है।

इस में बहुत टाइम लग जायेगा। स्टेट भूमि का अधिग्रहण करेगी, नोटिस जारी होगा, आवजेशन्ज आयेगे, मुश्यावजा नय किया जायेगा और मुश्यावजे के बिलाफ आवजेक न्ज होंगे। मंत्री महोदय ठंडे दिमाग से सोचे कि इस काम को किस तरह जल्दी किया जा सकता है। स्टेट्स पर कोई मसला डालने, झगड़ा तय न होने पर आरबिट्रेशन में जाने, आरबिट्रेशन की अपील होने, फिर सेट्रल गवर्नरेंट के पास आने और उसका डिसिजन होने में कितने समय लगेगा, प्रगत मंत्री महोदय ने

उसका अन्दाजा किया है, तो बहुत अच्छा है, और प्रगत नहीं किया है, तो जठर-जठां आरबिट्रेशन्ज हुए हैं, उन स्टेट्स से रिपोर्ट्स मांग कर पढ़ लें। औसतन एक आरबिट्रेशन पर दस बरस का समय लगेगा।

मुझे आशा है कि हिन्दुस्तान को आगे बढ़ाने के लिए और बाहु के विनाशकारी स्वरूप को कल्याणकारी रूप देने के लिए मंत्री महोदय बहुत जल्द कदम उठायें। और बाहु के मबजेक्ट को स्टेट्स लिस्ट से हटा कर एक सेट्रल सबजेक्ट बना कर पुरे हिन्दुस्तान में खुशहाली लाने की कोशिश करें।

SHRI A. T. PATIL (Kolaba): Mr. Chairman, Sir, I thank you for giving me an opportunity to express a few thoughts about this Bill. I would have been happier still had there been a more comprehensive Bill covering the various aspects of water management and utilisation in Brahmaputra valley. On the one hand, it may be argued that there are some constitutional restraints which prohibit the Central Government to take in hand the entire management and utilisation of waters in Brahmaputra valley or any other valley. On the other hand, instances have been cited by some hon. Members on this side, specially the instance of Damodar Valley Corporation Act whereunder the management as well as utilisation of waters have been brought under one authority, namely the Commission.

Now, it may be argued that that was the 1948 Act. The concerned State Governments had passed resolutions urging upon the Central Government to form such a Commission and the entire capital and all other expenses were borne proportionately by the different concerned States. Thereafter this Constitution came into existence and certain restraints had to be put on both the State Gov-

ernments and the Central Government, in respect of their respective functions. Under Entry 17 of the State List, water is primarily a subject of State jurisdiction.

Entry 17 of List II says:

"Water, that is to say, water supplies, irrigation and canal, drainage and embankments, water storage and water power subject to the provisions of entry 56 of List I."

Entry 56 of List I says:

"Regulation and development of inter-State river and river valleys to the extent to which such regulation and development under the control of the Union is declared by Parliament by law to be expedient in the public interest."

It appears, therefore, that this Bill is being sought to be brought before this House under this entry No. 56. A reference may also be made to Article 262 of the Constitution which gives power to Parliament to make law to provide for the adjudication of any dispute or complaint with respect to the use, distribution or control of the waters or, or in, any inter-State river or river valley. Reference has been made in the statement of Objects and reasons in respect of our friendly relations with Bangladesh and therefore it is presumed that this Bill is sought to be brought under the exercise of power under Article 262 also. I am not going into the niceties of the constitutional provisions conferring the power on the Central Government to take these matters into hand. But, to my mind, it is not difficult to make a comprehensive project or I should say formulate or create a comprehensive body or organisation to control all the aspects of water in a particular valley. Had that been done perhaps the House would have been happier to that extent. But, unfortunately, that could not be done. That does not mean that the measures

should have been altogether abandoned. The reason appears to be that the earlier government had undertaken this particular measure and that measure is to be pursued quickly, in view of peculiar circumstances prevailing in that area. And therefore I should welcome this particular measure which is absolutely essential at this particular juncture.

In this connection, I may point out a few things about the entire situation especially the natural conditions in this country. We have advanced in science and technology. We have assumed a particular place, say, sixth in order in the galaxy of Nations, I should say, in the development of science and technology. That is what we are proud of. But still to my mind, we cannot forget that our country, our nation is essentially a nature's child—a nature's child in the sense that in spite of our development in science and technology, we are still dependent on nature to a very great extent. We are not yet in a position to overcome natural calamities. The natural calamities are especially in respect of four sectors. (1) The natural calamity of floods with which we are dealing at present. (2) Natural calamity of drought. A large tract in this country meets with drought situation periodically after, say, every three years. Last year, we had a very great drought in the northern Indian States as well as in some parts of southern States also. We have to make a provision for that; and we have to face and fight against this natural calamity. Thus, the second natural calamity is arising out of this drought. The third natural calamity is sea erosion.

MR. CHAIRMAN: Mr. Patil, by four O'clock, we have to complete everything.

SHRI A. T. PATIL: Within the shortest possible time I shall finish.

The third natural calamity is sea erosion. It affects the coastal area and especially on the West Coast, right from the coast of Kerala to the coast of Gujarat, (*Interruptions*) Konkan, yes. Maharashtra and all those areas —Kerala, Goa, Maharashtra and Gujarat. This western coast, I should say, has been very much allergic to sea erosion. Great problems, very great problems which we will have to face, we have not faced them as yet completely or I should say, to a sufficient extent.

(4) The fourth calamity is the calamity of cyclone to which the eastern coast is very much prone. The cyclones, cause considerable devastation and loss of property and life.

These four categories of natural calamities, we have to overcome. Just as we are thinking in respect of flood work in the Brahmaputra Valley, we have to think in terms of flood work everywhere else in the country. Similarly, in respect of the other three categories or sectors of natural calamities, we have to plan and see how we can overcome them. Now we have to stand on our own human powers and not depend on nature. We should face natural calamities with success. That is the hope I express and I expect that the government will look into this matter and see that necessary action, necessary measures are taken in respect of these four natural calamities.

One or two more points and then I will conclude. I entertain this Bill and support this Bill for two other reasons. One is that of all the flood hit areas in the country, Brahmaputra Valley is the worst affected, and therefore, deserves the top priority for being dealt with. Therefore, I should congratulate the Government which has taken up this measure. Although it is imperfect still I entertain this Bill and congratulate the government and support it for this reason. For that reason, they

have taken into account the top priority for works to restrain the flood havoc that were devastating the entire valley of Brahmaputra.

The second point is rather sensitive point. Still I should make a reference to it which involved the conditions in the north-eastern region. Conditions in the north-eastern region are said to be based on some linguistic dispute, communal or, parochial out looks or something like that. To my mind it is an economic dispute. Kindly excuse me for saying so. People of the northeastern region feel that they have been uprooted from their means of living. This Bill gives relief to that particular sentiment and provides for flood protection works and protects agriculture, forest, and other areas where local people are economically interested. Therefore, from that point of view this is a very important Bill at this juncture. Besides, in view of the political situation that has arisen in that region, it is absolutely essential to give a sort of hope to those people that the Central Government is giving attention to their urgent needs. The aggrieved are not those people dealing in industry. For according to them, some other people have interest in industry, whereas, but the local people are depending in land agricultural and forest etc. with the protection of which this Bill is concerned. Thus, local people, agriculturists, peasants, are being taken care of by this particular measure and therefore this will certainly boost the economic conditions of these poor people. By this Bill therefore, their attention may be diverted from this political muddle that has arisen in that area today. With these words, without going into other matters. I conclude and thank you for giving me an opportunity.

SHRI SONTOSH MOHAN DEV (Silchar): Sir, I rise to support the Brahmaputra Board Bill and I congratulate the Minister for Bringing it before the House. While going

through the Bill, I find there are so many lacunae and when I enquired, I was told that this was drafted by the previous Janata Government; it was passed in the Rajya Sabha and now the same Bill has been brought here. I think the hon. Minister will take care of the mistakes pointed out by the various speakers. I would like to point out certain salient features from my experience about the flood damage in Assam. On this Bill, Mr. Somnath Chatterjee has very nicely pointed out some defects. The formation of the Board has been made in such a way; we see in clause 4(iii) (c) that different States have been given representation, each one member. But unfortunately it is Assam which is most affected and Assam should be given more than one representation. In the matter of representation on the board, there are more bureaucrats: one each will represent the Central Water Power Commission, Central Electricity Authority, Geological Survey of India, Indian Meteorological Department, and so on so forth. But the Irrigation department or the PWD or other departments of Assam are not there. Their representation should be there on the board and when the Central Government finalises the shape of the Board, this should be done. Otherwise, whatever experience these bureaucrats may have, they will not get the correct picture about the nature of devastation of Brahmaputra of Assam; there should be more representatives from Assam in this Board.

In the matter of land acquisition, we have seen that for embankment work in Assam, people had handed over land 10 years or 15 years back, but till today they have not got compensation. In this Bill payment of compensation has been shifted on the shoulder of the provincial or State government. It must be changed. Otherwise, this Bill, whatever form it may take, will be a total failure. The people of Assam, the Government of Assam are pressing the Cen-

tral Government to take the responsibility of harnessing Brahmaputra and implementing various schemes in a proper way. The implementation part cannot be achieved with Rs. 18 crores only. The details should be worked out in the Master Plan.

Brahmaputra in Water resources stand fifth in the world and in the energy resources it is second. You can easily imagine the necessity of planning, which may not cost much but implementation and giving compensation to the people will need crores. Brahmaputra River has been causing harassment to the people of Assam. Every year crops are damaged, villages are washed away. Brahmaputra water can be harnessed in the proper way if the Central Government provides enough fund to the Board. The funds can be used for all purposes such as irrigation, dam, Hydel Project, as well as for compensating to the people affected by it.

I have seen, as is given in this Bill, the Chairman will, from time to time, give his powers to the General Manager of the Board to function. The Chairman of the Board will be the Minister of the Union Cabinet who is a very busy man. I suggest that the Vice Chairman of the Board by this Act or by law should be the Chief Minister of Assam with powers of Chairman. I am suggesting this because we have seen from our experience the North Eastern Council, with Governor as its Chairman, proved a total failure. The position in Assam is serious. There is economic imbalance. So, I request that this particular fact may also be taken into consideration. One of the ex-Chief Ministers of the nine States may also be made a Member. In the North Eastern Council Meeting there was more representation of the bureaucrats than the public leaders and Ministers. The result was that there could be no development work as for some reason or the other the bureaucrats put forward objectives.

I suggest in this Board there should be representation of the Members of Parliament of the North Eastern States. Out of these nine States one or two M.P.s. can be taken. If that is done, I think peoples' feelings will be properly ventilated in the Board Meeting.

I request you that in this Master Plan you must consider one thing. In spite of our repeated requests we have failed to impress the Railway Authorities to have broad gauge line up to Tinsukhia. They have decided to have it up to Gauhati. From Tinsukhia to Gauhati, by way of provision in the Master Plan, we should also try to see if there could be river transport. River communication can be included from Tinsukhia to Gauhati. The outflow of tea, timber, oil can be by river transport. Because of heavy rainfall in various parts of Assam, there are breaches in the roads. It is difficult to maintain roads. River Brahmaputra can be utilised for transportation of goods by steamers at cheaper rates. This Master Plan should also consider the possibilities of forming Master Plan whether this river-road transport system can also be implemented.

It has been laid down—that Master Plan will be implemented, when the Central Government feels. I feel the Central Government will not be very late in implementation. The implementation, I presume, will be very quick and the Master Plan should also be prepared in a time-bound programme. It is our experience if the implementation takes four or five years, it proves a failure. There should be a time bound programme. This Master Plan must be submitted before the Board. It should be implemented within a time limit by the Board through various agencies, so that it could be done quickly. The most important factor which I would like the Minister to take into consideration is that representatives of the Assam State Electricity Board, E & D Department,

Irrigation Department, Agricultural Department and P.W.D. of the Assam Government should be there. Otherwise, any scheme drawn up will be a faulty scheme, because a lot of land has to be taken from the people of Assam and compensation has to be paid. From our experience we know that there are certain areas where every year there is flood damage. Even then people are trying to live there. If you try to take that area, temporarily also, they have to be shifted. The Government has to consider all these things. These representatives of the Assam Government should be there to guide the Board about the typical problem of Assam. With these words, I suggest the Bill and I sincerely hope that the implementation will be very quick. The river Brahmaputra has been the cause of sorrow for the people of Assam. Just as the mind of the people of Assam has been reflected in the present agitation, the Brahmaputra river also behaves in the same way. Let us hope that just as the mind of the people of Assam is gradually settling down, the Central Government will regulate the flow of the river Brahmaputra, so that it is harnessed for the good of the people of Assam and of this country. Last but not least, I am thankful to all the members who have participated in the discussion and supported the Bill. At the same time, I hope that when there is a demand for sufficient funds for the Board, members from different States will support the same, so that enough funds may be made available for the Board. A policy of give and take should be followed, because with limited funds, it will not be possible to implement this scheme by the proposed Board.

सिंचाई मंड़ी (श्री केवार पांडे) : मान्दवर, हमें इस बात की बड़ी खुशी है कि इस विधेयक में नाफ़ी दिलचस्पी ली गई है और जिन माननीय महस्यों ने अपने विचार प्रकट किये हैं, वे विचार काफ़ी कीमती हैं और उन विचारों पर सरकार जरूर विचार करेगी।

पहली बात तो मैं यह कहना चाहता हूँ कि इस में दो, तीन मुख्य बातें हैं, जिन बातों की तरफ सदन का ध्यान जाना चाहिए। पहली बात तो यह है कि इस देश में हर साल फ्लड्स आते हैं, बाढ़ आती है, जिसके बारे में मैंने पहले भी कहा था कि हिन्दुस्तान की नदियों में मानसून सीजन में 1440 मिलियन एकड़ फीट पानी बहता है और इसमें से करीब 200 मिलियन एकड़ फीट पानी को ही हम अब तक स्टोर कर सके हैं और बाकी जो पानी है, वह ऐसे ही बढ़ जाता है। इसलिए बाढ़ की विभोषिका इस देश में मुद्दों से आ रही है। इस बास्ते जो बाकी पानी है, उसका स्टोरेज करें, यह पहला सवाल है। जो फ्लड की बात इस देश में है, वह बहुत पुरानी बात है, नेचर की बात है और जब तक हम उस पानी को बांध कर स्टोर नहीं कर सकेंगे, यह परेशानी हमारी बनी रहेगी। मैंने यह भी कहा था कि अमेरिका में जितने हमारे वाटर रिसोर्सेज हैं, वहां भी उतने ही हैं लेकिन हम से 5 गुना, 5 टाइम्स, वहां पानी का स्टोरेज हुआ है। अमेरिका बहुत धनी देश है। उस ने अपने देश को बनाया है। हमारे पास उतने रिसोर्सेज नहीं थे कि हम ऐसा कर सकते।

दूसरी बात यह है कि अपने देश के अन्दर जो स्टोरेज हम करना चाहते हैं, उतने स्टोरेज साइट्स नहीं हैं। कुछ ऐसे हैं जो दूसरे देशों में हैं। यह तो एक जनरल बात है। उसी में एक ब्रह्मपुल नदी है। जिसकी बाढ़ की विभोषिका मशहूर है। यह इस देश की संभवतः सबसे बड़ी नदी है। इस में पांच हण्डे बिलियन एकड़ फुट पानी है। अब आप बताइये कि इसको हम किस तरह से चेनेनाइज करें, चलाएं।

इसको बाढ़ की विभोषिका तो है, परेशानी भी है।

1947 की 15 अगस्त की आपको आजादी मिली। आजादी मिलने के बाद 1951 से प्लान पीरियड शुरू हुआ। उसकी भी एक कहानी है। उसमें बाढ़ों पर भी ध्यान दिया गया, बाढ़ नियंत्रण पर भी ध्यान दिया गया। लेकिन बाढ़ से बचाने की जो कोशिश रही वह पाशियल रही। हमारे प्रदेश में भी कोसी नदी है। उसके दोनों किनारे पर बांध बांधे गये उसी तरह से ब्रह्मपुल की ट्रिब्यूटरीज पर भी बांध बांधे गये। उनके किनारे-किनारे बांध बांधे गये। मैंने रिवर के किनारे भी बांध बांधे गये। उससे कुछ टाउन प्रोटेक्शन का काम भी हुआ। उसी समय असम गवर्नरेंट ने भी किया। तीन जो आरगेनाइजेशंस बनी जिनका कि जिक भी हुआ है वे 1970 में बनी। इनमें एक तो ब्रह्मपुल फ्लड कंट्रोल बोर्ड पालिसी मैनेजिंग आरगेनाइजेशन है। ब्रह्मपुल फ्लड कंट्रोल कमीशन इस्प्लीमेंटेशन प्रथारिटी है और तीसरी बोर्ड आफ टेक्नीकल कंसलटेंट फार टेक्नीकल एडवाइस है। ये तीनों 1970 में बनी थीं। इन पर 114 करोड़ रुपया खर्च हुआ तब से लेकर अब तक। यह सब असम गवर्नरेंट स्वयं करती थी और दस साल से यह चलता रहा। यह इसकी कहानी है। इस तरह से बाढ़ नियंत्रण करने की कोशिश की जाती थी और इसमें बहुत ही कम काम हुआ।

यह जो बाढ़ प्रोन एरिया है वह 3.11 मिलियन हेक्टेयर यानी 31 लाख हेक्टेयर एरिया है। उसमें से अच्छी तक 35 परसेंट एरिये में हम रोक सके हैं बाढ़ को। यह पीसमील, एडहाक बेसिस पर होता गया और उसमें 114 करोड़ रुपया खर्च हुआ। लेकिन आज तक कोई ऐसा कम्प्रीहेंसिव विप्रेयक, या

बिन यहां नहीं आया, कोई कम्पोइनिंग स्कीम नहीं आयी। एहाक बैंसिस पर ही काम होता गया। वहां जो बांध बांधे गये, उनमें ब्रॉचिज होते जाते हैं। उनकी मैटोनम पर काफी पैसे खर्च होते हैं। इसलिए भारत सरकार ने इस बिल के बारे में सोचा। यह कोई नया प्रयास नहीं है। जब 1977 के पहले यहां पर कांग्रेस की हुकूमत थी तो इस बिल की कृपरेखा आलमोस्ट तैयार थी और यह बिल हाउस में आने वाला था लेकिन कांग्रेस की हुकूमत चली गयी। उसके बाद 1977 में जनता पार्टी की हुकूमत आया। तब इन लोगों ने भी कहा कि हमें यह काम करना चाहिए। हवाह वही विधेयक 1978 में जनता पार्टी ने हाउस में देश किया और 1979 में यह विधेयक एक गय से, युनेनिमसली राज्य सभा से पास हुआ। जो विधेयक आया था उसमें कौमाया कुलिस्टोप तक का भी परिवर्तन नहीं किया गया। इसलिए इस विधेयक के बारे में आज जिस तरह का बातें कही जाती हैं कि यह इसमें बढ़िया विधेयक हो सकता था, इसमें बढ़िया लम्परेखा हो सकती थी तो मुझे आश्चर्य होता है। यह विधेयक कांग्रेस की देन है। उसके बाद जनता पार्टी की हुकूमत बनी और वह इसको नाया। एक तरह से यह 1979 में राज्य सभा में पास भी हो गया था। तब तक ये चले गये। इस तरह में 1979 में यह रह गया। यह विधेयक जनता पार्टी के लोग लाये थे और उसको कैबिनेट में जो दो मंत्री थे वे आज जब अपोजिशन में बैठे हैं तो यह कहते हैं कि इस हाउस में कोई नया विधेयक नाया जाता। उन्होंने जो विचार यहां प्रकट किये उनको सुन कर मुझे ताज्जुब हुआ। ये उस समय बिन लाये और इसे राज्य सभा में एक राय से पारित थी किया गया। हम लोग उस समय अपोजिशन में थे और हम लोगों ने उस

समय कहा था कि इसमें जल्दी करो। आज आपकी भाषा में परिवर्तन क्यों हो गया और तब हो गया जबकि आप उसका बैठे हैं? यह विधेयक वही है। इस से क्या मैं यह न कहूं कि यह राजनीतिक विद्युप की बात है। इसलिए मैं कहना चाहता हूं कि यह विधेयक वही है और इसको पास करने में हमें ज्यादा समय नहीं लगाना चाहिए। इसमें कोई परिवर्तन नहीं हुआ है। यह पहले हमारी चीज थी और हम लोग चले गये थे। जो आपकी चीज लाई हुई थी, जिस को आपने राज्य सभा में पारित करवाया था और हम लोग अपोजिशन में थे, उसको ही हम यहां ला रहे हैं। सरकार चलाने की बात है, सरकार चलाने की पढ़ति है और उसका एक ढंग होता है। हम लोगों ने 1977 तक सरकार चलाई। बीच में आपने अद्वाई भाल तक सरकार चलाई। अब आप अपोजिशन में हैं और हम सरकार में हैं। जिस तरह से हम लोग जब अपोजिशन में थे और जैसे हम लोगों ने जन हित में इसको पास कर दिया था, उसी तरह से आपको भी इसको एक मैकिंड में पास कर देना चाहिये। यह बात आपको भी और हम को भी समझनी चाहिये। इस में कोई अपोजिशन की जरूरत ही नहीं है। फुल स्टाप कामा तक बदला नहीं गया है। पांच मिनट में इसको पारित हो जाना चाहिये। आप लोगों ने राज्य सभा में इस को पास करवाया था। हम लोक सभा से चाल करवा करके राज्य सभा में जितनी जल्दी हो सकेगा, पास करवाने की कोशिश करेंगे। यह विधेयक जितनी जल्दी हो पास होना चाहिये ताकि असम की भलाई वो नार्थइस्टर्न रिजन की भलाई हो। श्री राबीन्द्र वर्मा यहां हैं, श्री फन्दीलाल उपस्थित नहीं हैं। दोनों कैबिनेट मिनिस्टर हुआ करते थे। उनकी कैबिनेट ने इसको

(बी० ए० म० मल्हीला)

पास किया था । इन बातों को उनको बाद दिसाने के बाद ये आशा करता है कि उनकी टोन में, उनकी भाषा में तबदीली जरूर आएगी ।

एक भ्रम पैदा हो गया है । तीन तरह की जो इस्टीट्यूशन बनी थीं वे सब इस विधेयक के पात पहोने के बाद समाप्त हो जाएंगी । वे काम नहीं करेंगी । इस बास्ते मानवीय सदस्यों के दिमाग में यह अप्य नहीं होना चाहिये । इस में कोई एम्बिशनी नहीं रहनी चाहिए, कोई भ्रम नहीं होना चाहिए ।

यह विधेयक किस लिए है ? ब्रह्मपुर नदी के जो बाटर रिसोर्स हैं उनका संपुर्चित रूप से मल्टीप्रॅपज डिवेलपमेंट करना है, उन से बिजली पैदा करेंगे, दैन बनाएंगे, नहरें निकालेंगे, सिचाई के लिए पानी देंगे । जंजबैशन आफ साथल का भी काम करेंगे । मास्टर प्लान इसी के लिए बनाएंगे । इस बोर्ड के 21 बेस्टर रहेंगे । उस रिजन की जो स्टेट्स हैं उनके रिप्रिजेटेटिव होंगे, स्टेट्स जो अंग्रेजी उसको हम लोग मानेंगे, हर तरह की टैक्नीकल एडवाइस देने वाले लोग, हर डिशार्टमेंट के लोग उस में रहेंगे । एक मानवीय सदस्य ने एंटरी 17 और एंटरी 56, यूनियन लिस्ट, स्टेट लिरट और ग्राटिकल 262 का हवाला दिया है । कहना चाहता हूँ कि आज जो कांस्टीट्यूशनल पोजीशन है उसी के अन्तर यह बिल लाया गया है । यह बिल इस तरह का अपनी टाइप का पहला है । इसकी जरूरत थी । और भी बिल आने तक सकते हैं । लेकिन ब्रह्मपुर की बात है । इसको करना है । यह भी हम जानते हैं कि सब काम हम करेंगे सिचाई चाहिये, बिजली चाहिये । आप अंदराजा न नाएँ । ब्रह्मपुर में अगर बिजली बने

तो 25 मिलियन किलोवाट बिजली तैयार होगी । भारत में आज तीस मिलियन किलोवाट बिजली तैयार करने की कपेसिटी है । ब्रह्मपुर नदी से हाइड्रो पावर जो जनरेट हम करेंगे वह 25 मिलियन किलोवाट होगी याती ए लिट्टल लैंस देन होल आफ दी कंट्री । आप समझ ही सकते हैं कि यह कितनी बड़ी दोषत है । यह नदी बिजिन नदी है । ए ड्राप आफ बाटर इसका कहो यूज हुआ है आज तक । फनड से लोग परेशान थे । फनड से उनकी रक्षा हो तब आगे के डिवेलपमेंट की बात सोची जा सकती है । कोसी के बारे में भी यही बात थी । पहले बड़ी बाढ़ में रक्षा हो तब आगे विकास का काम हो । इस में हर तरह का एसेपेक्ट है । यह कटोवर्शन बिल एक दम नहीं है । इस में और भी मुवार हो सकता है । उसक बारे में आगे सोचा जा सकता है । लेकिन अभी जो आपका बिल था उस के कामा फुलस्टाप में भी कोई चेंज हम ने नहीं किया है । इसलिए आज जो विधेयक है और जिस रूप में बढ़ है इसको आप को इसी रूप में पास कर देना चाहिए ।

कुछ एमेडमेंट्स भी आई हैं । जब उनको लिया जाएगा तब मैं उनका जबाब दूँगा । एक एमेडमेंट यह है कि बैली डिवेलपमेंट शब्द इसमें जोड़े जाएं । यह विधेयक केवल बाटर रोमांसिस के डेवेलपमेंट के बारे में है, जिसके अन्तर्गत बिजली का जेनरेशन, सिचाई और बाढ़ में ज्ञान भी आती है । इसके अलावा बाकी डेवेलपमेंट के लिए—एग्रीकल्चरल डेवेलपमेंट, एजूकेशनल डेवेलपमेंट और इंडस्ट्रियल डेवेलपमेंट आदि—, आल-गाउड़ डेवेलपमेंट या सब तरह के विकास के लिए, 1971 में एक कानून पास हुआ था, जिसके अनुसार नार्थ-ईस्टर्न रिजन कौसिल की स्वापना की गई थी । उस कौसिल

में वहां की हर एक स्टेट रिप्रेजेन्टेटिव है। उसमें काफी पैसे ज्वर्च होते हैं। सेंट्रल गवनमेंट की तरफ से करोड़ों रुपये दिये जाते हैं।

जहां तक लैंड काम्पेन्सेशन का सम्बन्ध है, इस विधेयक में दो प्राविजन्ज हैं। जो डैम गव स्टेट्स के इन्फ्रास्ट्रक्चर को सर्व करेगा, उसकी जमीन का दाम बोर्ड देगा। लेकिन जो केवल एक ही स्टेट के लिए बनेगा, उस स्टेट को की लैंड देनी पड़ेगी। इस बारे में भी कोई भ्रम नहीं होना चाहिए। श्री जार्ज फर्नांडीस ने इसका चिक्क किया है। जिस पाटिकुलर स्टेट में डैम बनेगा—उस स्टेट की बेहतरी के लिए, वह जमीन स्टेट द्वारा फ्री दी जायेगी और जिस डैम से कई स्टेट्स सर्व होंगी, उसके दाम सेंट्रल गवनमेंट देगी इस बारे में कोई कानूनोवर्सी नहीं है। वह तो स्टार्ट इन दिटॉक्प है।

यह इतना नाभादायक विधेयक है कि इस बारे में किसी कानूनोवर्सी की ज़रूरत नहीं है। एक बार यह बिन गाज़ सभा में पास हो गया था, लेकिन टेक्निकल बज़ह में आगे नहीं बढ़ सका। इसमें इतना समय लगाने की क्या ज़रूरत है? मब चाहते हैं कि बाढ़ में बचाव किया जाये। हम जानते हैं कि भारत एक गरीब देश है, जहां 50 परसेंट लोग बिलो पावर्टी लाइन हैं। उच्च गरीब देश के प्रतिनिधि हम यहां बैठे हैं। हम यह भी जानते हैं कि भारत का सब से पिछड़ा हुआ इलाका उत्तर-पूर्वी खेल है। इसमें कोई शक नहीं है कि वहां काफी संख्या में लोग बिलो पावर्टी लाइन रहते हैं—वे 70, 75 या 80 परसेंट से कम नहीं हैं। बिहार में 76 परसेंट लोग बिलो पावर्टी लाइन हैं। इससे भी गई गुजरी हालत नाथ-ईस्टन रिजन की है। हम सब लोगों की हमददों

वहां के लोगों के साथ हैं। वहां की गरीबी दूर करना ज़रूरी है। गरीबी तब दूर होगी, जब डेवेलपमेंट होगा। लेकिन डेवेलपमेंट से पहले बाढ़ से सुरक्षा करना ज़रूरी है। जैसा कि मैं ने कहा है, उस क्षेत्र के ग्राम-राउंड डेवेलपमेंट के लिए नाथ-ईस्टन रिजन कौसिल है।

15.48 hrs. ..

[MR. SPEAKER in the Chair].

बहुत से पायदृश हैं, लेकिन समय बहत कम है और 4 बजे के बाद दूसरा काम शुरू होगा। मैं चाहता हूँ कि थ्री रकीन्द्र वर्मा इस बारे में हमारी मदद करें और इस विधेयक को जल्दी पास करायें। मेरा आश्रह है कि इस विधेयक को एक-राय से पास किया जाये।

MR. SPEAKER: Shri Shamanna, are you pressing your amendment?

SHRI T. R. SHAMANNA (Bangalore South): I am not pressing my amendment.

MR. SPEAKER: Is it the pleasure of the House that the amendment moved by Shri T. R. Shamanna be withdrawn?

HON. MEMBERS: Yes.

The Amendment was, by leave withdrawn

MR. SPEAKER: The question is:

"That the Bill to provide for the establishment of a Board for the planning and integrated, implementation of measures for the control of floods and bank erosion in the Brahmaputra Valley and for matters connected therewith, be taken into consideration."

The motion was adopted.

MR. SPEAKER: Now we shall take up the Clause by Clause consideration.

The question is:

"That clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clauses 3 to 30 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI KEDAR PANDEY: Sir, I beg to move:

"That the Bill be passed".

MR. SPEAKER: Motion moved:

"That the Bill be passed".

श्री रामावतार शास्त्री (पटना) : अध्यक्ष जी, यह प्रेसा विधेयक है जिसका विरोध नहीं किया जा सकता लेकिन इसका सहारा नेकर में यह निवेदन कर्त्त्वा, पांडे जी में, कि जो विधेयक आपने यहां पेश किया है इसको तो क्रियान्वित जरूर करवाइये। परन्तु पूरे हिन्दुस्तान में बाड़ और कटाव के दो बड़े भयानक मवाल हैं। मैं निवेदन होंगा कि सरकार को इस दिशा में भी सांचना चाहिए कि पूरे देश के पैमाने पर इन दो समस्याओं का समाधान किम प्रकार में निकाला जाए। इसके लिए उपाय होना चाहिए। मैं जानता हूं क्योंकि हमारे गज्य में भी भयानक बाड़ आती है और नदियों में कटाव होता है। अभी उन्न प्रदेश भयंकर बाड़ में होकर गुजर रहा है। और भी कई राज्य इसकी चपेट में पड़ चुके हैं और आगे भी बताग है, आगे भी अभी

बाड़ आ सकती है। पांडे जी को मालूम है कि 1975 में 23 सितम्बर को पटना शहर भी डूब गया था, बाड़ की बजह से, इसलिए बाड़ का खतरा अभी भी है और हर साल बाड़ का खतरा आता है। इसलिए एक सामयिक विधेयक, तमाम बालों को जामिल करते हुए, लाया जाना चाहिए जिसमें बाड़ को कैसे रोका जाए, इसकी व्यवस्था रहे तब भारत सरकार इसकी जबाबदेही को अपने ऊपर ले। अगर इसको राज्यों पर छोड़ दिया गया तो गज्यों के साथन मीमित है, उनके बस की यह बात नहीं है। इसमें आप ज्यादा में ज्यादा हिस्सा दीजिए। आप गज्यों में महायोग जरूर लीजिए लेकिन उन पर निमंत्र मत रहिए बरना बाड़ और कटाव की समस्या का समाधान नहीं हो पायेगा। आपके द्वारा मंबी जी से मेरा यही निवेदन है।

MR. SPEAKER: The question is

"That the Bill be passed."

The motion was adopted.

15.58 hrs.

MOTION RE: CONDUCT OF MINISTER OF ENERGY AND COAL

MR. SPEAKER: Before item No. 15 is taken up, I may inform the House that Shri Jyotirmoy Bose intimated to me late last evening that, under rule 353, he would be bringing several allegations against a number of officers and outsiders besides the Minister of Coal and Energy.

It is well recognised that allegations may not normally be made against officials by name as the constitutional responsibility lies with the Minister. Where however a member is convinced, after making enquiries, that there is basis for the allegation

and he is prepared to accept the responsibility for the same, he is required to give the details of the allegations in writing sufficiently in advance. The details of the charges are required to be spelt out in precise terms and should be duly supported by the requisite documents which should be authenticated by the member.

Shri Jyotirmoy Bosu has not specified in precise in terms the charges that he wants to leave against the officials and outsiders named by him in the letter, nor has he sent any document in support. I would, therefore, reiterate that he should confine himself to the matter which comes strictly within the ambit of the Motion included in the List of Business.

16.00 hrs.

In the interest of a purposeful debate I would request the Members to exercise restraint, particularly in the matter of use of words. It is to be clearly understood that if any charges are made the Member would have to take the full responsibility for the same.

One of the paragraphs of Shri Bosu's letter states that he would make allegations against other concerned persons. This is too general and the question of bringing in other persons under the sweep of generalisation would not arise.

I would also request the Members to confine themselves to the time limit because I have got three hours; it is now four o'clock.

SHRI KAMAL NATH (Chhindwara): Sir, I am on a point of order. I refer to Rule 186 (vi) which says:

"(vi) It shall not revive discussion of a matter which has been discussed in the same session;"

MR. SPEAKER: No; over-ruled.

SHRI KAMAL NATH: This is a matter which has been discussed; this is a matter which has been the subject matter of a Calling Attention motion. (Interruptions).

MR. SPEAKER: All aspects, of course, have been gone into and I have admitted it after full consideration.

SHRI JANARDHANA POOJARY (Mangalore): Sir, this should not be taken up because it is against a constitutional provision. I am not going against your decision, but the decision to take up this motion—and we are also going to discuss the motion today—will have far-reaching effects and consequences, in future, not only on the conduct of the proceedings of the House but also on the conduct of the proceedings of the Legislatures throughout this country. Why I am submitting this is because, if you kindly take into consideration Art. 75(2) . . .

MR. SPEAKER: We have already seen it. You have not studied the last reports: I have gone through them, and it is all perfectly in order. Yes, Mr. Bosu.

SHRI C. T. DHANDAPANI (Pollachi): Sir, may I have your permission?

MR. SPEAKER: Yes?

SHRI C. T. DHANDAPANI: The first part of this motion is in regard to 'the CPM Government'—the conduct of the CPM Government. Whichever may be the Government, a State Government is directly or indirectly going to be discussed. If Parliament has the right to discuss about the conduct of a State Government, the State Governments also will have the same right to discuss about the conduct of the Central Government. So, in that case, in future, 22 State Governments will discuss the conduct of the Central Government. So, in that case, in flood-gate and paving the way to that extent. It will create an ill feeling between the Centre and the States; already some State Governments are

[Shri C. T. Dhandapani]

quarelling with the Central Government. In the federal polity, some divisible powers have been distributed among the Centre and the States: the Centre has got certain powers and the State Governments have certain powers. So, the conduct of a State Government should not be discussed in Parliament. I would request—even now it is not too late—that this should be postponed.

MR. SPEAKER: No; over-ruled.

Carry on, Mr. Bosu. Now, I will give you 20 minutes.

SHRI JYOTIRMOY BOSU: Before I start my debate I would like to draw attention to my notice where I have said 'Under Rule 353'. I was guided by Rule 353. It says that, basically, the allegations are: contriving to act in a *mala fide* manner and indulging in corrupt practices, using the position and contacts . . .

MR. SPEAKER: I have specifically gone into that and accordingly I have given my ruling. You can go according to what you have stated.

SHRI JYOTIRMOY BOSU: Right, Sir.

At the outset . . .

MR. SPEAKER: Please keep to the time limit. I have to call all sections of the House. You start at five minutes past four.

SHRI JYOTIRMOY BOSU (Diamond Harbour): I beg to move:

"That this House having considered acts of commission on the part of Shri A. B. A. Ghani Khan Chaudhury, Minister of Energy and Coal with respect to the following matters, namely:—

(a) that the said Minister, Shri A. B. A. Ghani Khan Chaudhury, misusing the floor of the House has made on 9th July, 1980 baseless and irresponsible statement by saying 'Because whatever the

quota is, the CPM Government is smuggling (coal) into the other States . . . and earning tons of money';

(b) that he, misusing his official position, arranged for issue of 138 coal permits to persons who were not entitled to receive such permits, hereby records its indignation and disapproval of the conduct of the said Minister, Shri A. B. A. Ghani Khan Chaudhury."

At the outset, my appeal to the whole House is, let us, on this occasion, set aside party considerations. It is a fight against corruption and against those, also, who are ruining the economy of the country and it is a clear case where the Prevention of Corruption Act will apply, if you go through the Act of 1947 as amended up to 1971. I demand that the Government should use this dispassionately because the politicians today in this country, all and sundry, have been described as the most dishonest people, jokers and what not. Let those people who are dishonest be isolated. (Interruptions). I am leaving the whole thing to the collective wisdom of the House. I will not be pressing for vote on this issue. I wrote to the Minister yesterday saying that he should *suo motu* come forward with information because the list that has been given to the hon. Speaker, laid on the Table of the House, is only a tip of the iceberg. There are others.

Today the country is facing a serious prime moving energy crisis, and coal is one of them. In north India coal is sold at about Rs. 1,000 metric tonne while the right price should be Rs. 250 per metric tonne. Industries have come to a grinding halt, and one of the major factors is price rise. There is no dearth of coal. Mr. Vikram Mahajan has said in his speech of 9th that, so far as production is concerned, there is no shortage; he has said this in clear language on page 11698. But

serious corruption and mal-functioning have brought about the situation that I am now trying to elaborate before the House. People are switching over to diesel and furnace oil. Our import bill of such oil would exceed Rs. 6,000 crores this year, and it is ruining the economy of the country. Mr. Ghani Khan Chaudhury is presiding over this heinous racket; his confidants—I have given the names—Mr. Prem Kumar, Mr. Vijay Kanungo . . .

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): I rise on a point of order.

SHRI JYOTIRMOY BOSU: I have said nothing.

SHRI C. M. STEPHEN: There is a lot of difference between a no-confidence motion and a censure motion. For a no-confidence motion, no grounds need be stated, and no grounds, even if stated, will form part of the motion. For a censure motion, the ground has to be stated. A censure motion is, in the nature of, if I may say so, an impeachment at the bar of the House; therefore, the grounds have to be spelt out, the charges have to be spelt out. The person who moves the Motion must establish those charges. Nothing beyond those charges and nothing beside the charges. Here, the charge is:

“...that he, misusing his official position, arranged for issue of 133 coal permits to persons who were not entitled to receive such permits.”

Nothing about 134 permits, nothing about 130 permits, nothing about anybody other than the Minister, because, the charge is 'he' issued the permits. Therefore, this must be restricted. When I moved the motion in 1977, Mr. Hegde laid it down and Mr. Jyotirmoy Bosu at that time was eloquent that I was going out of the given time. Kindly keep him down to the point. (Interruptions).

MR. SPEAKER: I have gone through it. Mr. Bosu, you better confine yourself to what I have said.

SHRI JYOTIRMOY BOSU: Right, Sir.

I would say that people, on behalf of the Minister, in his establishment are going round in Calcutta hawking the permits. I am only showing a tip of the iceberg. Ghani Saheb had gone to Malda using Government vehicles, ten vehicles from Coal India Limited, and National Thermal Power Corporation officials were running about swearing false affidavit before the court, just in an attempt to absolve himself. I had put the question: 'Is it not a fact that irregular permits such as these total a quantity of around 1,02,000 tonnes?'; 'Is it not a fact that in Calcutta permits are sold for a premium of Rs. 100 per tonne?' I won't bother you and the House with the details of the procedure. But as far as soft coke is concerned, it is entirely controlled by the State Government under the Essential Commodities Act. That is, a dealer's licence had to be issued by the State Government for more than 4 tonnes of coal and also for transport by road. Here large permits of soft coke were given for blackmarketing—1150 tonnes and the State Government even was not asked as to what happened to them. My old friend, Mr. Mahajan, said on 9th July:

“Our jurisdiction finishes the moment we give coal at the pit-heads to the persons sponsored by the State Governments. The State Governments issue licences and we give coal to the parties and any person found guilty will be punished.”

Mr. Vikram Mahajan, you punish your senior colleague. For Coal for brick-burning the District Magistrate

[Shri Jyotirmoy Bosu]

is the authority. For industrial requirements—the Central and State Industries Departments and also for those units which are registered with the DGS&D. There is a set procedure for this. Under the order dated 30th January, 1980 which says:

"Following procedure for sponsoring road and rail movements of steam and slack coal for the SSI units including brick manufacturing—the road movement, the General Managers of the District Centres and for requirements for rail movement, the Director of CSSI, West Bengal..."

So, Sir, there is a clear procedure and I congratulate Mr. Vikram Mahajan for giving the correct information to the House that a person gets coal on a permit issued by the State Government and the coal has to be given by what we call, the Coal India Ltd. on behalf of the Government.

I would come to another thing. Mr. Khosla, Additional Secretary in his Secret letter dated 24th December wrote to the Government of West Bengal:

"The requirements of other industrial consumers are assessed by the Director of Industries of the different States, the DGID, Textile Commissioner, Indian Cotton Mills Association, etc. All these authorities should communicate the aggregate demand in their respective areas to the various coal companies from whom they are required to get supply of coal and the Director of Movements, the Railway Board."

That is the position.

I charge the Minister of gross misuse of his official position and power for reasons which are not difficult to understand. I leave the House to judge what could be the reason and the onus of proving himself innocent lies on him. ... (Interruptions)

Mr. Speaker, I have shown you all the documents in confidence. Otherwise you would not have admitted the motion. Let them know it.

The district of Malda which is Mr. Ghani Khan Choudhury's constituency is one of the smallest districts of West Bengal with one sub-division and I doubt if there is a single boiler worth the name or a single industry worth the name. 119 permits out of 134, not 133 because I have found out 58A, that is another name, were given under the Minister's direction and Mr. Ghani Khan Choudhury admitted in the House, 'Yes, as a Minister I have the power to give' because he has nothing else to say. That can be. But why this huge quantity for Malda alone—38,218 tonnes of steam coal and very little of slack coal. That would require, Mr. Mallikarjun, 1760 wagons and 3600 truck loads to move it. And the only industry in Malda is the silk industry and they want warm water for extracting silk from cocoons and for that they use firewood or charcoal to burn. The fact is—I say on my own responsibility and for all I say, I take full responsibility—that almost the whole quantity has gone into the blackmarket—for a big consideration. You will be surprised and distressed to hear that much of the coal has been smuggled into Bangladesh because you ferry it across the river and the coal goes to Bangladesh where coal is being sold at the present moment at 3000 takas a tonne. ... (Interruptions) Please bring the House into order. So, cross the river by boat and you get 3000 takas a tonne. Sir, six factories got the permits according to the list that I had attached which you had been good enough to permit me to lay on the Table of the House. It is now in the main Library. The list contains 133 parties. They do not exist at all.

The case is that of a factory where coal was for bakery purpose. The bakers did not use it at all. Here is a Government report—if I read out

it will make anybody to sit up. I say that once again I take the whole responsibility on myself. The whole thing has been thoroughly scrutinised. The cases, as per Coal India Limited, must have, by now, been investigated.

16.14 hrs.

[SHRI CHANDRAJIT YADAV in the Chair]

The permits covered steam and slack coal and soft coal. Of the cases of two allottees at Serial Nos. 1 and 116, in respect of soft coal, serial No. 1 is not traceable. As regards the allottee at Serial Number 116, there is no arrival report. So, it may have been sold in the blackmarket from the pit-head itself. According to Coal India Limited they are not authorised to use the slack coal, Seam dust, as I understood it from the General Manager, District Industrial Centre, was the slack coal received by them for the industrial purposes. Obviously that also has gone into oblivion.

Forty allottees are reported to have taken delivery of coal from the mines. They could not however produce any documents to substantiate about their utilisation. In eight cases, the allottees have said that they have not lifted the stocks even though they received permits. Two of them Usman Ali Momin and Abdulla Ali Momin have stated that they have returned the permits to Coal India Limited seeking extensions of the validity of the permits. (Interruptions)

MR. CHAIRMAN: Just a minute. Mr. Bosu, Shri Stephen wants to seek some information from you. You will kindly give him.

SHRI JYOTIRMOY BOSU: The list is here. That has been laid on the Table of the House.

SHRI C. M. STEPHEN: Wherefrom are you reading?

SHRI JYOTIRMOY BOSU: This is from an enquiry report. According

to that, 26 persons have declined to state anything clearly or in writing which put them in an unfavourable position. It shows that in the case of three persons, they refused to give cooperation. Only 114 persons submitted the returns. Of these 51 persons are not traceable. (Interruptions)

AN. HON. MEMBER: How is he being allowed?

MR. CHAIRMAN: He is not obliged to give all the informations.

SHRI JYOTIRMOY BOSU: In seven cases, the allottees did not know that the special permits had been issued in their favours. Obviously their names had been utilised for benami transactions. In the case of one allottee, he is a minor boy whose age is below ten years. In one case Shri Ghani Khan has allotted the permit to a minor. (Interruptions)

AN. HON. MEMBER: From which document is he reading?

MR. CHAIRMAN: Order, please. Please sit down. The hon. Member wants to know from which document are you reading. If you can give that information, it is all right.

SHRI JYOTIRMOY BOSU: I am reading from the report that has been finalised by West Bengal Government (Interruptions).

SHRI K. LAKKAPPA (Tumkur): He cannot quote from any document as he likes. We are not going to allow it.

(Interruptions)

MR. SPEAKER: Please sit down. We will do whatever is necessary. We have to go according to the rules. I will not allow any infringement of the rules. So, don't worry. Everything will be taken care of.

(Interruptions)

प्रधक्ष महोदय : आप सब लोग क्यों खड़े हो जाते हैं ? जब तक किसी को पार्श्व आफ आड़र रेज करने की इजाजत नहीं मिलती है, उसको इस तरह नहीं बोलना चाहिए । (Interruptions)

प्रधक्ष महोदय : यह गवर्नरी रिपोर्ट कोई कार में नहीं आई है ।

SHRI JYOTIRMOY BOSU: They have taken so much time.

(Interruptions)

MR. SPEAKER: Nobody should speak without my permission.

(Interruptions)

PROF. N. G. RANGA (Guntur): On a point of order

(Interruptions)

MR. SPEAKER: They will take charge of it.

SHRI C. M. STEPHEN: It is a West Bengal State Government document. It exposes it. You know that, Sir. We need not bother about it.

(Interruptions)

MR. SPEAKER: Order please. It is a matter of opinion. Please sit down. Why are you standing up?

श्री आरिफ मोहम्मद खां (कानपुर) : प्रधक्ष महोदय, मैंग व्यवस्था का प्रश्न है। जितने आरोप श्री बसु ने श्री गनी खान चाधरी पर लगाये हैं, क्या उन्हें खुद उनकी सत्यता पर यकीन नहीं है, जो उन्हें वैस्ट बंगल गवर्नरेट की एनवायरी रिपोर्ट का सहाग लेना पड़ रहा है ? (व्यवधान)

प्रधक्ष महोदय : माननीय सदस्य बैठ जायें।

श्री रामनगीना मिश्र (सलेमपुर) : प्रधक्ष महोदय, सदन में जो भी माननीय सदस्य अपना बयान देने के लिए खड़े होते हैं, वे अपना बयान देते हैं, लेकिन श्री बसु यहां पर डांस करते हुए दिखाई देते हैं। (व्यवधान)

प्रधक्ष महोदय : वह आपका क्या लेते हैं ? आपकी तर्कियत खुश करते हैं ।

PROF. K. K. TEWARI (Buxur): He has told us that he is reading from a paper prepared by the West Bengal Government. It is a political move to malign the Minister.

(Interruptions)

प्रधक्ष महोदय : जब आपका समय अप्येगा, तो आप उम्मा जवाब दे सकते हैं ।

SHRI JYOTIRMOY BOSU: In one case what happened was this... Muktiar Asif an allottee is a minor boy of 10 years. His father Fakhruddin Ahmed is an allottee. Ebna Saud of Society Stores of Shershahi has reportedly collected permits in favour of two fake names viz. (1) Society Dyeing Factory and (2) Society Silk Factory. Two of the beneficiaries Anjul Ali Biswas and Salimuddin Biswas stated in writing that they transferred the permits to Shri S. P. Laheri, a soft coke dealer who denied it in writing. The following persons are reported to have acted as prime agents in collecting a majority number of permits from the allottees and to have disposed of the permits/coal in clandestine manner. The information was collected through general enquiries.

1. Taimur Biswas, P.O. Haruchak
2. Mortuja Hoggain, Laxipur,
3. Arjan Biswas,
4. Khabiruddin Ahmed,
5. Ebna Saud,
6. Ajijur Rehaman,

Two of them figure in Coal India Limited list. Generally speaking, little coal was moved to Malda or utilised here. Transportation of such a huge quantity would have involved thousands of trucks and it can be safely said that such heavy truck traffic did not take place in this district. From the same family several got allotment. As per list supplied by Coal India Limited we have come across a number of cases where coal has been

[Shri Jyotirmoy Bosu]

allotted in a special way from Coal India subsequently. But Coal India has not communicated the list of beneficiaries as yet, etc. etc.

One M.R. Dealer Tehur Ahmed Choudhury having indulged in clandestine deal has been asked to show cause for his violation of EC Act contemplating cancellation of M.R. dealership. My bosom friend Mr. Gani Khan Chaudhury would kindly enlighten us and explain to the House that a bosom pal of Mr. Chaudhury, a rich contractor—it is reported by Md. Sumayun—has been issued four permits which have been issued in favour of Son Abdulla Mamun, Zafnulla Mamun, United Contractors and Ideal Contractors.

Now, what happened is D.M. Malden has been assaulted by Congress-I members because he has made an enquiry into the matter. The other districts are Bankura, Murshidabad, Calcutta, Birbhum, 24 Parganas, Hoogly and Burdwan. You ask Mr. Sardish Roy. He will tell what the permit holder had told him. The permit holder told him that he had disposed of it in the Coal India Ltd. field. It is done for the consideration of amount. Sir, it is the same case everywhere.

Now, one interesting fact that the report says is that Mr. Mukherjee who is a recipient of the permit has utilised the permit from the Association, organised association, etc. Then, Mr. Mukherjee, the man involved, did not get allotment from the West Bengal Government against licence. Sir, the permission of the Association has not been communicated to the Director. This is on 7th March 1980. Shri Mukherjee called on Shri Gani Khan Chaudhury and requested him for an allotment of coal to his syndicate. He submitted a petition in respect of Coal India Ltd. which was granted. Now, Mr. Mukherjee by his association misappropriated Rs. 75,000 in the name of the Association. Although they contemplated to take criminal action against him, it has not been done.

SHRI C. M. STEPHEN: Are these in the list of the discussion?

MR. SPEAKER: Yes, they are in the list.

SHRI JYOTIRMOY BOSU: One addressee in Calcutta, I am told, is involved in the C.I.A. I think he is one Mr. Chakraborty or something like that I do not know. Now, these enforcement people went there and they were surprised to see posh flats on Park Street and no sign of coal has been permitted. There have been 2 categories, Sir, the bazaar price is Rs. 100 per metric tonne and it is permitted and blackmarketed straight from pithead and smuggled into Bangladesh. Sir, I consider I have made enough case to prove that the Minister has taken recourse to corrupt practices for using official position. He has said that it is the West Bengal Government, not Jyoti Bosu, not any Minister..... (Interruptions). It is the West Bengal Government which is smuggling coal and making tons of money. He has not completed; he should have said—and depositing money in the Government treasury. That would have completed the sentence. In Britain, the police use breath-inhaler after dust to see the sobriety of the drivers; I suggest that breath-inhaler should be used for the Minister round the clock.

Have you ever heard a Government smuggling and that too coal? He found his own face in the mirror because his permits have been used by smugglers, which he knew very well and the coal has found its way in Bangladesh and been sold at Rs 3000 takka a ton. The West Bengal Government does not buy coal except for hospitals and jails etc. Shri Jyoti Bosu has written a letter on 16th July to the Prime Minister after a Cabinet decision. He said:

"The Ministers were distressed to find that such wild allegations could be levelled by a Central Minister against the State Government without making any attempt to verify the facts. The Council of Ministers

unanimously decided to lodge a strong protest against the reported statement and urge on you to direct him immediately to either prove the allegations or express unqualified apology."

This is the second count. The first is that the Minister should go as a State guest under the Prevention of corruption Act. Then it is further said:

"There can be no basis whatsoever for the charge of smuggling against the State Government. As the law stands, it is only the Central Government which has powers under the Essential Commodities Act to regulate or prohibit inter-State movement etc..."

If you like, Sir, I can lay it on the Table of the House with your permission.

Sir, the West Bengal Government has no powers. The Gazette of India dated 30th November, 1974 clearly states in sub-para (a) (i) that the delegation of power under clause (d) shall not extend to inter-State transport distribution..." So, the State Government has no power. I would still go a little further and prove that the Government of India retains the power to restrict inter-State movement. I would quote from the letter that Shri Khosla, Additional Secretary wrote to the Government of West Bengal on 24th December, 1979:

"While the despatch of coal in wagon loads is restricted to colliery; sidings, there is no such restriction to the booking of coal in smalls from stations other than those serving the colliery sidings."

So, the State Government has no power in respect of the inter-State movement. Our Government of West Bengal is desperately trying to get the power to restrict the smuggling of coal from West Bengal to other States. In this connection, the teleprinter

message which was sent by Food Secretary to Shri R. B. Khosla says:

"Please refer to your d.o. letter dated 24th December, 1979 addressed to the Chief Secretary of the Government regarding movement of coal in smalls and wagon loads. Stop. The State Government agrees with the view expressed in your d.o. about the necessity of curbing loading in smalls. For implementing the proposed action, we shall have to issue orders under Essential Commodities Act restricting movement of coal by road etc. But delegation order issued by the Ministry of Industry and Civil Supplies under S.O. No. 681 dated 13th November, 1974, restrains the State Government from issuing any order under Essential Commodities Act affecting inter-State transport and distribution of essential commodities."

Therefore, if anybody is responsible for this smuggling of coal from one State to another, if there is any authority in the country which can prevent this, it is his Ministry and....***

MR. SPEAKER: This will not go on record.

SHRI JYOTIRMOY BOSU: The Minister has misled the House deliberately. On 9th of July, in Calcutta, they had opened dumps and sold coal... (Interruptions) Why not? He has misled the House. (Interruptions)

SHRI C. M. STEPHEN: He is mentioning about the statement that dumps were opened in Calcutta. (Interruptions) That is not covered here. (Interruptions)

SHRI JYOTIRMOY BOSU: I moved a motion as noted against item no. 15 listed today in the List of Business. I would demand that action under the Prevention of Corruption Act be taken against the Minister... (Interruptions)

***Not recorded.

SHRI SATISH AGARWAL (Azamgarh): Before the hon. Minister, Shri C. M. Stephen, participates in the debate, I humbly submit that on such an important occasion when this House is discussing a censure motion against the Minister, the Prime Minister should have been present in the House.

SHRI C. M. STEPHEN: This is not against the Ministry; it is against a particular Minister.

MR. SPEAKER, I rise to oppose this motion. When I rise to speak on the censure motion, my memory goes back to 1977 when a censure motion was moved in this House. I remember the huge protests that were coming up from this side saying that the censure motion was not tenable. I remember my friend Shri Jyotirmoy Bosu...

SHRI JYOTIRMOY BOSU: Friend or foe.

SHRI C. M. STEPHEN: My dear friend, Shri Jyotirmoy Bosu was smashing on the table and saying that the motion must be ruled out. (Interruptions) Our attitude is entirely different. When a censure motion comes against a Minister, the Minister is prepared to face it; our party is prepared to face it. Therefore, technicalities do not bother us. We come on to the heart of the matter. Now the whole matter arises out of the calling attention notice. If you remember, in the calling attention notice charges and counter-charges were made. Mr. Jyotirmoy Bosu made a lot of charges. The Minister on his side made certain counter-charges. That happened on the 9th. One month has gone by. Mr. Jyotirmoy Bosu is a parliamentarian, a very hon. man, a man who is very much concerned with the dignity of the Parliament. The sense of righteousness will revolt the moment he feels that the Floor of the House is misused for making baseless statements or irresponsible statements. I can bear witness to anybody that my

friend, Shri Jyotirmoy Bosu is not a person who will make baseless statements or irresponsible statements. He is an honest, hon., respected man. Now, with that sense of responsibility, he went through the entire charges and counter-charges that were made. He found two matters out of them are as worthy of taking up, because he felt out of all the charges these were the charges which were baseless, which were irresponsible. He had one full month before him. He went to Calcutta, West Bengal, toured about, enquired about it and he found some of the charges were baseless; some of the charges were baseful; and he has taken up those issues. This is very important for me to point out.

Now, what are the charges Mr. Jyotirmoy Bosu raised at that time? He raised the charge of corruption saying that Rs. 20 per tonne was collected. This was one charge he made. The other charge he made was that the Minister gave permits for 133 persons; and he placed the documents before the House. When he made the corruption charge, he was very intelligent and therefore he prefaced every statement of his. It is alleged to me that the personal staff did so and so; it is also alleged to me that the General Manager did so and so; it is alleged to me further that the permit was given to so and so. It is further alleged to me that all these deals have the concurrence of the highest authority in the country. He never said that corruption was committed; he said: it is alleged to me and he feels: it is better to report to Parliament or the country that this allegation was made to me and then he made enquiries as to whether those allegations were correct. He was satisfied that those allegations were not correct and therefore, he chose not to put them as the basis for this censure motion. He would certainly have put it as a basis for censure motion if he realised that this allegation of corruption had a basis. Therefore, he said: No, I am an honest man, I now understand

that this had no basis and therefore I am giving it up.

I come to the other question. That is one important matter. The Minister made two or three charges. The charges were: (1) one of the ideas of the CP(M) party was to get this coal to be sold at higher prices; we have been trying to check this; that is why they are very much angry with me; that is one charge. The other charge he made was: if you are not a CPM party man you cannot expect to get anything. If you want to have natural justice in West Bengal, if you want to have anything, you have to be a member of CPM. That is the second charge the Minister made.

The third charge the Minister made has become the subject matter of this censure motion. Here also the same question, the same standard applies. There were charges about which they were furious, which they contested, which they made the basis of the censure motion. There were other charges which they could not contest, namely, unless you are a CPM member, you cannot get any allotment... (Interruptions) These are the charges; I am not reading anything else. They could have made this the basis for their censure motion. Why? Because their charge is that the floor of the House is misused for making baseless and irresponsible allegations. Their concern is not about West Bengal Government. He is a parliamentarian; he is not bothered about the West Bengal Government; he is bothered about the Parliament of India. Therefore, his concern is that the floor of the House has been misused for making baseless and irresponsible allegations. If it is made so, he will shiver in his anger; his anger will rise. His anger rose when he felt that the floor of the House was misused for the purpose of making allegations against X. may be Government, may be anything. But his anger has not arisen about the others, because he knew that this was a fact, he could not protest.

he did not protest. He has advisedly chosen not to put these as the basis of the charge.

Anybody who knows the law of pleadings knows that if you do not enter a contest, presumption follows. If you enter a demurrer to a pleading, and you say: I deny this, but do not deny the other, the law of pleadings prescribes that it will be taken as admitting the other one.

That being so, what are the positions now? (1) No corruption charge—admitted. (2) CPM Party, not Government, wants to get coal and sell it at a higher price—admitted... (Interruptions) I referred to the law of pleadings. You do not get anything at all. It is now from here we are proceeding.

I now come to the allegations. I will take charge No. 2 first. Charge No. 2 is: misusing his official position, he arranged for the issue of 133 coal permits to persons who were not entitled to receive such permits. One thing is admitted, that he directed that those persons who are mentioned in the list before you be given coal as per quantity mentioned there-to. That is admitted. There is no dispute about it. The question is whether it is misuse. The question is whether it has been given to persons who have no right to get it. The question is whether this is permit at all. These are the questions we have got to come to. The question of jurisdiction comes, whether the Minister has got jurisdiction; if he has got jurisdiction, there is no question of misuse. May be there is no question exercise of jurisdiction; there cannot be misuse of his position. The exercise of his position—whether it is permitted, warranted by exercise of that jurisdiction. Whether that was done in a *bona fide* manner. These are matters which have got to be... (Interruptions)

I am not going in perambulatory manner. I am coming to the question.

(Shri C. M. Stephen)

Before we come to that, we should know the background what exactly is the law that governs the distribution of coal.

I am going back to history very quickly and I fish. There was the Colliery Control Order passed during the Second World War. In 1957 the Coal Price Revision Committee was constituted to consider what should be done and they recommended relaxation of control. In 1964 partial relaxation of the control was enacted. Grade II and III and soft coal were de-controlled. In 1966 hard coke was de-controlled. On 24th July, 1967 N.D.R. de-control order was issued except for coking coal used for metallurgical purposes. I have no time to read that order. On 24th July, it was completely de-controlled and it was enacted that it shall be lawful to anybody to possess coal or to take coal without any permit, without any licence except the coking coal for use of metallurgical purposes. Therefore, one important matter we have to realise is—we are dealing with the material which is a completely de-controlled material. It is not coking coal that we are dealing with. It is a different type of coal, soft coal or inferior type of coal that we are dealing with. This is the position that we must clearly understand. Even after the de-control, certain positions had to continue. There was the question of Railway wagons. All people were demanding railway wagons. There was shortage of railway wagons and, therefore, the Linkage Committee was constituted to recommend to the Railways to whom the coal must go and certain sponsoring authorities were mentioned. That is only for the purpose of railway transmission. The sponsoring authority was not the State Government only. Different industries were taken—for Tea Board and for manufacturing D.G.T. different agencies were prescribed for the purpose of sponsoring them. The Railways

said—unless they sponsor, we will not give our wagons. This is the position that Railway took. Now it is not only officials but others too. For example, you want for textile purposes. For textile purposes the Indian Cotton Mills Federation is the sponsoring authority. India Sugar Mills Association is the sponsoring authority. Engineering Export Promotion Council is the sponsoring authority. Indian Steel Re-rolling Association is the sponsoring authority. I am saying this to emphasise it is not merely official machinery which is the sponsoring authority. Non-official machineries are also the sponsoring authority. They advise the Railway. They advise the Ministry. That advice is taken by and large. On the basis of that it is being released. But that does not mean that Coal India or the Ministry have surrendered their jurisdiction to decide as to whether they must sell coal to anybody or not. They have never surrendered it. They are the owners of coal. They are the sellers of coal. They are the custodians of coal. In the matter of distribution they take advice from different agencies. That they did. This is with respect to specified industries only in regard to the railway wagons. Then comes a large section of un-specified industries—the bricks, the silk and for domestic purposes so many other industries come. How is the distribution to take place? State to State the machinery is put. In West Bengal it was prescribed that the machinery will be evolved by the General Manager of Coal India in consultation with the West Bengal Government and the Headquarters of the Coal India Limited. What was evolved? The formula evolved was that each district will make an indent of a lump quantity and that lump quantity will be distributed there. This is the arrangement which is in force in West Bengal. That way last 3,47,250 tonnes of coal was handed over to the different districts. There are two problems here. The problem has been spelt out repeatedly. On 31st March, 1979, there was a letter written by Kumari Mazumdar, Secretary, Com-

merce and Industries Department, Government of West Bengal, to Coal India and here is the reply given to that letter. This is most revealing. I am reading it. The reply says:

"Other than linked consumer, bulk quotas are also allotted to district authorities and General Manager, District Industry Centre, for distribution of coal to seasonal and petty consumers. We have been receiving reports about coal being diverted against District Magistrate's quota for station booking in 'small' for up-country destination. Such reports have been received for Howrah district as well. It has also been brought to my notice that coal wagon quotas are being sponsored by Howrah District in the name of parties other than actual consumers. In this connection, I am enclosing a copy of letter dated 28-4-1979 issued by Director (Movement), Government of West Bengal."

This Director (Movement), Government of West Bengal is the sponsoring authority authorised by the West Bengal Government and he says in his letter that the lump quota is being diverted to different area. What is the consequence? To a district, coal is given to be distributed to the consumers. But the coal does not reach the consumers, whatever be the reason. That coal is being diverted to different areas. It is being sold in black market in the scarcity areas. What is the logical consequence? The logical consequence

16.53 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

is that consumers do not get their coal. So, what should the consumers do? They go to the Minister; they go to Coal India and say "We do not get coal. Coal has gone. We want coal." They are in a distressed condition. When such a situation arises, is the Minister to keep quiet? Is Coal India to keep quiet? Are the consumers not entitled to relief? That is the main question to be answered.

(Interruptions). Don't shout. Let us argue it out. It is not a life and death matter. Let us argue. You can argue back. (Interruptions) Let us take it in a sporting spirit. I am not casting any vilification.

So, when that question arises, what should be one? The question arises whether Coal India, merely by reason of recognising sponsoring authorities, have abrogated their jurisdiction or whether the Minister has no jurisdiction in this matter. If the Minister has got jurisdiction, the question is whether in such a situation the Minister or Coal India must exercise their jurisdiction. In the guidelines of distribution, I do not want to read the whole lot of it, it is stated that whenever exceptional circumstances arise, this jurisdiction can be exercised. This is very clearly stipulated in the guidelines. This is the exceptional circumstance of district authorities bona fide receiving coal, Coal India handing over the entire coal for the district, but coal disappearing, for no fault of anybody. Whatever the loopholes and the consumer is left without relief. The consumers are clamouring for a relief, a distress situation arises; factories and small units are about to close, the brick kilns are about to close. Whether the coal must be given or not? That is the question. It is with this purpose that the Minister is approached and the Minister has issued certain quotas to certain people.

SHRI JYOTIRMOY BOSU: 119.

SHRI C. M. STEPHEN: Quite a number. Not only that, the Minister has stated that somebody came from Bombay and he had allotted the quota. He has repeatedly stated that there is no guarantee that this is a perfect thing; it will have to be enquired into. It thus happens that in the case of sponsoring authorities, spurious persons do come in and if they come in, then enquiries will be constituted and if the enquiry shows that they have re-sold it, then there is a penalty. The penalty is that they will be black-listed and no more coal

will be given to any of them. This is black-listing procedure. Therefore, when they came, he issued permits.

Now, he read out a report. Report from whom? From the West Bengal Government. I do not want to say much about it. He could not have any other report at all. Let me say one thing. He has laid a document on the Table. What is that document? The document is a letter written by the Coal India to the District Magistrate giving the list. I am emphasising this to show that there is no hanky-panky about it. We do not do it under the table. Whatever was given, was immediately communicated to the District Magistrate. It is the letter which he has placed on the Table. Strictly confidential—Coal India Limited; Office of the Sales Manager—From Mr. Mallick, Regional Sales Manager to the District Magistrate, Malda. This is the document he has placed.

This shows two things. One is that we have nothing to hide at all. It is immediately communicated to the District Magistrate for him to enquire about. There is no behind the curtain operation. This was done in April, 1980. We are today in August. There was enough time for him to enquire about. I would ask him: how is it that this letter went to Mr. Jyotirmoy Bosu? I am not entitled to ask this question of him because the parliamentarians need not reveal the origin of it.

SHRI JYOTIRMOY BOSU: Coal India; it is Kanungo.

SHRI C. M. STEPHEN: Mr. Jotirmoy Bosu takes up the document. In that document, the District Magistrate's signatures are there. It is a photostat copy. I saw that copy. The District Magistrate seal and initials are there in that document. I challenge you to say it otherwise. So, it is not the Kanungo but it is the District Magistrate. Therefore, the District Magistrate has handed over the document to him. Are they not in league with him? The District

Magistrate operates under West Bengal Government. And the West Bengal Government gives that report. What is the sanctity of it? The District Magistrate gives a report. What is the sanctity of it? (Interruptions)

Therefore, this was done with the perfect jurisdiction. That is what I am saying. May I ask Mr. Jyotirmoy Bosu one question? Can he tell me that his Minister in West Bengal did not write to our Energy Minister recommending that so and so might be given coal of such and such quantity? I put that challenge to him. (Interruptions)

17.00 hrs.

MR. DEPUTY-SPEAKER: Please sit down. Please don't interrupt.

SHRI C. M. STEPHEN: Sir, if they are challenging, I am prepared to place the letters from Mr. Bhattacharjee addressed to Mr. Ghani Khan Chaudhuri. (Interruptions). I am prepared to place the letters before him. How many letters do you want—1, 2, 3, 4? How many of them you want? (Interruptions). Sir, here is a letter...

(Interruptions)

SHRI CHITTA BASU (Barasat): Sir, I am on a point of order under Rule 352. Sir, the hon. Minister, Mr. Stephen is referring to a letter written by the Commerce Minister of West Bengal addressed to the Minister of Energy and Coal suggesting that coal should be supplied to certain units because there has been shortage of coal for these units. (Interruptions). Has the State Government not the right to write to the Central Government? There is nothing wrong in the matter of writing a letter by the State Minister to the Central Government.

(Interruptions)

MR. DEPUTY-SPEAKER: There is no point of order. Now the Minister can continue.

(Interruptions)

MR. DEPUTY-SPEAKER: Please sit down. I will tell you. The Minister has agreed and he has also said that he will place it on the Table of the House, if you want (*Interruptions*). Definitely it will be considered. Therefore, what is the difficulty for you?

(*Interruptions*)

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Is this a corrupt practice? I want to make a simple observation. (*Interruptions*). As the hon. Minister said, if the State Government writes a letter to the Central Government asking for distribution of something, does it come under corrupt practice?

(*Interruptions*)

MR. DEPUTY-SPEAKER: Please listen. From every Party names have been given. Now, the Minister, the first speaker from the Congress (I) Party, is speaking. (*Interruptions*). Please sit down. When I am on my legs, I am on legs, there is no point of order. When you should not have risen at all, Mr Halder.

(*Interruptions*)

MR. DEPUTY-SPEAKER: The discussion is going on. After Mr. Stephen finishes, Members from every party will be speaking. So, why all these interruptions? Do you want a solution of this problem or confusion?

(*Interruptions*).

SHRI KRISHNA CHANDRA HALDER (Durgapur): On a point or order.

(*Interruptions*).

MR. DEPUTY-SPEAKER: There is no point of order. Please sit down. The Minister will continue to speak.

SHRI C. M. STEPHEN: Whatever they want me to do I am prepared to do. Let us not quarrel about that.

SHRI AMAR ROY PRADHAN (Cooch Behar): Place it on the Table of the House.

SHRI C. M. STEPHEN: Yes, I will place altogether three letters on the Table of the House. Let me finish my speech.

MR. DEPUTY-SPEAKER: After he has finished his speech, he will put it on the Table of the House.

SHRI C. M. STEPHEN: I did not read from it. Under the rules I need not place it on the Table of the House. All the same I will place* it.

(*Interruptions*)

MR. DEPUTY-SPEAKER: I am not permitting anybody.

SHRI C. M. STEPHEN: My friends have got my complete sympathy that they get provoked.

They have raised a constitutional point whether a letter written by a Minister of a State Government to a Central Minister can be revealed. But a letter written by the Chief Minister of West Bengal to the Prime Minister of India was placed by Mr. Jyotirmoy Bosu. How did it happen, I ask you. Therefore it can be done.

Anyway, a Minister of a State Government writes to the Energy Minister here recommending that M. M. Shah & Co. etc. may be given...

(*Interruptions*).

There is nothing wrong about it according to me it is absolutely all right, it is not a defamatory matter it is not an incriminating matter. The Minister there has got the right to write. My only point is that that establishes that the Energy Minister is a person to whom the citizens of this country can

[Shri C. M. Stephen—contd.]

come with a recommendation that coal may be given. That is what is established. This is all I have got to say on this point.

Therefore, a special situation arose, namely that consumers did not get coal. Therefore they approached the Minister, the Minister has got the jurisdiction and he has exercised that jurisdiction, he has issued it to them and he has forwarded the list immediately to the District Magistrate, it was not done under the carpet it was done openly under the sunshine, the list was sent to the District Magistrate to enquire into. Can there be a more honest, more clear and a more straightforward method of dealing than this? There is no underhand dealing in that.

Coming to the first charge, I do not know wherefrom my friend got this idea (*Interruptions*) He say: "...the said Minister, Shri A. B. A. Ghani Khan Chaudhuri, misusing the floor of the House, has made on 9th July, 1980 baseless and irresponsible statement by saying 'because whatever the quota is, the CPM Government is smuggling (coal) into other States... and earning tonnes of money'". All of us know English. Have you ever heard a sentence which begins with 'because'? It starts here with 'because' but nothing else is following. If you start with 'because', that is a cause and something must happen but that is not there. This is what happens with respect to my friends on the other side.

This is what Mr. Ghani Khan Chaudhuri has said. I quote from the proceedings.

SHRI A. B. GHANI KHAN CHAUDHURI: My first submission is...

SHRI INDRAJIT GUPTA: If he has got to say anything, let him say at one go. Everytime he cannot speak...

SHRI INDRAJIT GUPTA (Basir-

hat): I rise on a point of order under Rule 192. The hon. Seaker has already been very particular to mention that there is a time limit for this debate (*Interruptions*). Mr. Speaker was very particular to fix the time limit for Mr. Jyotirmoy Bosu's speech. He was very particular to remind Dr. Bosu two or three times that he must conclude his speech within 20 or 25 minutes. He is within his right. I only want to know if any time limit has been prescribed for the Minister, he has already spoken for 45 minutes.

MR. DEPUTY-SPEAKER: Every party has been allotted some particular time. CPM has been allotted ten minutes. Congress-I Party has been allotted 100 minutes. I think, Mr. Stephen has not exhausted that.

SHRI C. M. STEPHEN: I shall finish my speech in to minutes time. This is what Mr. Ghani Khan Chaudhuri stated. I quote:

"Shri A. B. A. Ghani Khan Chaudhuri: My first submission is that this insinuation which he has brought is completely baseless. This is a fact that in West Bengal, not only in Malda, but wherever the demand is from CPM for their industries, for their requirements, we are giving them coal. But at the same time I am asking them to make the necessary enquiry whether the demand is genuine or not. That is the basic point. It is totally wrong. Mr. Speaker, Sir, to say only that we have given coal to Malda. then comes the sentence--We have given coal wherever the demand has come to us—please listen—I repeat, wherever the demand has come to us—saying that they are not getting coal. Because whatever the quota is the CPM Government is smuggling into the other States (*Interruptions*)...and earning tons of money."

What is the meaning of this? "We are giving coal... (*Interruptions*). My

My submission is that the Minister has not said that the West Bengal Government is smuggling coal. The Minister has stated that the demand has come to us saying...—I am reading again—“We have given coal wherever the demand has come to us saying—‘saying’ is important—that they are not getting the coal. Because whatever the quota is, the CPM Government is smuggling into the other States...and earning tons of money.” Therefore, they have come to us saying “we are not getting coal because it is being smuggled out.” I have already shown, it is being smuggled out and they have told us that it is being smuggled out: money is being collected.

He has quoted what the citizens have told him. He was challenged to say, why did he give it? He had to give an answer. He gave an answer that this was the position and, therefore, he gave it. It is not that the Minister said it. Even as Mr. Jyotirmoy Bosu said, “It was alleged to me that Rs. 20 was collected; it was alleged to me that 36,000 tonnes were given; it was alleged to me that for everything Rs. 20 was collected”, our Minister said, “It was alleged to me that coal was being smuggled out and money was being collected.”

Both are on the same parallel; both are on the same lines. There is no question that you have got to answer. If you want to see your own smuggling Government in your mirror, I have no objection to that. You keep the mirror and see in the mirror your own face. Therefore, the second charge is baseless. The records will bear it out. He made no such allegation; he quoted somebody because he was challenged to explain the reason and the reason was given. He said, on the same line, as Mr. Jyotirmoy Bosu said. Both charges are answered. It was a *bona fide* issue of *ad hoc* allotment.

This is a non-issue because he did not raise that issue at all. He did not make that allegation at all. But if, on the other hand, you have got a guilty conscience that smuggling is taking place, you are free to keep a cap on your head and you carry on smuggling. This is what I have to say.

MR. DEPUTY-SPEAKER: Shri C. T. DhandaPanji. You have been allotted 6 minutes. Please restrict it to 6 minutes.

SHRI C. T. DHANDAPANI: Mr. Deputy Speaker, Sir, I was not in favour of this discussion in the House.

An allegation was made against a Minister by an hon. member of this House. Subsequently, following the allegation, the State Government including the Chief Minister got involved in this issue. The Chief Minister and other Ministers concerned wrote a letter to the Prime Minister as well as to the Speaker. The entire Government is involved in this matter.

My point is, if the alleged charge is substantiated by the Minister, that is, against the C.P.M. Government...

(Interruptions)

SHRI SUDHIR GIRI (Contd.): There is no allegation in the motion against the CPM Government.

SHRI C. T. DHANDAPANI: If the Minister could not substantiate the allegation against the Government in West Bengal, he can simply say, regret. Supposing he could substantiate the allegation, the Government in West Bengal has got to resign. This is the point I want to raise. Because the State Government is involved in this matter, that is why, I say, this very particular issue should not be discussed and it should not be a precedent also that any State Government's conduct could be discussed in the House in future. But our hon. members particularly wanted it.

Shri C. T. DhandaPan—contd.]

As far as this problem is concerned, the production and distribution of coal, not only West Bengal is involved or the Central Minister is involved but the entire country is involved in this issue. The coal mines actually incurred a heavy loss. They were unable to distribute coal to the needy people. Then, the Coal Mines' Trade Unions sabotaged coal production also. Corruption is increasing in the coal fields. The staff, also, was not allowed to function. These are the conditions prevailing in the coal mines. Even Trade Union leaders indulged in corrupt practices in the coal fields. I quote from the 'Business Standard':

"Trade union 'dadas' are back with a vengeance in the Bengal-Bihar coal and steel belt. Their operations threaten to paralyse the administration. In key sectors like coal mines, steel plants and power stations in this industrial belt."

"Rampant corruption among supervisory staff who are in collusion with their subordinates has in many cases destroyed the image of the management. The unions and the office bearers are part of the corruption, which ranges from illegal sale of coal from the mines to local emergency purchase of mining equipment at exorbitant rates."

So, this is the type of illegal activity that is going on.

Secondly, as far as distribution is concerned, I think—if I am correct—that it lies in the hands of the State Government. Distribution is being done by the State Government; licences are being given by the State Government—by the Industries Department. Mr. Bosu, my good friend has given the names of certain dealers; of course he gave the names of Muslim dealers. Some communal feeling also centres around the discussion because the hon. Minister happens to

be a Muslim and only the names of Muslim traders have been quoted here.

(Interruptions)

MR. DEPUTY-SPEAKER: He can draw his own conclusions.

SHRI C. T. DHANDAPANI: I am stating facts: you can find out from the record.

MR. DEPUTY-SPEAKER: He is only saying 'It will look as though..'

SHRI C. T. DHANDAPANI: So, it is not desirable for this country. Just to say something about others is not good on the part of the hon. Member.

One thing I must say. Not only I, not only Congress (I) Members, not only the Minister, but even the Janata Party itself made the very same allegation in West Bengal. For example, Mr. Mohanti, the Legislature's Janata Party Member says:

"...many essential commodities had become scarce in the open market and whatever was available was not being distributed equitably. Corruption was rampant in the coal and cement trade."

This is from the *Statesman* of 6th March 1980.

So, a Janata Party MLA himself alleged that the West Bengal Government is indulging in mal-practices.

(Interruptions)

AN HON. MEMBER: Please say something about the Sarkaria Report also.

SHRI C. T. DHANDAPANI: I am coming to that also.

As far as the coal industry is concerned...

AN HON. MEMBER: He is very loyal!

SHRI C. T. DHANDAPANI: They say I am loyal to this Government. I am proud of it. I am loyal to an Indian leader: I am not loyal to somebody else somewhere. I am proud to say it.

(Interruptions)

As I have already stated, the entire country is very much concerned about coal production and distribution. Something is going on in West Bengal as well as in Bihar. Some monopoly interests, some monopolistic people, are trying to take away this industry from the Government. The coal industry was nationalised in the year 1973. Now, all the big people, that is, the monopolists, are trying and are asking the Government to hand over to the private people. Mr. K. N. Modi President-elect of the Federation of Indian Chambers of Commerce and Industry, wants the coal industry to be de-nationalised. Not only the monopolists, big industries, but the West Bengal Government itself wants that this should be de-nationalised (Interruptions). "Bengal wants to transfer collieries to private hands; the West Bengal Government wishes to hand over 85 closed collieries to private owners..." This is the report which has appeared in the Hindustan Times of 29th January, 1980 (Interruptions).

MR. DEPUTY-SPEAKER: Nobody can object to anybody speaking freely in this House. I will not tolerate it. It is not correct. You must allow all hon. Members to speak. It is for me to decide what is relevant and what is not relevant. Any Member can rise on a point of order or can say that it is unparliamentary or something like that. When your Party Member or another Member speaks, he can reply to what the hon. Member says. What is this uncivilized method? I am very sorry to make this remark. You hear his argument and then speak...

(Interruptions)

MR. DEPUTY-SPEAKER: I am not permitting anybody now. Mr. Dhandapani will continue. The time is very short.

(Interruptions)

MR. DEPUTY-SPEAKER: I have once said in this House that any time wasted in this House is a waste to the Opposition. Now, the time limit is there. But you go on interrupting Mr. Dhandapani or the Minister. Then who is going to lose? It is the Opposition who will lose. Therefore, please keep quiet. Let him continue. I am not permitting anybody...

(Interruptions)

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): You used the word 'uncivilized'. That is unparliamentary.

MR. DEPUTY-SPEAKER: You may make your protest. I still say that this is an uncivilized method, against our culture.

(Interruptions)

MR. DEPUTY-SPEAKER: Please sit down. Mr. Dhandapani will continue. You can protest. That is all right. Let this House continue. I am not the loser.

(Interruptions)

MR. DEPUTY-SPEAKER: You are diverting attention to something... (Interruptions) Please sit down... (Interruptions)

SHRI HARIKESH BAHADUR (Gorakhpur): What is your reaction to their uncivilised behaviour?

MR. DEPUTY-SPEAKER: I have not called anybody an uncivilised member of the House... (Interruptions).

SOME HON. MEMBERS: You cannot say that... (Interruptions)

MR. DEPUTY-SPEAKER: Yes, you can shout.

'uncivilised method' is not unparliamentary. My ruling is: 'uncivilised method' is parliamentary...*(Interruptions)*. If you want to obstruct, I have no objection. Time will be over and we will adjourn the House. It is a loss to you. 'Uncivilised method' is not unparliamentary.

SHRI C. T. DHANDAPANI: The West Bengal Government wrote...*(Interruptions)*.

SHRI AMAR ROY PRADHAN**

MR. DEPUTY-SPEAKER: Nothing will go on record.

SHRI KRISHNA CHANDRA HALDER**

MR. DEPUTY-SPEAKER: This thing also will not go on record.

SHRI C. T. DHANDAPANI: The West Bengal government wrote a letter to the Secretary of Steel & Mines asking that the coal mines be handed over to private people. In his letter Mr. Mantosh Sondhi, Secretary for Steel & Mines stated that the Steel Authority and the Steel & Mines Ministry in the Centre are ready to hand over to the State Government to run the coal mines but the State government did not accept it and they were in favour of the private industry...*(Interruptions)*. It is here. What do you mean by saying No, no?"

That is the reason why coal is not available in the country. Our good friend...*(Interruptions)*.

MR. DEPUTY-SPEAKER: What is this interruption? Time is lost. Unnecessarily you are interrupting him...*(Interruptions)* Mr. Dhandapani, please conclude now.

SHRI C. T. DHANDAPANI: I am concluding in two minutes. While I was speaking, our friends made a

mention about Sarkaria Commission. Sir, no political party is spared from Commissions including CPI and CPM. The CPI government in Kerala constituted the Mulla Commission against CPM Ministers. One Sekharan Nair presented a memorandum against a CPM Minister, Mrs. Gowri. In retaliation the CPM government constituted another commission under the chairmanship of Justice Velu Pillai. So the world knows who are corrupt and who are not corrupt...*(Interruptions)*.

So, Sir, there is no substance in the motion. By saying this, I totally oppose the motion moved by Mr. Bosu.

MR. DEPUTY-SPEAKER: Shri Parulekar.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Mr. Deputy-Speaker, Sir, as rightly pointed out by Mr. Stephen, this motion arises out of the Calling Attention notice.

But, I regret to mention that instead of pulling the Minister, the senior Minister Mr. Stephen has tried to defend him even on count number 1. Really I feel you, Mr. Stephen, have been probably briefed only today because, there were occasions for him to give this explanation which you have now given on the floor of the House.

Now you say that there is no sentence which begins with 'Because'. Correct.

SHRI C. M. STEPHEN: I did not say like that.

SHRI BAPUSAHEB PARULEKAR: That is what exactly you said. Mr. Deputy-Speaker, that depends upon the person who speaks a particular type of English. May I invite your attention to the type of English your Minister spoke in that particular calling attention notice? You kindly tell me what is the meaning of that particular sentence? Kindly refer to it. *(Interruptions)*. That is very import-

**Not recorded.

[Shri Bapusaheb Parulekar]

ant point. Please refer to page 11705 of the debate. It says: He begins with 'Therefore'.

"Shri A. B. A. Ghani Khan Chaudhury: Therefore, I have given an order saying that his factory is on the point of closure and so, some *ad hoc* arrangement should be made."

This is on record. This is on page 11705 of the debate in regard to the Calling Attention Notice, to which you made a reference.

This is the way in which the hon. Minister spoke in English. That is my point. The other point is that no sentence begins with 'Because'. There was sufficient time for your hon. Minister to correct the proceedings when they were sent to him for correction. You will find that before the word 'Before' there is a full stop. But 'B' starts with a capital letter. Till to-day he has not corrected that. I am just replying to your argument and the logic which you have given to this House. Sir, the third point which I would like to bring to the notice is this. Mr. Stephen said about English. But think of the impression being carried by the citizens of the country of what Shri Chaudhury said. You read the report of any paper the next day. If you read the *Indian Express* you will know it. I have also got *Hindustan Times*. (Interruptions).

MR. DEPUTY-SPEAKER: Order, order. Kindly hear him. This is not the way.

SHRI BAPUSAHEB PARULEKAR: I will read the *Hindustan Times* for their satisfaction. The fourth paragraph mentions:

"Angry exchanges led to a pandemonium in the Lok Sabha to-day as the Energy Minister, Shri A. B. A. Ghani Khan Chaudhury, accused the West Bengal Government of smuggling of coal and earning money."

This is the report in all the papers. At that time, probably Mr. Chaudhury did not brief you. Otherwise you could have given this explanation. I submit that this particular House is not a court. But, I know very well that Mr. Stephen is a very seasoned, senior and efficient advocate. Your reasoning is: the operation was successful but the patient died. This is what it comes to. On this particular point, Shri Ghani Khan Chaudhury has been referred to the law of pleading. If Mr. Chaudhury were to say this or to express regret that he did not mean what he said because of the faulty English of his, it would have been better. He should have said that he never intended to blame the Government of West Bengal. He should have told Mr. Bosu not to press this particular point.

Now coming to another allegation, I entirely agree that it is for the mover of the motion to prove the allegations made therein. In that connection, some background will have to be taken into consideration. When questions were raised by many of the Members who moved the Calling Attention Notices, the question was repeatedly asked as to whether there was any corruption and whether coal was stealthily sold. To this the answer given by Shri Vikram Mahajan Ji throughout was 'no'. You go through the entire proceedings. On the other hand with reference to the power of the Central Ministry which you referred to, answer has been given by Mr. Vikram Mahajan to which I will allude shortly because it is an important statement which mentions that the Central Government has no concern at all with distribution of coal: the licences are only given by the State Government; the licensees come to the mines and they take the coal; that is his contention; that is the answer given by Mr. Vikram Mahajan. Now, when Mr. Jyotirmoy Bosu pinned down your Energy Minister and asked him the question with reference to Bombay, he had to admit that particular fact. Yes, a Bombaywallah had come to me and I gave that particular

permit. He was particularly pinned down... (Interruptions) I will read out this particular portion. This is found on page 11704. I quote:—

"Shri A. B. A. Ghani Khan Chaudhury: Secondly, it is true—as he correctly says—that the State is the sponsoring authority, but sometimes it happens this way: For example, this morning, somebody from Bombay came to me. He has a defence factory."

And therefore he gave it.

SHRI C. M. STEPHEN: He said it *suo motu*...

SHRI BAPUSAHEB PARULEKAR: I am not going to yield Mr. Stephen...

SHRI C. M. STEPHEN: All right; go on...

MR. DEPUTY-SPEAKER: It is very good.

SHRI BAPUSAHEB PARULEKAR: When he was further pinned down he had to admit, yes, it is my right, under certain rules, and therefore I have given.

SHRI JANARDHAN POOJARY: I am on a point of order. I was there bodily present on that day. Calling Attention was moved by me.

you please hear me. Calling Attention was moved by me and hon. Minister, *suo motu*, said that there was one person who came. No question was put, no reference was made to Bombay. I was bodily present. He is misleading. (Interruptions)

MR. DEPUTY-SPEAKER: There is no point of order. He is expressing an opinion. No point of order.

SHRI BAPUSAHEB PARULEKAR: Coming to the other point, let us take into consideration 4 or 5 circumstances. Mr. Stephen very well knows the law of circumstantial evidence. Point No. 1 is this. The entire commodity, the entire quantity of this

coal has gone to Malda district, the constituency of the Minister. No. 2 point is this. All these commodities have been sent to this particular district in the next month after the elections. And the next circumstance which we should take into consideration, which I would like to submit for the consideration of this august House, is this. 38 thousand tonnes of coal is transferred by trucks. I made enquiries through my friends. I was told by them, we never saw such movement of trucks, 38,000 tonnes to be carried to that particular place. And the last point to which I want to invite the attention of Mr. Stephen is this: He referred to the letter of one Mr. Majumdar or somebody. I don't know whether he has laid that letter on the Table of the House. Mr. Stephen, you were not in a position to tell this House the date of that letter.

SHRI C. M. STEPHEN: May, 1979.

SHRI BAPUSAHEB PARULEKAR: Now you can say that. What was the date of the petition that was forwarded to him, which he considered because of that letter? What is the date of order of the sanctioning authority? What is the date of that particular sanction? If these dates are taken into consideration, I tell you, Mr. Stephen, you will be on the wrong foot. And therefore probably you have not placed this letter of Majumdar on the Table of the House. Mr. Stephen, you referred to that particular statement of yours commencing with the word: 'Because'. Is it mentioned in that particular letter referred to by you, Mr. Stephen, that was the complaint against West Bengal Government made by the person who came to Minister of Energy, which you are now submitting...

Mr. Stephen, you said that this complainant had said that the West Bengal Government is corrupt and it is making money out of it. I would be very happy if you make a statement on this and

you support it. Can you say whether this is a part and parcel of that complaint? Or is it only a oral? Lastly I may submit one or two very important points.

With reference to the list of 130, I would ask the hon. Minister 5 or 6 questions. Is it not true that in regard to the allottees at Serial No. 1 and at Serial No. 116 in that particular list the allottee at Sl. No. 1 is not traceable and the allottee at Serial No. 116 is reported to have not lifted any stock. I would like to know whether it is a fact that the allottees have said that they have not lifted stocks even though they have received permits at Sl. No. 86, 89, 90, 92, 95 and 116. Is it not a fact that one Mr. Mushair Ahemed, an allottee, is a minor of 7 years old to whom the licence has been given? You answer this point. Is it not a fact that 61 persons out of 130 are not traceable and still you say that Mr. Chaudhury got an application from Mr. Majumdar and therefore it was his bounden duty to protect their interests.

Lastly, in keeping with the high tradition of this august House, no sooner the allegations are made against the Energy Minister he should have resigned as other Ministers did. But it seem Mr. Ghani, you have engaged a Counsel like Mr. Stephen to argue your case. I must recall that you should take into consideration the following persons who have resigned on account of the criticisms against the departments they were in charge of.

Mr. R. K. Shanmugam Chetty resigned.

(Interruptions)

Shri Lal Bahadur Shastri resigned on account of a serious railway accident. Mr. T. T. Krishnamachari re-

signed following enquiry into Mundra deal. Mr. A. P. Jain resigned, Shri Krishna Menon resigned soon after Chinese invasion, Shri K. D. Malaviya resigned and Shri Gulzarilal Nanda resigned following a violent demonstration near the Parliament House. Dr. Karan Singh also tendered resignation following an aircraft crash.

Now, serious allegations are being made by Mr. Jyotirmoy Bosu. Not only he asks your resignation, but he says that you being a public servant and having indulged in blackmarketing, you should be prosecuted under 5(2) of Prevention of Corruption Act. It is surprising that Shri Ghani is not even expressing regret, nor he is resigning or keeping up the tradition of this august House.

SHRI SHIVRAJ V. PATIL (Latur): Mr. Deputy-Speaker, Sir, Mr. Jyotirmoy Bosu has brought this motion before this House. But he has not spoken even a single word about the (a) part of the motion. He has spoken about the (b) part of the motion.

SHRI JYOTIRMOY BOSU: I have said about (a), (b) and (c).

SHRI SHIVRAJ V. PATIL: Not a single word has been said about (a) part of the motion.

SHRI JYOTIRMOY BOSU: Sir, the Member is misleading the House.

SHRI SHIVRAJ V. PATIL: And speaking about the (b) portion of the motion, he has taken a different stand from the one which he had taken on 9-7-1980. What was the stand taken by him on 9-7-80? I will crave the indulgence of this House to read out a few lines. His stand on 9-7-80 was—

“If you pay Rs. 20 per tonne etc. you can get as much coal as you

like. It is alleged to me that a personal staff, a trusted staff, Shri Prem Chand, is accepting money at the rate of Rs. 20 per tonne for permits that are being issued and have been issued at the behest of the Minister's establishment."

Here things are to be marked. What is he saying? At one time he says that someone in the office of the Minister is doing it; then he says that it is at the behest of the Minister's establishment and then he says that it is the Minister himself. It is a very serious matter. He says:

"It is also alleged to me that . . . General Manager (Sales), Coal India Ltd. has given to the Hard Coke Manufacturers Association a permit for 40,000 tonnes of coal for the above-mentioned consideration, i.e., Rs. 20 per tonne. Shri . . . it is alleged to me further, has given a permit to one Hard Coke Manufacturers Association of which the President is . . . of Dhanbad area.

"It is further alleged that all these deals have the concurrence of the highest authority in the Ministry, that means, the hon. Minister, Shri Abdul Ghani Khan Chaudhari.

These things have come to my notice from very reliable sources and I will produce documents."

And what kind of documents has he produced? He says further:

"I would like you to direct the hon. Minister to make an enquiry by another agency and tell the House whether this is what I have been told."

He is not sure, and that is why he asks for an enquiry.

Here, his stand is not that the people are not in existence to whom the permits have been given. His

stand is not that they are not there, he does not take a stand to say that they are not entitled to take the permit. He says that money was given and there was corruption while giving the permits. Is there no difference between the two statements? You take one stand at one time and another stand at another time while making the same allegations in the House. You are trying to kill a person in political life and you are taking one stand at one time and another stand at another time. You are expecting this House to press this motion. Can that be done? What does he say?

". . . that he, misusing his official position, arranged for, issue of 133 coal permits to persons who were not entitled to receive such permits."

Is it not a different stand? Here, he says that the hon. Minister is not entitled to this. Many eloquent speeches were made here and the hon. State Minister was quoted to say that the hon. Minister of the Central Government has no powers to issue the permits. Is it the way in which we have to deal with issues like this? So many erudite lawyers and so many erudite politicians and persons are sitting here. Will it not be possible for them to show any law, any rule, any regulation saying that the hon. Minister in the Central Government has no authority to issue the permits. Why should they depend upon a statement made by the State Minister in the House off-hand without referring to the rules, without referring to the laws and regulations? Why should not they do some investigation? They have spent so much energy, money and what not, I do not know. Should they not find out that there is a law which says that the hon. Minister is not having the authority and in what conditions the permits are given. It has been explained by the hon. Minister that in West Bengal, it is only those persons who belong to the CPM party get the coal. He has said that many

people had approached him explaining their difficulties? Should he not take into account the complaints and difficulties of the people? Should he not do something when he has the authority? When he has the power to see that the people's difficulties are removed, should he not make use of that? Has he committed any mistake? What kind of evidence is produced before the House here? The evidence produced here is the list of the persons to whom permits were given. The hon. Minister, Shri Stephen has rightly pointed out that a list was given and that list was sent to the District Magistrate saying that you record it, you take note of it. Now, it was not a secret thing? It was not kept out of the sight of the people, but it was sent to the District Magistrate. (Interruptions).

Here a report was read out by the hon. member, Shri Jyotirmoy Bosu. He said that the report is the result of the investigations carried on by his Government in West Bengal. Now, how much of credence has to be given to the report? My first point is whether that report in that fashion can be read in this House. Now, if there is a report, if that report has not come to the Central Government; if that report has not come to the hon. Speaker, if that report has not been placed on the Table of the House along with other documents; if that report, on which he is relying, is produced at the last moment, can any credence be given to that kind of a report? How much importance should be attached to that report?

Now, the procedure of the House provides that documents and newspapers and even the books written by great authorities also cannot be produced before the House or cannot be quoted in that manner in the House. Here is an hon. gentleman, here is an hon. member, a very senior member, coming with some pages and reading them out and telling us that this is the report by the Government and we should all rely on

that. How much credence has to be given to that report? Now here the people are sitting; hon. members are also sitting here. They are not having a copy of that report in their hands. Here the Press is also watching everything. The Press is going to report it. The Press does not know what is there and how that report is to be criticised and what is to be seen in the report and what is not to be seen in the report. All those factors are there. But here comes a senior member, Mr. Jyotirmoy Bosu saying that this is the report and I rely upon it. (Interruptions). I may be allowed to say, how many times in this House the matters were brought before your goodness and the matters were proved not to be true? In this session itself, many a time matters were brought before the House and nothing came out of it. It was done by Mr. Jyotirmoy Bosu. It was also done by some other friends. (Interruptions).

SHRI JYOTIRMOY BOSU: He is alleging that I brought documents before the House. It is not true, it is wholly untrue. This gentleman is misleading the House. He is one of the panel Chairman in the House. He should not say like that.

MR. SPEAKER: He has not said anything like that.

SHRI JYOTIRMOY BOSU: He should not say such things.

MR. SPEAKER: He has not said that.

SHRI JYOTIRMOY BOSU: I never bring documents before the House. I do not authenticate his.. (Interruptions).

THE MINISTER OF INFORMATION AND BROADCASTING AND SUPPLY AND REHABILITATION (SHRI VASANT SATHE): The photostat copy of the fake cheque. The famous fraud which you have perpetrated in the House by producing a photostat copy of the cheque.

(Interruptions) Nobody has forgotten that. That fraud which you have committed, nobody has forgotten that. (Interruptions) That Swiss cheque which you had produced. (Interruptions)

MR. SPEAKER: Please do not talk now sitting across the tables.

SHRI SHIVRAJ V. PATIL: Unfortunate things are happening in our country. We lost one of our dearest colleagues Shri Sanjay Gandhi and a matter was brought before the House saying that the plane was brought... (Interruptions) Was it not brought before the House? (Interruptions) Today itself before this House, a matter was brought. (Interruptions)

SHRI JYOTIRMOY BOSU: I said, ... (Interruptions) I never said that ... (Interruptions)

18.00 hrs.

SHRI SHIVRAJ V. PATIL: Today itself in this august House an allegation was made against the Chief Minister of Rajasthan; it was said that the Chief Minister of Rajasthan was so indiscreet as to write a letter to the World Bank—saying that loan should not be given to the Gujarat Government. It was reported in the newspapers. I do not blame the newspapers; newspapers do not have investigating machinery. Newspapers get some information and they publish it. I am not alleging anything against newspapers. Their duty is to inform the public in whatever fashion possible. But if an hon. Member of this august House says something it is his bounden duty to investigate into it... (Interruptions). It is the bounden duty of a Member of this august House that when he says something, it is his duty to investigate and to come to a conclusion that whatever he is saying is true to the best of his knowledge. Having come to that conclusion, he can come

to this august House and they can allege anything.

We are all against corruption; we are all interested in removing corruption... (Interruptions) My point was this; we are all against corruption. But let us not malign public life in this fashion so that people outside should say that all who are gathered here are corrupt people, people outside should not say that the system we have adopted is a corrupt system; they should not say that the parliamentary system is not working well in this country, with all respect I have for the hon. Members in this House, I have a feeling that we are creating suspicion in the minds of people outside that this system cannot work because this is a gathering of corrupt inefficient persons. That kind of impression should not be allowed to grow. If things are done in this fashion in this House, without applying their mind, without investigating into the matters, without taking responsibility while making allegations in this fashion, it is not going to help any Member, it is not going to help this House; it is not going to help our country; it is not going to help our people.

Sometimes I have a feeling whether Mr. Jyotirmoy Bosu is a friend of West Bengal Government, or he is its foe. I am really sorry for what Mr. Bosu has said.

SHRI SUDHIR GIRI: On a point of order. Your advice was that nothing should be said which is irrelevant to the motion. He is talking all irrelevant things.

SHRI SHIVRAJ V. PATIL: I have alleged nothing against West Bengal Government; I am not alleging a single word against the West Bengal Government. But I have a feeling that in a very erudite and skillful manner Mr. Jyotirmoy Bosu is bringing something before this House so as to bring discredit to the West Bengal Government. How, Sir? The hon. Shri Jyotirmoy Bosu says that

[Shivraj V. Patil]

the coal permits were given to certain individuals and the entire coal was smuggled from that State to another State. What is the implication of this? The implication is that Government is working there and they have the police machinery. It is their duty to see that the things are not smuggled out of the State. Here is Shri Jyotirmoy Bosu giving evidence in this House that coal is being smuggled out of that State.

In the end I would say that here is Mr. Jyotirmoy Bosu who wants us all to discuss the matter which is not going to bring any credit to the West Bengal Government. Here is part (a). He has said nothing. He has not defended the position of West Bengal Government. He has brought to the notice of all concerned, here is a friend who is going to bring discredit to the West Bengal Government and his party. I have all sympathy for Shri Jyotirmoy Bosu.

ओ धनिक लाल मंडल (अंकाशपुर) : अव्यक्त महोदय, एक बात के सम्बन्ध में कोई दो राय नहीं है, और न किसी ने इसका विरोध या खंडन किया है, कि 134 व्यक्तियों को 36,000 टन कोयले के परमिट माननीय केन्द्रीय मंत्री ने दिये। इस लिए यह बात तो स्थापित हो जाती है। सवाल यह है कि यह किस कन सिडरेशन से किया गया। मंत्री जी कह सकते हैं, जैसा कि स्टीफन साहब ने अभी तक दिया, कि बहुत से कनमिडरेशन्ज हो सकते हैं। श्री ज्योतिर्मय बसु ने कुछ फनसिडरेशन्ज की बातें कहीं, जिनके तहत मंत्री महोदय ने ये काम किये हैं। मैं इसमें नहीं पड़ना चाहता हूं, क्योंकि मुझे इसका इत्म नहीं है कि इसके पीछे क्या बात है। लेकिन मैं एक बात बताना चाहता हूं कि पश्चिमी बंगाल में केवल एक जिला, माल्दा जिला ही नहीं है, पश्चिमी बंगाल में 18 जिले हैं, जबकि मंत्री महोदय ने सिर्फ एक जिले के लिए

सदाशयता दिखाई, जो कि उनकी कांस्टी-ट्यूएन्सी है। यह बात हमारे सामने आती है, अन्यथा जो और बातें स्टीफन साहब ने कही हैं, वे हो सकती हैं।

मैं सिर्फ इसी से मंत्री महोदय की नीयत पर संदेह नहीं करता हूं। लेकिन उस दिन माननीय मंत्री भावावेश में, या किस भावेश में, आ गये। उस कालिग एटेन्शन नॉटिस में मैं भी एक सिम्बन्धित था। हमने एक ध्यानाकरण-प्रस्ताव दिया था कि देश से बाहर कोयला जा रहा है, बहुत बड़े इन्टरनेशनल और इन्टरस्टेट गेंग, बड़े-बड़े गेंगस्टर्ज और रैकेटियर्ज, आपरेट कर रहे हैं, जिनकी इंडिपेंडेंट एस्टाब्लिशमेंट है, जो परमिट लाइसेंस और आर्डर फोर्म करने हैं, हजारों लाखों टन कोयला पाकिस्तान और नेपाल चला जाता है। उससे यह प्रश्न आज सदन के सामने उपस्थित हुआ है।

उस दिन भी मैंने इसका विरोध किया था कि मंत्री महोदय लगातार हर बात से इन्कार करते रहे और अंत में मृझे उन्हीं के लोगों का हवाला देना पड़ा—विहार के एक डी०प्राई०जी० (फूड); एस०एम०राय, का हवाला देना पड़ा। एस०एम०राय साहब ने जो इन्वेस्टिगेशन किया है उसमें उन्होंने खुद कहा है कि उन्होंने 300 ट्रकों को 8 घंटे के अन्दर चेक किया एक प्वाइट पर, रोहतास पर और फिर उन्होंने कहा कि हजारों हजार ट्रक जो कोल से भरे होते हैं वह पाकिस्तान और नेपाल प्रत्येक दिन चले जाते हैं। यह उस आफिसर का मैं हवाला दे रहा हूं। उस के बाद उन्होंने कहा कि इस तरह के गेंग हैं, इन्टरनेशनल और इंटरस्टेट गेंग हैं, गेंगस्टर्स हैं जो इस काम में लगे हुए हैं। वे सारे परमिट और आर्डर वर्गीकरण करते हैं और यह सारा काम करते हैं। इसमें इन के सारे लोग मिले हुए हैं बी०सी०सी०एस०

में और खास कर के जो सेल्स डिपार्टमेंट है इन का यह मिला रहता है। इन सारे लोगों की मिली भगत रहती है ये डीलर्स कंट्रिक्टर्स इन के बी०सी०सी० एल० के आदमी, उनके प्राक्षिपर ये सारे लोग मिल कर ने यह काम करते हैं। यह हम लोगों का कालिंग अटेंशन था लेकिन उसका जवाब देते ब्रह्म.... (अध्यधान)....

श्री तपेश्वर सिंह (विक्रमगंज) : मेरा ध्यायस्था का प्रश्न है जिसबात पर मंडल साहब चर्चा कर रहे हैं उस के सम्बन्ध में। इन्होंने हाउस में चर्चा की है शिव मूर्ति राय सुपरिटेंट फूड की रिपोर्ट वी और रोहतास की चर्चा की है, डेहरी की चर्चा की है, यह हमारी कौस्टीच्यूएंसी की बात है; यह सरायर गलत रिपोर्ट है.... (अध्यधान)....

अध्यक्ष महोदय : बैठिए, तपेश्वर सिंह जी, हो गया।

श्री धनिक लाल मंडल : ये सब लोग मिले हुए हैं। राजनीतिक संरक्षण के बिना यह सब काम नहीं होता। राजनीतिक संरक्षण तो रहता ही है। उसके बिना यह सब काम हो सकता है?

हम लोगों ने यह ध्यानाकरण सुचना दी थी, उसके सम्बन्ध में माननीय मंत्री जी ने किसी बात को स्वीकार नहीं किया....

अध्यक्ष महोदय : आप इसके मुतालिक कहिए।

श्री धनिक लाल मंडल : किसी के मुतालिक कह रहा हूँ। देखिए, बहुत बड़े सत्य को छिपाया जाता है और गम्भीर बातों की ओर इशारा किया जाता है। एक बात मैं बहुत ग्रदब से निवेदन

करना चाहता हूँ कि कोयला खदान में और कोयला क्षेत्र में ये जो सारी गड़-बड़ियाँ हों रही हैं उसकी ओर सदन का ध्यान नहीं जा रहा है। लेकिन धनबाद और रानीगंज का यह जो सारा बिहार का और पश्चिम बंगाल का बोल बेल्ट है जहाँ रैकेटियर्स और गेंगस्टर्स करोड़ों करोड़ रुपये का माल स्विंडल कर रहे हैं इसकी ओर सदन का ध्यान नहीं जाता है, देश का ध्यान नहीं जाता है। इसकी ओर ध्यान जाना चाहिए। यह बहुत बड़ा काम है; मैं आप से इंडिजेंस की प्रार्थना करूँगा कि किस तरह से एक पट्टिकुलर जगह धनबान के बारे में बार-बार हम लोगों ने प्रश्न किया फिरही जो यह गेंग आपरेट कर रहा है....

अध्यक्ष महोदय : आप विषय पर आइए धनिकलाल जी, आप कहाँ जा रहे हैं? जो अब मोशन है उस पर आइए।

श्री धनिक लाल मंडल : जो मैंने कहा था माननीय मंत्री जी ने उसका जवाब नहीं दिया। लेकिन जब ज्योतिर्मय बसु साहब ने सवाल किया तो उत्तर प्रस्तुतर में.... (अध्यधान).... मैंने तो गूँह में ही कहा कि एक बात एस्टेंटिल्ड है, उस के पीछे बया राज है उसमें मैं नहीं जाना चाहूँगा वर्योंकि मैं उसको नहीं जानता। यह तो मैंने पहले ही स्वीकार कर लिया कि मैं उन को इस काउंट पर चार्ज नहीं करूँगा। लेकिन एक बात यह जरूर है कि 133 लोगों को 36 हजार टन का परमिट दिया गया, एक खास एरिया मालदा में। किस कंसिडरेशन से दिया गया यह सब कोई सोचें। यह मैं नहीं कहूँगा कि वर्षों दिया, पैसे के कंसिडरेशन से दिया या कैसे दिया

[श्री धनिक लाल मंडल]

मेरा यह कहना है कि मंत्री महोदय ने हम लोगों का तो एक का भी जवाब नहीं दिया लेकिन जब ज्योतिर्मय बसु ने सवाल किया तो उन्होंने दो तीन बातें कहीं और वह उनकी मानसिक दशा का वर्णन करता है । एक बात तो उन्होंने कहा कि पश्चिम बंगाल की सरकार पैसा कमाती है कोल बेच कर जो स्टीफन साहब ने कही । दूसरी बात उन्होंने कही कि सी० पी० एम० को छोड़ कर बाकी लोगों को कोयला नहीं मिलता । तीसरी बात कही कि पश्चिम बंगाल की सरकार ही दूसरे राज्यों को कोयला स्मगल करती है और लाखों लाख कमाती है । दूसरी बात कही कि पश्चिम बंगाल की सरकार नहीं कोयला स्मगल करती है और लाखों लाख कमाती है । इसलिए मैंने कहा कि यह विधिवत्तावस्था की बातें हैं—पहले कह रहे हैं कि कोयला अधिक मूल्य पर बेचकर पश्चिम बंगाल की सरकार पैसा कमाती है, फिर अहते हैं कि सी० पी० एम० के लोगों को छोड़कर बाकी लोगों को कोयला नहीं मिलता है और फिर कहते हैं कि पश्चिम बंगाल की सरकार खुद कोयला स्मगल करती है और उसके पैसा कमाती है । तो यह किस मानसिक अवस्था की बातें हैं ? ऐसा लगता है, जैसा मैंने पहले कहा, यह विधिवत्तावस्था की बातें हैं या फिर भावावेप में आकर उन्होंने ऐसा कहा । उनके मन में एक लीगली कॉर्टट्यूटेड स्टेट गवर्नर्मेंट के प्रति जो वायम है वही उनके मन से निकल रहा था । (व्यवधान) में यह कह रहा था कि बंगाल की सी० पी० एम० सरकार के प्रति इनके मन में जो वायम है उसके तहत विधिवत्तावस्था में उन्होंने अपना बयान दिया है । इस बयान में यदि वही तक बात होती तो कोई बात नहीं भी लेकिन बात आगे जाती है और वह यह जाती है कि

जो सी० पी० एम० की सरकार, लेपट फ्लैट की सरकार बंगाल में ह वह वैसे ही कॉर्टट्यूटेड है लीगली जैसे कि यहाँ पर यह सरकार लीगली कॉर्टट्यूटेड है—इसमें कोई दो राये नहीं हो सकती हैं—इसलिए इस सरकार के एक मंत्री द्वारा उस सरकार के ऊपर आरोप लगाना कहाँ तक जायज है? माननीय मंत्री, स्टीफन साहब ने बहुत बाढ़िया एक्सप्लेनेशन दिया लेकिन वही एक्सप्लेनेशन अगर सम्बद्ध मंत्री के मुंह से आता तो बड़ा ग्रेमफुन होता, बहुत अच्छा होता । मेरा निवेदन है कि सम्बद्ध मंत्री को और मैं यह बात आनी चाहिए थी । मैं मंत्री को अभी कराट नहीं मानता जब तक कि प्रमाण न हों लेकिन बेस्ट बंगाल सरकार के प्रति इस तरह का अनर्गल प्रलाप करते जाना और गुस्सा प्रकट करना इस मदन में कहते शोभाजनक नहीं है और यह बात इसे सरकार के लिए भी शोभाजनक नहीं है । इस देश के विधान और व्यवस्था के लिए भी यह ठीक नहीं है । और स्टीफन साहब ने जो एक्सप्लेनेशन दिया है वह खुद उनके मुँह से आना चाहिए था ।

SHRI EDUARDO FALEIRO (Merugao): Mr. Speaker, Sir, this matter has been agitating the House off and on in different forms—calling attention, breach of privilege and so on and so forth—since 9th of July. How much this whole exercise was a waste of time on an issue which lacks substance, which is almost absurd, has been shown by the hon. Minister, Mr. Stephen and other Members of the House.

The Motion contains two parts. One part is that permits have been given by the Minister to different people. As to the power of the Minister to give these permits, how this power exists, how the Minister even has a duty to issue permits in certain cases, that has been shown beyond any doubt by the previous speakers.

Here I may only add that apart from the powers of the Minister, apart from the duty that he has, sometimes to issue permits, this power had been exercised by his predecessors if not all but by his immediate predecessor, Mr. Fazlur Rehman, who had given permits of this kind.

SHRI HARIKESH BAHADUR: I am on a point of order. Allegations cannot be made against a person who is not present in the House.

MR. SPEAKER: No point of order.

SHRI EDUARDO FALEIRO: The second point is that allegations have been made about smuggling of coal. This charge also has been very effectively rebutted here. I may only add that there is an additional fact that in West Bengal admittedly there exists 51 illegal mines. Each of these mines produced approximately 500 tonnes per day. There are altogether 96 mines apart from the known registered 51 illegal mines. There are altogether 96 mines. The daily production is 48,000 metric tonnes.

SHRI JYOTIRMOY BOSU: What about Bihar?

(Interruptions)

SHRI EDUARDO FALEIRO: When any Opposition Member brings a motion of censure, then it is the duty of that side of the House to listen quietly to what the other side has to say. Otherwise, the inference is that you are afraid of the reply. You make an allegation, you make a vague accusation, but you do not want to hear the reply. You do not want the reply to be heard. Let us be heard and let the House judge, let this country judge who is right.

Sir, there are as I said, about 96 illegal mines in West Bengal, each one producing about 500 tonnes per day. The total production per day in these illegal mines is about 48000 metric tonnes. The monthly pro-

duction is 1,350 million metric tonnes. This is more than the requirement of West Bengal, yet we find that in West Bengal there is shortage of coal. The inference is obvious and I do not think that Mr. Jyotirmoy Bosu himself, the honourable gentleman who has moved this motion, will deny that there is smuggling of coal outside West Bengal to different parts of the country and to countries like Bangladesh and Nepal.

SHRI JYOTIRMOY BOSU: The Bengal Government is doing?

SHRI EDUARDO FALEIRO: Well, whoever is doing.

Sir, the case is this. I am not saying that the West Bengal Government is doing it. I will not say that unless I have proof, and I have no proof. Nor has the Minister said that. But the fact is that smuggling is taking place and the West Bengal Government is not taking action. What is the inference, knowing the corruption that is there in Coal India, knowing the corruption that is there in the entire coal industry not from today, not from yesterday, but for the last so many years since the nationalisation of coal mines? Nothing can be done, no smuggling can be done, no black-marketing can be done without taking the officials, without taking the Government machinery into confidence and without paying them substantial *haftas*. What is the West Bengal Government doing about this?

Mr. Stephen has already mentioned about the letter of the District Magistrate from Howrah. The letter is of January 1979, and it was in this month more than a year ago that the District Magistrate of Howrah brought to the notice of the West Bengal Government that smuggling is taking place, that illegal mining is going on. But what did the West Bengal Government do? They did nothing. It is only in March, 1980, more than a year and three months—that the West Bengal approaches the Government of India for some co-operation, for some action. No one can

[Shri Eduardo Faleiro]

deny this. Whoever might be corrupt, I am not making an allegation. But I am making a definite allegation on the floor of this House which is a clear inference from the facts available to this House that there was negligence, gross negligence, total inefficiency on the part of the West Bengal Government in dealing with smuggling—'conniving' I will not say, but I will say, inefficiency and negligence while dealing with smuggling and blackmarketing of coal.

SHRI JYOTIRMOY BOSU: Further insinuation. He calls the Government as smugglers.

SHRI M. M. LAWRENCE (Idukki): Is it hot on the border of our country that smuggling is taking place?

SHRI EDUARDO FALEIRO: If smuggling is taking place, there is doubt that smuggling to a large extent is taking place on the border and it is, to a large extent, the responsibility of the customs which comes under the Central Government. (Interruptions) I am agreeing with you. So, you please listen to me. That is the minimum requirement.

(Interruptions)

It is necessary for the State Government to inform the Centre that smuggling is going on, to say at what points it is going on, and this the West Bengal Government failed to do.

There is none who has more regard for the hon. Mover of the motion than myself. I have always considered him to be a man of great intellectual ability, a fighting parliamentarian like myself, but then here we have a man who does not believe in this system, here we have a man who will treat Parliament as a bourgeois institution and would like Parliament to be

destroyed, who, whenever he comes to this House with all his preparedness... (Interruptions) You will agree with me in private.

I have been in two Parliaments for the last three or four years, and I have never seen this hon. gentleman bringing any constructive suggestion or issue, it is always: this man is a thief, arrest him; that man is a cheat, shoot him etc. This motion of censure is a motion to harass Mr. Ghani Khan Chaudhury. This is a witch-hunt against Mr. Ghani Khan Chaudhury. The grievance is not that he has given certain permits the grievance is not that he has made an allegation against the West Bengal Government, the real grievance is that under the leadership of Shri Ghani Khan Chaudhury, the Congress(I) won the panchayat elections in West Bengal. (Interruptions) The leadership of Shri Ghani Khan Chaudhury, Shri Mukherjee and so many of the younger elements has destroyed the complacency of the West Bengal Government and the CPM who thought that the State was their private property.

I fully agree with what Shri Poojary said at the outset, that a vote of censure against an individual Minister will not lie. As he said, if you want to bring a censure motion, under article 75, you must bring it against the entire Government as a vote of no confidence, but Shri Jyotirmoy Bosu knows very well that if a vote of no confidence is brought against this Government, with its brilliant performance on the economic front, in foreign affairs and on the law and order side, it would not only be thrown out of this House, it would be laughed out.

Before concluding, I may say that this stunt of vindictiveness and witch-hunting will not pay. Mrs. Indira Gandhi came to this House as a Member of Parliament. Due to vindictiveness, this Parliament threw her out on a motion of privilege, but

the people brought her back, brought her party back with a thumping majority. They have a right to be heard, this Government must be allowed to govern. I am not saying that the opposition should not oppose. I do not believe in so-called constructive opposition. I believe that when one fights parliamentary battles, no mercy should be shown or asked for, but do not destroy this system by trying to eliminate individuals, because in that process you will be destroying the country. That will not do.

SHRI INDRAJIT GUPTA (Basirhat): Even if you give me only one minute, I must begin by expressing an apology to the Chair and to the House for having done something which I do not usually do. I am a senior Member of this House, and I should not have allowed myself to get provoked by what the Deputy-Speaker perhaps considered to be some very uncivilised sounds that were being made on that side. I should have been able to stand that. So, I apologise for having lost my temper.

In five minutes time, I cannot make out much of a case. We have ranged very far a field, Mr. Stephen has ranged very far a field and now the debate seems to be diverted into some sort of general political tub-thumping. All this is very good to cover up the very specific matter which was the subject matter of that call attention motion, out of which this debate has emerged. Nobody is replying to that. It was a very specific matter which referred only to certain things which took place in the months of February and March. It was a reference to certain allotment of coal permits...

SHRI JYOTIRMOY BOSU (Diamond Harbour): April. The permit was dated April.

SHRI INDRAJIT GUPTA: It was two months—February and March. It was not a general sort of dilation

about the general system of giving permits, going on for years and years and all that. There was a specific allegation with regard to 30833 tonnes of coal allotted to 119 parties in a specific district, which happens to be the home district and the constituency of the hon. Minister for Energy. If you think that these are not matters on the basis of which public suspicion is to be aroused in this country, I do not know. This is not a court of law. We are not arguing in a court of law here. This is a public forum. If things take place in this country on the basis of which, justified public suspicion is created, it is our duty to bring it to this House. He is not going to be hanged or shot or put in jail just because of this debate. If here a *prima facie* case is established, it is for the Government to decide, it is on its conscience, whether it takes any action against him or not. This is not a court of law. Will you tell me if public suspicion is aroused or is not aroused?

SHRI C. M. STEPHEN): No.

SHRI INDRAJIT GUPTA: Mr. Stephen, you spoke for 45 minutes. I have been given five minutes. I know you are a very powerful speaker and all that.

SHRI C. M. STEPHEN: Sorry.

SHRI INDRAJIT GUPTA: The point is not at all whether he had the power or not. The point is whether that power has been misused. But we are ranging so far a field, discussing the powers and what not, Mr. Patil waxed so eloquent about it. You find these facts are not being challenged here: this allotment in February and March from Coal India was made to one particular district, 36368 tonnes were allotted to 34 parties altogether in Bengal. But it is found that in North Bengal, perhaps, you are aware of the fact the North Bengal, the northern part of our State is far removed from the coal producing region, it is

[Shri Indrajit Gupta]

across the river Ganga on the other side, transport and communications are not very well developed and there is always a shortage of coal there, and the other four districts apart from Malda, which are situated in North Bengal viz., Jalpaiguri, Cooch Behar, West Dinajpur and Darjeeling, they did not receive even one single ounce of this coal, not one permit was given to anybody in those two months in those districts. Sorry, other West Bengal Districts, not in North Bengal, received 5535 tonnes—15 parties there received a little more than 5000 tonnes, in all the other districts of West Bengal 30833 tonnes were allotted to Malda district and of the 199 parties to whom it was allotted, 111 belonged to those areas which are known as Shujapur and Kaliachack, which the hon. Minister knows, is the very heart of his constituency because even before, when he was not a Member of this House, when he was a Member of the State Assembly, this was the heart of his constituency from where he was elected to the State Assembly. Why should the public suspicion not be aroused—I do not understand. It is for you to clarify and not give us a long and learned dissertation as to what are the rights and powers and all that. We are worried about this particular thing, which has come to light. No reply has been given. Somebody has calculated that if you take one truck load of coal as being equal to ten tonnes, it cannot carry coal more than ten tonnes: then, during this February and March, 3084 trucks carrying all this coal should have arrived in the district, 2610 trucks should have come only to Shujapur and Kaliachak areas. Where are those trucks? They never came. That coal never came. If that had come, there would have been a small mountain of coal. There is nobody to consume coal there. Who will consume? There are no factories. Has it been found out?

I find, the Minister said the other day during the debate, "We have given these as ad hoc allotments and,

at the same time, I am asking them to make necessary enquiry as to whether the demand is genuine or not." This is what he said. So, I want to know whose job it is to find out whether the demand was genuine or not. Whose job is it? These people have to pay sales tax. If they lift coal under these permits, they have to pay sales tax; they have to pay other duties. It is very easy to check up whether it has been sold to these people or not, whether they have paid the sales tax or not. This coal never moved. Mr. Jyotirmoy Bosu's information is, it was smuggled to Bangladesh. I do not know. It may have been sold in Calcutta itself, that is, the permits were sold, not the coal. If this system is allowed to continue, the system which we can infer from such a specific instance which took place, then naturally, we have every right to bring it here as a matter of public importance.

Since other things have been referred to as circumstantial evidence and what not, I would also like to point out, after all, in the Coal India Ltd., does not the Minister know that there are at present about 52 cases of corruption pending against various officers of the Bharat Coking Coal, the Central Coalfields Ltd., the Eastern Coalfields Ltd. and the Western Coalfields Ltd. I have got the break-up. All were referred to the CBI for investigation. These cases are pending, some of them for 3 years, 2 years and 1 year. 51 important high-ranking officers of the Coal India Ltd. are involved. He has been the Minister in-charge now for 8 months. I know, he can get away by saying, "I was not here in 1978 and 1979." But he has the Minister now for 8 months. If he wants to create an image that he is interested in fighting corruption, I would like to know what action has been taken to complete the cases and to take action against these officers. Nothing has been done. They have been shielded. This is bound to happen because the whole set-up from top to bottom is like that.

The payments to private contractors of the CIL, BCL, CCL, ECL, WCL, have gone up in the last three years from Rs. 45.55 crores in 1978-79 to Rs. 49.45 crores in 1979-80. You know, the private contractors in the public sectors are one of the main fountain-head of corruption in collusion with the officers and other people in the administration. Therefore, we have raised this as a matter of great public importance. It cannot be dismissed by referring only to the legal powers, this and that.

My point, is, no answer is being given to the specific and, I should say, a very curious state of affairs. Since that happens to be the constituency of the Minister himself, we have every right to know whether he is not misusing his powers in order to strengthen his own position and to favour his own pet people in his constituency. That is why this matter has been brought before the House.

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): Mr. Speaker, Sir, at the very outset, I thank Mr. Jyotirmoy Bosu for bringing this motion before the House. Mr. Bosu has given us an opportunity to discuss this matter. He has brought in two charges against the Minister. One is that the hon. Minister has utilised this forum to bring an allegation against the State Government of West Bengal for smuggling coal outside. While speaking on this Motion, Mr. Bosu hardly traversed on that point. Perhaps, he has left it for me to deal with that portion. Some of our friends here mentioned about the illegal coal mining in the State of West Bengal. The House may be astonished to learn that, under the CPM regime in West Bengal, 96 coal-mines were operating illegally. For months, the production was to the tune of ten lakh tonnes. For three years it continued. The House will be surprised to know that the illegal mine operators were digging the coal out and taking the coal out by trucks throughout the area outside the State

and outside the country. Times without number, the Coal Authority brought it to the notice of the State Government and particularly to the Home Minister and Chief Minister, Mr. Jyoti Bosu, and it was categorically told that nothing possibly could be done. You will be astonished to know, the House will be surprised to know, that there was complete lawlessness in the coal area for three years before the Supreme Court decision to stop illegal mining. Thousands of people with the help of operators headed by the police of Mr. Jyoti Bosu were operating in this area, not only working in 96 mines, but also robbing coal from Eastern Coalfield mines. I have sought your permission to refer to five names. Now, what actually happened? The Eastern Coalfield mines are in one area. Illegal mining operation was going on by its side. The coal raised at the pitheads of Eastern Coalfield was also robbed by these people. And who were helping them? They were helped by the local police. Some of the Ministers of the Left Front Government frequently visited that area. The operation was going on for three years. Allegations were made by the Eastern Coalfield to the Coal India. In how many cases were the illegal coal transport trucks apprehended or arrested? Show me the cases. In three years' time, 50 lakh tonnes of coal had been raised and it had been robbed and sold outside with the help of State Government. I would request you to appoint a Committee of this House consisting of all Parties to go into this question. I say so because the biggest scandal that can ever happen has happened; the biggest scandal will be unearthed, and the face of the Marxist Party will be blackened. I thank Mr. Jyotirmoy Bosu for raising this motion. It will help us drive the last nail on the coffin of the CPM. Sir, much debate has taken place in this House and much was talked about the Food for Work programme. In West Bengal the Marxist Government has completely misappropriated and misused the

[Shri Ananda Gopal Mukhopadhyay]

foodgrains given by the Centre. There is a lot of discrimination. A poor hungry man, if he belongs to Congress (I) was not asked to participate in the work to earn his bread. The CPI(M) party cadres organise the programme in such a manner that all the benefit goes to their party people only and other deserving persons are deprived...

MR. SPEAKER: Is it concerning this Motion?

SHRI ANANDA GOPAL MUKHOPADHYAY: It has got a link. Sir, this is discrimination. You do not know what is happening in West Bengal. You do not know under what regime we are living...

MR. SPEAKER: I would like you to confine to this motion only.

SHRI ANANDA GOPAL MUKHOPADHYAY: I will be happy if I am not interrupted. Hardly a day passes when people are not killed under the Marxist regime. You will be surprised to see in this atmosphere, they have met with miserable results in the Panchayat Elections.

So, Sir, it is a design, it is a part of the total thing which Mr. Bosu has designed and he has designed it in such a manner that they have started with character assassination of one of the other Minister and now it is Mr. Ghani Khan Choudhary. I would say that two committees with members of all parties should be appointed—one to look into this scandal of illegal mining and another to go into the mal-practices of the Food for Work programme. I humbly demand of you to know the situation in West Bengal, to know the conditions of West Bengal and the biggest scandal of illegal mining is going on for the past three years and another is the Food for Work programme. I request you to form these two committees.

श्री हरिहरेश बहादुर (गोरखपुर) : अध्यक्ष महोदय, मूले बहुत थोड़ा समय मिला है और मूल कुछ ज्यादा कहना भी नहीं है। यह सब सुन कर ऐसा लग रहा है कि यह सरकार भूप्ताचार के समूद्र में गोता लगा रही है। जो आरोप श्री ज्योतिर्मय बसु ने लगाए हैं वे इतने गम्भीर आरोप हैं कि इस सरकार के लिए बड़े शर्म की बात है और सबके मुँह पर बानिख लगी हुई है। उसे बोने के लिए आप को इस देश की जनता के सामने बहुत जल्दी जाना पड़ेगा। इस आरोप के लगने के बाद जो कालिमा उनके मुँह पर लगी है उसे बोने के लिए इस देश के अंदर कहीं पानी भी आप को अवैधत करना नहीं है।

मंत्री होने के बाद, मंत्रिपद की शपथ लगाने के बाद माननीय श्री गणी खां चौधरी माहब ने एक बड़ा ही गैर-जिम्मेदाराना वक्तव्य दिया। उन्होने कहा कि पश्चिम बंगाल की सरकार को बहुत ब्रह्मी बंगाल की खाड़ी में फेंक दिया जाएगा। इस से यह बात लगती है... (बद्धवान)

मान्यवर, पश्चिम बंगाल सरकार के बारे में मंत्री जी की जो धारणा रही है उसी के आधार पर इन्होने हमेशा अनाप-शनाप, ऊल-जुलूल आरोप उस सरकार पर लगाए हैं। इसलिए उस दिन जब ध्यानाकर्षण प्रस्ताव पर बहस हो रही थी तो इन्होने कुछ अल्प आरोप जो सही नहीं थे, उस सरकार के विवरण लगाये। केवल श्री चौधरी ही नहीं, बल्कि दूसरे मंत्री भी इस प्रकार का कार्य कर रहे हैं। कल आप के सामने कुछ मामला आने वाला है, माननीय गृह मंत्री के विलाफ, जिसके बारे में...

अध्यक्ष महोदय : कल की बात छोड़िये, आज की बात कीजिये।

श्री हरिकेश बहादुर : इस से लगता है कि सरकार के अधिकारी मंत्री बैर-जिम्मेदारता बक्तव्य देने के आदी हो गये हैं। अब इस सरकार का पतन हो रहा है, जो कि इस देश को बरबादी की तरफ ले जाना चाहती है। 133 व्यक्तियों को छोयले के; जो परामिटर दिये गये हैं, उसकी जांच करने के बाद परिचयी बंगाल की सरकार ने पाया कि बहुत से फिकटीशस थे। कुछ लोग तो उनमें थे ही नहीं। इससे लगता है कि इसके अन्दर कुछ बहुत बड़ा घपला किया गया है, कोई बहुत बड़ी धांधली हुई है। छोयले की तस्करी को रोकने के लिये परिचयी बंगाल की सरकार ने बौद्धीस मार्च, 1980 को केन्द्रीय सरकार से अधिकार मांगा था, लेकिन भारत सरकार ने अभी तक कोई भी आदेश इस के बारे में उस सरकार को नहीं दिया है। इस लिये मैं समाप्त करते हुए यह कहना चाहता हूं कि जो आरोप श्री ज्योतिर्मय बसु ने लगाये हैं वे अत्यन्त गम्भीर हैं। उन को देखते हुए माननीय मंत्री जी को बरखास्त किया जाना चाहिये और उन्हें भी तुरन्त त्याग-पत्र दे देना चाहिये; तब श्रीवेन्द्रन आफ वरपाल एक्ट में उनके खिलाफ मुकदमा चलाया जाना चाहिये।

MR. SPEAKER: Order please. Now I will ask Mr. Shiv Shanker to speak; he will be the last speaker.

श्री आर० क० महालगी (ठाण) : क्या चौधरी साहब को कुछ भी नहीं कहना है?

SHRI SATISH AGARWAL (Gairpur): Ask Mr. Chaudhury if he has got anything to say, or not. I am speaking with your permission. (Interruptions)

AN HON. MEMBER: He is not giving the permission.

SHRI SATISH AGARWAL: I am speaking with his permission. (Interruptions)

प्रध्यक्ष महोदय : मैंने आप की बात सुन ली। मैंने पिछला रिकार्ड देखा है, पिछला सेन्सर-मोशन श्री चरण सिंह के खिलाफ आया था, उसमें श्री चरण सिंह ने जवाब नहीं दिया था। I cannot force anybody.

SHRI C. M. STEPHEN: You set the precedent. You follow it!

MR. SPEAKER: We cannot force anybody. Now, Mr. Shiva Shankar.

SHRI P. SHIV SHANKAR: Mr Speaker, Sir, it is unusual..... (Interruptions)

SHRI YESHWANTRAO CHAVAN (Satara): In that case Mr. Bosu will have his right of reply. I do not think we can come to any decision.

MR. SPEAKER: I think 25 minutes have been lost. We have to make this up. Mr. Shiv Shankar.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): Mr. Speaker, Sir it is unusual for the hon. Member from Diamond Harbour to be generally touchy over the issues which generally he is not. Neither his Government in West Bengal is a Government which would be touchy or demurrant, but the manner in which the motion has been projected and the way in which the arguments have been addressed in support of the motion by the hon. Member, to say the least, are an apology unto himself and also to the Government of West Bengal. If you kindly look at the motion that has been proposed, after all, it is a motion of censure, and it is expected that the mover of the motion tries to prove the facts on

[Shri P. Shiv Shankar]

which he would like to rely so that the House also can judge whether the grounds he is urging are real and true. Apart from what my honourable colleague has said to bring out the arguments, and the various friends on this side did, I would like to bring to your kind notice that the conduct of the hon. Minister is sought to be disapproved on the first ground: 'Because whatever the quota is, the CPM Government is smuggling into the other States and earning tonnes of money'. Now, what has surprised me is that half the sentence has been torn out of the context and the conduct of the hon. Minister is sought to be disapproved, merely because he stated so. At the outset, Mr. Speaker, Sir, may I say that not a word has been uttered by my friend in rebuttal to what has been stated by the hon. Minister? Now, so far as the first part of the sentence is concerned, as my friend Mr. Stephen was trying to bring out, it says: "We have given coal wherever the demand has come to us saying that they are not getting the coal, because....". It starts with 'Because'. Now the remark that has been made precedes by a statement of fact. The statement of fact is this that there were people who were complaining that they were not getting the coal. It is because of this complaint that he proceeds further. Now, nothing has been said about this complaint of the people. In my submission, if the first part of the sentence goes unrebutted the second part stands. And so far as the first part is concerned, may I say this much? Notwithstanding the fact that the Government of West Bengal has made a great effort to bring about a big report—it is assisted by very eminent lawyers and investigators and various persons including the great Parliamentarian from Diamond Harbour—there is not a word to rebut that the people have been clamouring that they are not getting the coal. If this part of the sentence goes unrebuted and if it is true, I

beg to submit, the second part of the sentence stands. And apart from that, nothing has been said to rebut the second part of the sentence. Now, Sir, before I go further, what is the basis on which the entire argument has been advanced? The basis is the report of the West Bengal Government. I have got four-fold objections.

19.00 hrs.

Sir, I have got four-fold objections to this report. First, which is most important, is that Government of the State on the basis of the averment that has been made in this House, gets pricked, goes ahead with its own investigation and an enquiry and ultimately produces the report through an hon. Member in this House. What has rather upset me and should upset every right-thinking person is that the manner in which the CPM Government has behaved in getting the report produced in this House. Was it proper? Is it not a case of impropriety? Is it not a case of irregularity? Is it not a case of annihilating the principle of federalism that the State Government, in spite of the enquiry, does not make the report available to the Central Government and misbehaves by producing it through a Member here? (Interruptions) As a responsible authority, I expected the West Bengal Government to write to the Central Government that, "this is the result of the report, this is the result of the enquiry and the investigation made by us, will you please look into it and act on the basis of the report and act further in the matter". It is rather unfortunate that this matter has been made a political projection by producing it in this House for the first time through a Member and I accuse the CPM Government of West Bengal for violating the Constitution and the law.

(Interruptions)

MR. SPEAKER: It is just a question of opinion.

(Interruptions)

SHRI P. SHIV SHANKAR: The second point which I would like to object in the report is based on the allegation (b) in the motion itself. Sir, the allegation (b) in the motion is that he misusing his official position arranged for issue of 133 coal permits to persons who were not entitled to receive such permits. Now, as I said, this is a serious matter, a censure motion. Now, what is the allegation that has been made? A report has been prepared, after the report, a censure motion has been filed and in the censure motion made, it says that persons who were not entitled to receive such permits have been granted the permits. Now, you have seen the report. A great portion of it has been read out to the House. Only Shri Parulekar raised an objection with reference to a single person saying that a particular minor has been issued the permit, otherwise the report would only say... (Interruptions). According to them many persons are not traceable. Some figures have been given. What is important and what is material having regard to the motion is that persons not entitled to receive such permits have received the permits. The giving of permits, existence of the persons is not denied; persons who received the permits exist. The only thing is that... (interruptions). I am reading out on the basis of... (interruptions). The CPM Government of West Bengal is aided by very eminent lawyers and one of whom is a very good friend of mine, a very reputed lawyer, Shri Somnath Chatterjee, who is here in our House. It is only perhaps after the report was made available that this particular motion has been moved. What does this motion say? It says that persons who were not entitled have received the permits. I am using the language of the motion itself. That is the crux of the matter for the simple reason that those who move a censure motion must prove the facts as they allege. It is on this basis that I am trying to say that a person who could not have been otherwise entitled has been given this permit—not a single word has been said by Shri Jyotirmoy Bosu,

who moved this motion on this. Yet, there is another factor, which is peculiar and which I would like to mention. To my mind, this appears to be only a precursor, a sign as to how the enquiries and investigations can be conducted where a CPM Government rules.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Sir, on a point of order. The hon. Law Minister has repeatedly been saying about the report and making references to this. We cannot act unconstitutionally. Kindly see Article 261 of the Constitution. It says:

"Full faith and credit shall be given throughout the territory of India to public acts, records and judicial proceedings of the Union and of every State."

SHRI P. SHIV SHANKAR: This is not a public record and I have not said anything.

MR. SPEAKER: There is no public record. You are not referring to any public record.

SHRI P. SHIV SHANKAR: I am referring to the report which has been read here. It is only in that regard. It is an ordinary principle of law in which perhaps my friends on the other side have a faith.

MR. SPEAKER: Please order. Why don't you talk? Why don't you let the debate go on?

SHRI P. SHIV SHANKAR: It is an ordinary principle of law which I am quite sure that the hon. members on the other side are very much aware of, that nobody can be a judge in his own cause and nobody can be a prosecutor as also a judge; he cannot assume both the positions. Here is a case where the report has been produced and it is said to be of the West Bengal Government. No notice would be given to persons who are likely to be affected by this report. You your-

[Shri P. Shiv Shankar]

self prepare a report; you are also an accused. You prepare a report. You judge it and you decide upon the matter and say that this is a *prima facie* case which has been made out and therefore a person's conduct should be affected. (Interruptions) This is a very strange matter... (Interruptions). If this be the state of affairs, I am really very sorry. (Interruptions). I am confident that abler persons are guiding in West Bengal than I. What has surprised me is this. If this is the manner in which the West Bengal Government and their authority have to investigate and enquire, in my submission it is a slur on the judicial process in this country as also the administrative process. (Interruptions). What I am interested to bring to notice is this.

MR. SPEAKER: Are you ready to go?

AN HON. MEMBER: I want the House to adjourn.

SHRI P. SHIV SHANKAR: The mover of the motion presumably on the basis of this report on allegation (a) says, it is a baseless and irresponsible statement. He proceeds on that. If the judgment is merely based on this report and if my colleague has got to be chastised on this basis, I regret that we cannot yield to this type of argument. One very pertinent approach which was taken by Mr. Gupta was that so many permits have been granted and they have been granted particularly to the persons in the constituency of my colleague. There are two aspects about which I have been informed and I am sure my friends on the other side from West Bengal are perhaps much better aware that as far as Farakka township is concerned, because of the Super Thermal Power Project, the demand of bricks seems to be manyfold. (Interruptions). The area of Taliacher is also famous for silk... (Interruptions) You can listen to me.

SHRI INDRAJIT GUPTA (Basirhat): The power plant is on the south-

ern side of the Ganga in Murshidabad district.

SHRI P. SHIV SHANKAR: As Mr. Faleiro said the West Bengal Government thinks my colleague on this side to be a stumbling block for them and obviously they would try to do anything and everything... (Interruptions). If these people were to be deprived of coal, necessarily, my colleague, if he has tried to nurse his constituency, there is absolutely nothing wrong... (Interruptions). I ask them a question. Do they or do they not approach us for the problems of their constituencies? And get them solved? If we do it, what is wrong in it? In fact it will be in furtherance of the constitutional goals that we would like to achieve. With these words, I oppose the motion.

MR. SPEAKER: Shri Jyotirmoy Bosu.

SHRI NIREN GHOSH (Dum Dum): On a point of order. Where is my party's time of ten minutes? I have given the name.

SHRI JYOTIRMOY BOSU: Mr. Deputy-Speaker: announced ten minutes for CPM.

MR. SPEAKER: What are you now? We have given more than enough. I have given 32 minutes. I have to do justice; you cannot force me like this... (Interruptions)

SHRI NIREN GHOSH: He is the Mover of the Resolution. It was announced that CPM would get ten minutes, it is on record; you can see the record.

MR. SPEAKER: I have to distribute time according to the time available at my disposal. Instead of ten minutes to the CPM, I have given 32 minutes. What more do you want?

SHRI NIREN GHOSH: It is the time given to the Mover. It was announced by the Deputy-Speaker: ten minutes for CPM.

MR. SPEAKER: From where else do I have to get time? I cannot differentiate.

SHRI NIREN GHOSH: It is unjust; it is unfair. How can you deny?

MR. SPEAKER: I am not going to give more time; it is illogical... (Interruptions) Mr. Jyotirmoy Bosu.

SHRI JYOTIRMOY BOSU: Shri Charan Singh's case has been quoted quite frequently during the debate specially by my friends sitting opposite. When Shri Charan Singh's debate was brought by Shri C. M. Stephen's Motion of censure on the Floor of the House, the then Prime Minister Shri Morarji Desai sat throughout and defended his Minister. Now, here what do we see? Hon. Prime Minister, Shrimati Indira Gandhi is conspicuous by her absence. Do I have to take that Shrimati Indira Gandhi does not want to have this Minister and does not want to defend him?

(Interruptions)

I know the indications from above, what is circulated. I know reshuffling is coming and who are the persons accused of...

(Interruptions)

MR. SPEAKER: You are very knowledgeable.

(Interruptions)

SHRI JYOTIRMOY BOSU: Shri Shiv Shankar made a slight mistake.

SHRI INDRAJIT GUPTA: Geographical mistake.

SHRI JYOTIRMOY BOSU: Well, my friend wants to point out the geographical mistake. He has located the thermal power project in Malda, whereas it is in Murshidabad. You better go to that area.

I would like to say—but my real complaint against my friend who often misunderstands me—he made a mistake. He mistook it as a law court. To

impress the client, you must make a lot of sound. An empty vessel sounds much because there is no substance in it.

What has distressed me most is that he has accused the West Bengal Government. While I am saying, I have my own collection of information which I have been doing for the last fourteen years. I have presented numerous documents which I have taken from this Government, that Government. Not that they gave it, but I collect my information. Let that go on record.

I am very much pained that the Law Minister has highlighted provision under Rule 380 and made defamatory remarks about the Government of West Bengal. Is it not fair that it should be expunged?

AN. HON. MEMBER: No, no.

(Interruptions)

SHRI JYOTIRMOY BOSU: He has defamed the Government of West Bengal. Well, you take any stand you like. (Interruptions) Mr. Stephen's remarks on Shrimati Gandhi before joining Con. (I), it is all written in the dossier that I maintain. Don't you mourn more than the king. We have seen many turn-coats like you. You cannot go to Kerala. People will reject you outright. So, you are roaming from one part of the country to the other to get elected.

SHRI C. M. STEPHEN: Now that he has made this reference about me would you kindly permit me to say that this gentleman is not even a member of the Marxist Communist Party? ***He is not even a member.

SHRI JYOTIRMOY BOSU: I am a*** of the party.

(Interruptions)

MR. SPEAKER: Nothing unparliamentary will go on record.

(Interruptions)

MR. SPEAKER: For God sake, do not be incriminatory against each other.

(Interruptions)

SHRI M. M. LAWRENCE (Idukki): If he has a right to call him** I have a right to call him**.

SHRI C. M. STEPHEN: Accepted. Thank you very much.

SHRI JYOTIRMOY BOSU: Mr. Stephen has very rightly described me

of the information that I have collected from various sources. This gentleman forgets that I was Chairman of Public Undertakings Committee and Coal India was one of the units that was examined not formally, but informally. There are people who felt that they are fed up with this Minister and threatened officials like... (Interruptions). So materials are not difficult. How much do you want? I have got a file. It will require a bullock cart to give it to you. I can give more about this man. It is not 36,000 tonnes, but near about a lakh of tonnes that have gone into the black market through this man's hands. Much of it has gone to Bangladesh by smuggling across the river. That is a bigger story.

(Interruptions).

(Interruptions)

MR. SPEAKER: Nothing is to go on record which is unparliamentary, whether they may say it in joke or not.

SHRI JYOTIRMOY BOSU: You come to me when I say it. When he said, you did not***

MR. SPEAKER: I do not want both of you to exchange such words.

SHRI CHANDRAJIT YADAV (Azamgarh): I am sorry I asked for expunction. Both are using such words.

MR. SPEAKER: Both of them are not allowed to say this. I would not allow it.

PROF. N. G. RANGA (Guntur): These expressions used by both should be expunged.

SHRI JYOTIRMOY BOSU: I take the responsibility for what I say here on the floor of the House on the basis

MR. SPEAKER: Please conclude.

SHRI JYOTIRMOY BOSU: I will take half an hour. You cannot shut me out. I have the right of reply and no shutting out.

I have said, in most of the cases, the permits either did not exist at all or they are nowhere known to the consumers in the eye of the law. I am saying that most of this coal drawn under these permits—134 permits—with the tacit consent of this Minister and his knowledge has gone into the black market. The coal price in Haryana and Punjab should be Rs. 250 a tonne, but it is being sold at Rs. 1000 a tonne and the money is being shared by the people... (Interruptions).

SHRI EDUARDO FALEIRO (Mer-mugao): Sir I rise on a point of order. Several defamatory allegations have been made...

SHRI JYOTIRMOY BOSU: Under what rule?

**not recorded.

SHRI EDUARDO FALEIRO: He has said that the Minister is conniving at the smuggling and the Minister is a party to it. They are not part of the motion.

MR. SPEAKER: Whatever has got reference to this motion, what is included in that, that part will remain. Except that, nothing will remain.

SHRI EDUARDO FALEIRO: There is no reference in the motion to smuggling and all that.

MR. SPEAKER: I have already said that whatever refers to this particular motion, that will remain.

SHRI JOYTIRMOY BOSU: The Government order for public consumption dated 30th January, 1980 clearly states how steam coal will be distributed. About coke, I have made out a foolproof case. In West Bengal, nobody can touch an ounce of coal or deal with it without a permit or dealership licence from the West Bengal Government—a firm licence if it exceeds 4 tonnes and road permit to be issued by State Government if it is brought by road. There are other orders which clearly lay down the following procedure for functioning of road and rail movement for steam and slack coal for industrial units in the State—I can lay it on the Table. The number is 328(33) SI dated 30th January, 1980. So, let him not try to take us for a ride.

I will come to something else. In the meantime, you will kindly see his tour diary. The Prime Minister will kindly consider and call for his tour diary—he has been spending week after week in Malda, to organise false affidavits before the court of law to disprove my allegations. Coal India and National Thermal Power Corporation's cars and their officers are constantly working there, and *berat-khuna* is going on for the workers. I have got the original affidavit which says—I will read it out—Mohammed Fazlur Rahman...

MR. SPEAKER: I cannot allow it. (Interruptions).

SHRI JYOTIRMOY BOSU: Why not? Under what rule are you preventing me?

MR. SPEAKER: It was not given before.

SHRI JYOTIRMOY BOSU: No, Sir; you cannot.

MR. SPEAKER: I will tell you. You are not going to argue that case. I am not going to allow you. I have got to see...

(Interruptions)

MR. SPEAKER: I will have to see whether it is in order or not.

(Interruptions)

MR. SPEAKER: What has been given to me before, I will allow it. If it is not, I will not. That is so simple.

(Interruptions)

MR. SPEAKER: According to whatever has been laid on the Table or given to me.

(Interruptions)

SHRI JYOTIRMOY BOSU: I want to read it...

MR. SPEAKER: Not now.

SHRI JYOTIRMOY BOSU: Why not?

MR. SPEAKER: You have already taken 30 minutes...

(Interruptions)

SHRI JYOTIRMOY BOSU: ...to file false affidavit... (Interruptions) ... daily to court to file false affidavits... (Interruptions).

SHRI C. M. STEPHEN: I rise on a point of order.

The hon. Member is now exercising the right of reply, the right of reply to the points raised and on the motion. The initial matter is that he must remain within the motion. The second thing is that his function is only to reply to the specific points raised. He is not entitled to raise any fresh point at all. He cannot start an original speech again. He must remain within the four walls of the motion here. Nothing more. Much has gone on, and we have borne with it. If he goes further, then we will have to react, and I submit that he might be asked to be within the four corners of the motion; nothing more than that. (Interruptions).

SHRI JYOTIRMOY BOSU: Shri Stephen has asked why a copy of this letter enclosing a list of permits was sent to DM, Malda. You know what has happened to Mr. D. M. Mullick, the Sales Manager of Coal India? He was sent for and he was seriously rebuked, and he was taken to task... (Interruptions) I am saying on my own responsibility. He was rebuked... and now he is almost underground, and he cannot be traced because... (Interruptions) I have got the details. I have got my information—collecting machinery. My charge is that 134 permits have been given merely for earning money and for blackmarketing. That is the charge... (Interruptions).

SHRI C. M. STEPHEN: Where is it in the motion? That part must be expunged. That is not part of the motion...

SHRI JYOTIRMOY BOSU: You read my motion. (Interruptions) You read my two motions, given within two hours... (Interruptions)

AN HON. MEMBER: Cashew-dealer coming to the rescue of the coal-dealer. (Interruptions)

SHRI JYOTIRMOY BOSU: It has been said that West Bengal Industries

Minister has written to the Central Union Minister for giving permit to somebody who approached the Government Minister. Now, what does that prove? The Union Government had every right to say 'yes' or 'no'. How does that justify the granting of permits to people who do not exist? How does that thing come here? Sir, Mr. Stephen alleged as to how the letter containing what the Chief Minister had written to the Prime Minister has come? Mr. Stephen, you are a Union Minister of this country, you should know that it was released to the press, the entire press corps in Calcutta. I have only got a cyclo-styled copy of the same. That is all and nothing beyond this. You don't even keep that much of information. Vasant Sathe does not also keep. It is a very interesting thing. Out of all the speakers, nobody has answered as to why out of 134 permits, 119 went to Malda where, I doubt if there is a single boiler. I doubt if there is a single boiler, nobody has the courage, nobody has the tenacity or the temerity to substantiate that. (Interruptions) This won't do. Sir, I would like, let them carry the dead goat on their shoulder, we shall be able to tell the people of this country, we do not want him to be thrown out, let him remain stinking there and we shall let the people understand.

Sir, I have told that voting is not necessary. It is not a matter because no free voting is allowed. If there was free voting, I would have taken this matter to voting. So, I would only appeal to the conscience of the House, Mr. Stephen has the conscience of the House.

Sir, Mr. Stephen has extensively quoted from the Colliery Control Order. Mr. Stephen, would you take a little trouble when you go home, to read page 6, para 12A...

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): Don't waste the time...

(Interruptions)

SHRI JYOTIRMOY BOSU: Page 6, para 12A. Does it say that the Minister is there...to give permits to blackmarketeers, because the Colliery Control Order was meant to regulate, to prevent the misuse of coal, and this man is observing it more in violation than in compliance?

Sir, I would say this that this is a clear case. You have seen the documents. I have shown you the documents. Then only you have admitted the motion. There is a clear case. Many Ministers have taken me aside and told me that this is one of the worst cases that we have faced. (Interruptions). May I name them? May I have the permission to name them? (Interruptions). Oh! That is it.

Now, Sir, I have nothing more to say. The case has been proved to the hilt and if the Government chooses to keep the dead goat on their shoulder for stinking, let them have it. But I leave the whole thing to the conscience of the House, whether the Indian politicians are going to be identified as corrupt and thieves. Then you have him. Otherwise, send him and get rid of him.

SHRI ANANDA GOPAL MUKHOPADHYAY: What about the 50 lakh tonnes of coal...

(Interruptions)

MR. SPEAKER: I shall now put the motion moved by Shri Jyotirmoy Bosu to the vote of the House.

The question is:

"That this House having considered acts of commission on the part of Shri A.B.A. Ghani Khan Chaudhuri, Minister of Energy and Coal with respect to the following matters namely:—

(a) that the said Minister, Shri A.B.A. Ghani Khan Chaudhuri, misusing the floor of the House, has made on 9th July, 1980, baseless and irresponsible statement

by saying 'Because whatever the quota is, the CPM Government is smuggling (coal) into the other States...and earning tons of money',

(b) that he, misusing his official position, arranged for issue of 133 coal permits to persons who were not entitled to receive such permits,

hereby records its indignation against and disapproval of the conduct of the said Minister, Shri A.B.A. Ghani Khan Chaudhuri."

The motion was negatived.

SHRI JYOTIRMOY BOSU: Sir, it is my motion. It is most irregular. I have said that I do not want it to be put to vote. Why are you putting it to vote?

AN HON. MEMBER: You do not want it to be put to vote?

SHRI JYOTIRMOY BOSU: I go by what I say. I do not want voting. I leave it to the conscience of the House.

(Interruptions)

MR. SPEAKER: You did not oppose it.

SHRI JYOTIRMOY BOSU: I did not want a vote. I left it to their conscience.

19.40 hrs.

RELEASE OF MEMBER

MR. SPEAKER: I have to inform the House that the following communications addressed to the Speaker, Lok Sabha, have been received:

(i) Telegram dated 6 August, 1980, from the District Magistrate, Meerut:

"Swami Indervesh, Member, Lok Sabha, arrested on August 8

at 1.30 P.M., at Baghpat, under section 117|147|148|149|151|152|153| 332|353|307 IPC and 7, Criminal Law Amendment Act, while leading about 600 agitators for Dharna who turned violent. He was produced before Judicial Magistrate, Meerut, on August 6 morning who released him on bail. Since judicial remand could not be had on his arrival from Baghpat to Meerut, he was lodged in P.S. Lal Kurti in room specially made available."

(ii) Wireless message dated 6 August, 1980, from the Judicial Magistrate, Meerut:

"I have the honour to inform you that I have found it my duty in the exercise of my powers under section 167 of the Criminal Procedure Code that Swami Indervesh, M.P., Rohtak, be remanded to judicial custody for the trial before a competent Court on the charge under section 147| 148|323 IPC for the offence registered at the Police Station, Baghpat, was produced before me at 10.50 on 6-8-80 and remanded to judicial custody by me up to 19-8-80. He is lodged in the jail, Meerut"

(iii) Wireless message dated 6 August, 1980 from Judicial Magistrate, Meerut:

"I have the honour to inform you that I have found it my duty in the exercise of my powers under section 167 of the Criminal Procedure Code that Swami Indervesh, MP, Rohtak, be remanded to judicial custody for the trial before a competent court on the charge under section 147|148|

323, IPC, for the offence registered at the Police Station, Baghpat, was produced before me at 10.50 A.M. on 6-8-1980 and remanded to judicial custody by me up to 19-8-1980. He has been released on bail today on his executing a P.B. for Rs. 1500|- with one surety in the like amount."

(iv) Wireless message dated 6 August, 1980, from the Judicial Magistrate, Meerut:

"I have the honour to inform you that I have found it my duty in the exercise of my powers under section 167 of the Criminal Procedure Code that Swami Indervesh, M.P., Rohtak, be remanded to judicial custody for the trial before a competent Court on the charge under section 147|148| 149|353|332 IPC for the offence registered at the Police Station, Baghpat, was produced before me at 11 A.M. on 6-8-1980 and remanded to judicial custody by me up to 19-8-80. He has been released on bail today on his executing a P.B. for Rs. 2000|- with two surety in the like amount."

A reference has been made to the Ministry of Home Affairs in regard to the two wireless messages at (iii) and (iv) above to get clarification whether the personal bonds of Rs. 1500|- and Rs. 2000|- relate to the same charge or different charges.

19.43 hrs.

*The Lok Sabha then adjourned
Eleven of the Clock on Friday
8th August 1980/Sravana 17,
(Saka)....*