

# LOK SABHA DEBATES

(Fourth Session)



(Vol XIV contains Nos. 41-50)

**LOK SABHA SECRETARIAT  
NEW DELHI**

Price: Rs. 4.00

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## LOK SABHA

Tuesday, May 2, 1978/Vaisakha 12,  
1900 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Hill Travel Concession

\*925. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that hill travel concession has been given for a distance of 500 Kms. and above;

(b) whether it is a fact that an exemption has been made in respect of Dehradun from this distance limit;

(c) if so, what are the reasons therefor; and

(d) whether it is a fact that Pathankot and Nangal which do not come within the limit are proposed to be exempted?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes, Sir.

(b) No, Sir. The distance limit of 500 Kms. and above uniformly applies to all hill stations including Dehra Dun.

(c) Does not arise.

(d) No, Sir. While Pathankot is included in the list of hill stations, Nangal is not.

श्री दुर्गा चन्द : मंत्री महोदय ने अपनी रेलवे बजट की स्पीच में टूटलिंग पब्लिक की कनसेशन का जिक्र करते हुए पेज 28 पैराग्राफ

866 LS—1.

69 (VI) में कहा था कि "हिल कनसेशन कार स्वेसिकाइड स्टेशन, बिच बाज एक्सेप्टे प्रायर टु 1975, बिल बि रेटोर्ड। मंत्री महोदय ने अपने उत्तर में कहा कि पठानकोट हिल स्टेशन की लिस्ट में शामिल है। लेकिन दिल्ली से जाने वाले लोग इस का फायदा नहीं उठा सकते हैं, क्योंकि नई दिल्ली या दिल्ली से पठानकोट 488 किलोमीटर की दूरी पर है। मैं यह जानना चाहता हूँ कि यह 500 किलोमीटर की दूरी किस काइटेरियन के आधार पर फिक्स की गई है। मैं यह भी जानना चाहता हूँ कि सरकार ने जो हिल स्टेशन डिक्लयर किये हैं, उन के लिए क्या नाम रखा गया है। मैं हिमाचल प्रदेश के बारे में कहना चाहता हूँ कि उस का कोई ऐसा हिस्सा नहीं है जो हिल स्टेशन नहीं है। दूर दूर से आने वाले लोग तो इस का फायदा उठा सकेंगे, लेकिन हरियाणा और पंजाब वगैरह नजदीक के प्रदेशों के लोग इस से फायदा नहीं उठा सकते हैं। मैं यह जानना चाहता हूँ कि यह जो 500 किलोमीटर की दूरी फिक्स की गई है, क्या मंत्री महोदय इस को रिव्यू करेंगे।

प्रो० मधु दण्डवते : जहाँ तक दूरी का सवाल है, 1951 से लेकर 1978 तक कई मरतबा उस के बारे में रिव्यू हुआ है। 1951 में हिल स्टेशन के लिए जो कनसेशन दिया जाता था, वह दूरी 240 किलोमीटर थी। 70 में रिव्यू हुआ, 400 किलोमीटर हुआ। उस के बाद 72 में रिव्यू होने के बाद 800 किलोमीटर हुआ। 1975 में कुछ महीनों के लिए 500 किलोमीटर और कुछ महीनों के लिए 800 किलोमीटर का रिव्यू हुआ। और 78-79 में सभी सवालों के बारे में विचार करने के बाद हम ने तय किया कि 75

में जो परिस्थिति है उस को हम रेस्टोर करें और 500 किलोमीटर की दूरी के लिए हम ने कंसेशन दे दिया है।

एक माननीय सदस्य : क्यों दे दिया ?

प्रो० मधु बण्डवते : यह इसलिए किया गया कि जब कोई नाम्सं तय करने पड़ते हैं तो अलग अलग दूरी के बारे में फैसला लेने के बाद जो ग्रास अग्नित हुई उस में देखा जाता है कि उस से फायदा क्या हुआ क्या नुकसान हुआ। यह सब कमेटी ने तय किया और कई मर्तबा पता ऐसा लगा कि जो टूरिस्ट होते हैं जो हिल स्टेशन पर जाते हैं उन को उसका ज्यादा फायदा मिलना चाहिए, जो रोजाना के काम के लिए जात हैं उन को उस का फायदा न मिले इसलिए यह जो रेस्ट्रिक्शन है वह रखा ज़रूरी था। यह सब सोच कर कमेटी ने तब किया कि 500 किलोमीटर की दूरी के लिए यह कंसेशन दिया जाये।

जहां तक पठानकोट का सवाल है मैं आप को याद दिलाना चाहता हूं और आवासन भी देना चाहता हूं जो मैं ने अपने लिखित उत्तर है कहा है कि जो कंसेशन हिल स्टेशन को दिया जाता है उस में पठानकोट का स्टेशन है क्योंकि पठानकोट स्टेशन हिल स्टेशन जाने के लिए एक फीडिंग रेलवे हैड है इसलिए दूसरे हिल स्टेशन को सर्व करने के कारण पठानकोट का नाम उस फहरिशन में रखा गया है।

दूसरा सवाल जो आप न उठाया है कि कौन से आधार पर यह हिल स्टेशन तय कि गए हैं, मैं समझता हूं कि हिल स्टेशन कौन सा है कौन सा नहीं इस के बारे में ज्यादा मतभेद की कोई गुंजाइश नहीं है। हिल स्टेशन उन को समझा जाता है जहां कि टूरिस्ट बड़े पैमाने पर जाते हैं। कई मर्तबा यह समझा जाता है कि जहां की हवा बहुत अच्छी है और जहां कि चेंज आफ क्लाइमेट के लिए

लोग जाते हैं, जैसे मैं उदाहरण देना चाहता हूं, जहां से श्रीमन्, आप आते हैं, बंगलौर, बंगलौर की हवा बहुत अच्छा है और वहां के इंसान भी बहुत अच्छे होते हैं लेकिन हमारा अनुभव है कि अच्छी हवा वाली जगह और हिल स्टेशन में अंतर है। इसलिए जो हिल स्टेशन हैं और जो दूसरी जगह हैं, जैसे आप दिलीग्रामज उन को हम ने अलग कर दिया है। हिल स्टेशन की लिस्ट अलग है।

श्री गुर्गा चव्वा : माननीय मंत्री जी ने यह विश्वास दिलाया है कि पठानकोट को हिल स्टेशन उन्होंने घोषित कर दिया है। लेकिन हिमाचल को जाने के लिए जैसे कि पठानकोट ज़रूरी है वैसे ही नंगल ज़रूरी है क्योंकि आप जानते हैं दिल्ली से एक ट्रेन चलती है जिस का नाम ही हिमाचल एक्सप्रेस है उस में जाने वाले पैसेंजर जो मनाली, धर्मशाला, पालन और सिकंदरनगर जाना चाहते हैं उन के लिए कोई कंसेशन नहीं दिया जाता है। और शिमला के लिए जो टूरिस्ट जाना है चाहे बाहुर से जाये चाहे नजदीक से जाये वह कालका तक का टिकट लेता है, उस से आगे जो है वह टाइम कन्ज्यूमिंग है, 6 छंटे उस में लग जाते हैं, इसलिए वहां से वे लोग टैक्सी वगैरह कर लेते हैं, तो कालका और नंगल इन को भी क्या वह उस में शामिल करेंगे। . . . . (व्यवधान) . . . .

मैं यह जानना चाहता हूं कि जिस क्राइटीरिया के आधार पर पठानकोट को डिवलेयर किया है उसी के आधार पर नंगल और कालका को भी क्यों नहीं किया और यदि अभी तक नहीं किया है तो आगे उस को डिवलेयर करेंगे ? क्या माननीय मंत्री जी इस पर भी विचार करेंगे ?

प्रो० मधु बण्डवते : रेल मंत्रालय के पास पूरी जानकारी है कि कौन से रेल हैड से लोग हिल स्टेशन पर जाते हैं और जो जानकारी हम लोगों के पास हासिल है उस के आधार

पर जैसे पठानकोट कई हिल स्टेशंस को सर्व करता है उस तरह से नंगल सर्व नहीं करता है। यह हमारी भाज तक की इन्फार्मेशन है और उस के आधार पर हम लोगों ने हिल स्टेशन के लिए कंसेशन नंगल को नहीं दिया है। आगे चल कर आप यह जानकारी दे दें तो मैं आश्वासन देना चाहता हूँ कि हिल स्टेशंस की जो लिस्ट है उस के जो रेल है इस है उन के बारे में हम सोच विचार कर सकते हैं।

**चौधरी बलबीर सिंह :** माननीय मंत्री जी ने एक क्राइटीरिया यह दिया है कि टूरिस्ट जहाँ पर आते हैं और जो हिल भी है तो नंगल जो टाउनशिप है वह हिल भी है और टूरिस्ट सारे हिन्दुस्तान में अगर किसी एक जगह पर सब से ज्यादा जाते हैं तो वह नंगल है तो क्या नंगल को इसलिए वह प्रफरेंस देंगे ?

इस के साथ ही शिमला को जाने के लिए कालका भी उसी कैटेगरी में है। जैसे आप ने पठानकोट के लिए कहा है डलहौजी कुल्लू वगैरह जाने के लिए ऐसे ही कालका भी उसी कैटेगरी में आता है। यहाँ से लोग शिमला, कसौली, धर्मपुर और दूसरी जगहों में जाते हैं। तो आप इन दोनों स्टेशंस, नंगल और कालका को भी इस कैटेगरी में रखकर सुलियत देंगे क्योंकि यह बहुत इम्पॉर्टेंट स्टेशंस हैं ?

**प्रो० मधु वण्डवते :** जहाँ तक कुल्लू मनाली का सवाल है, वहाँ पर जाने वाल ज्यादातर लोग पठानकोट से जाते हैं। जहाँ तक नंगल का सवाल है, माननीय सदस्य ने जो जानकारी दी है उसके आधार पर हम जरूर इस मुसाम पर विचार करेंगे और अगर यह जानकारी मिलती है....

**चौधरी बलबीर सिंह :** यह तो आप बैसे ही जानते हैं। (अवधान)

**MR. SPEAKER:** Please put your question. Please allow him to answer. You cannot put the question and answer it yourself.

**प्रो० मधु वण्डवते :** मैं माननीय सदस्य को आश्वासन दे सकता हूँ कि इस रेल हेड से हिल स्टेशन पर जाने वालों की तादाद काफी है—अगर जांच करने के बाद यह जानकारी मिल जाये तो जरूर हम इसके बारे में विचार करेंगे।

**SHRI M. RAM GOPAL REDDY:** Mr. Speaker, Sir, the Minister has been telling several times that a Committee has decided like this. I want to know whether, whatever the Committee has decided is final or is the Minister going to have a look at it and making the necessary changes on account of his own experience?

**PROF. MADHU DANDAVATE:** Nothing is final in this life. Whatever is considered by the Committee is always subject to review and, after all, the Sovereign House has the Sovereign right to make suggestions and, in the light of those suggestions, every proposition recommended by the Committee will be reviewed.

#### Volunteers Working as Booking Clerks etc.

\*926. **SHRI SOMNATH CHATTERJEE:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that several members of the staff are working as "volunteers" as Booking Clerks, Ticket Collectors, etc., on an *ad hoc* basis;

(b) if so, the number of such persons employed in each railway and the remuneration granted to them, zone-wise;

(c) whether such practice infringes the principle of "equal pay for equal work" and is an unfair labour practice; and

(d) whether such staff have been properly trained for carrying out the job for the posts in which they are working?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** (a) Yes, Sir. A few such staff are deployed outside their duty hours.

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

(c) No, Sir, as the persons who volunteer are utilised only for certain simple items of work.

(d) Elementary training on maintenance of simple accounts is imparted to employees engaged as Booking Clerks. Those who are engaged in Ticket Checking are also given training in ticket checking under a Traveling Ticket Examiner.

**SHRI SOMNATH CHATTERJEE:** Sir, may I know since when this system has been introduced and in which Railways? You may not have the information now with regard to part (d) of the question.

I want to know why such a decision was taken to give extra work to some of the employees on the so-called voluntary basis. This is very important. What is the basis for this?

**PROF. MADHU DANDAVATE:** As far as the year in which the scheme was introduced is concerned, if I remember aright, it was in the year 1970. (Interruptions).

**SHRI CHITTA BASU:** In 1917!

**PROF. MADHU DANDAVATE:** The scheme was introduced in the year 1970 for the first time—not 1917 Russian Revolution year—and since that year, this scheme is under implementation. Though in part (b) I said that information is being collected and will be laid on the Table of the House, part of the information is already

available and I am prepared to share the same with the hon. Member. North-east Frontier, Southern Railway zone, Central zone and in all these, we have some information. In North-east frontier, three retired employees have been deputed to sell platform tickets on payment of Re. 1 per hour. In Southern Railway zone no staff is utilised as booking clerks. 223 members were engaged purely on voluntary basis for ticket checking at Rs. 5 per day and in Central Railway zone 21 ministerial staff have been engaged as booking clerks on a honorarium of Rs. 2 per hour and 36 staff in a month on an average are employed for ticket checking.

**SHRI SOMNATH CHATTERJEE:** Sir, the Minister does not tell us the rationale behind this. Why was this done; if there are jobs to be done, why not new persons be recruited or employed and why should somebody be picked up or chosen among the staff to do this work voluntarily when we have got so many unemployed people? I would like to know the rationale behind it. Why in some cases it has been done.

**PROF. MADHU DANDAVATE:** I have not answered that because initially he did not ask a supplementary. Having asked that question, I will reply that also. As far as this type of voluntary work is concerned, that work is not conducted as a regular work throughout. Especially on the suburban routes, there are certain peak hours in which only a small amount of extra work is involved, but that is such an important part of the entire work that if some additional work is given to some people on voluntary basis, on some honorarium, there is some relief to the staff. There is not enough accommodation for the regular employees to be taken up for the work to be given to them throughout the day. But there is a peak period and peak hours during which some work is to be given.... (Interruptions). As far as the Railway Ministry is concerned, it is open for

24 hours. Now, as far as this voluntary work is concerned, we find that it is quite paying and sometimes some of the daughters and sons of the railway employees get some benefit and that augments their income. Similarly, some of the poor sections who want some complementary income, are already working in certain offices and after their roster duty is over, if they want to take up some work, they are also given the work. Some sections of the students who want voluntary help in this type of work in the peak-hours, are coming forward with Welfare Organisation help. Therefore, we are giving this type of voluntary work. There is no violation.

**SHRI SOMNATH CHATTERJEE:** Giving work to the sons and daughters is different. But out of the staff only some of them are given the work. But the students are not the staff.

**PROF. MADHU DANDAVATE:** I told you that there are three categories. Some of the railway staff are given this additional work. Some of them are the sons and daughters of the railway staff and they are also given this work. Some of the Government employees working outside the Railways are also given this additional work. Some of the students who come forward for this type of work are also given the work.

**श्री सोमजी भाई डामोर :** क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि यह जो तदर्थ आधार पर बुकिंग क्लर्क आदि की भर्ती की जाती है, इस को कब तक वे बाद करेंगे क्योंकि इस के अन्दर अपने आदमियों को रख लिया जाता है और इस में बहुत मेलप्रेक्टिस चलती है। इस को रोकने के लिए मंत्री जी क्या कर रहे हैं?

**प्रो० मधु दण्डवते :** श्रीमन् मैंने श्री चटर्जी के प्रश्न का उत्तर देते हुए बताया है कि यह इतना बड़ा काम नहीं है कि

इस के लिए रेगुलर एम्पलाईज की जरूरत है और मैं आप को यह भी बताना चाहता हूँ कि रेलवे कर्मचारियों में इस के बारे में कोई असंतोष नहीं है कि इस प्रकार का वालंट्री काम लिया जाता है क्योंकि उनके लड़कों और बच्चों को भी इस प्रकार की नौकरी मिल सकती है और यह उन के लिए एक पूरक आदमी है। इसलिए उन में इस तरह की व्यवस्था होने से कोई असंतोष नहीं है।

**श्री राम बिलास पासवान :** मैं माननीय मंत्री महोदय से जानना चाहता हूँ कि ये जो एड-हाक एपाइन्टमेंट्स होते हैं उन में भी शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स के लोगों को कोटा के मुताबिक रिजर्वेशन दिया जाता है या नहीं? यदि हाँ, तो कितने एपाइन्टमेंट्स किये गये हैं और उन में से कितने काम कर रहे हैं?

**प्रो० मधु दण्डवते :** माननीय सदस्य को मैं यह बताना चाहता हूँ कि हम ने जो आरक्षण रखा है, वह टेम्पोरेरी और पर्मानेंट जाब्स हैं, उस के लिए आरक्षण रखा गया है अब जहाँ तक इस का सवाल है, उस में जो लोग आते हैं, उन्हें जाब्स देने के लिए तैयार है। फिर भी मैं यह यकीन दिलाता हूँ कि ऐसे जाब्स के लिए जो शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स के लोग आएँगे, उन को हम प्राथमिकता देंगे। यह मैं आश्वासन देना चाहता हूँ।

**राजभाषा अधिनियम 1963**

\*927. **श्री नबाब सिंह चौहान :** क्या रेल मंत्री निम्नलिखित की जानकारी दर्शाने वाला विवरण सभा पटल पर रखन की कृपा करेंगे :

(क) क्या राजभाषा अधिनियम, 1963 के अंतर्गत बनाये गये नियमों की धारा 3(3) के उपबन्धों को उनके मंत्रा-

लय में पूरी तरह क्रियान्वित किया जा रहा है ;

(ख) यदि हाँ, तो वर्ष 1977 के अंतिम छः महीनों में कुल कितने सामान्य आदेश, परिपत्र, नोटिस, निविदायें, परमिट आदि जारी किए गए और उनमें से कितने आदेश, परिपत्र, नोटिस आदि अंग्रेजी के साथ-साथ हिन्दी में भी जारी किए गए; और

(ग) यदि उक्त धारा के उपबन्धों को पूरी तरह क्रियान्वित नहीं किया जा रहा है तो इसके क्या कारण हैं और उन्हें क्रियान्वित कराने के लिए सरकार द्वारा क्या कदम उठाये गए हैं ?

रेल मंत्री (प्रो० मधु दण्डवते) : (क) में (ग) : एक विरण सभा-पटल पर रख दिया गया है ।

### विवरण

क्योंकि राजभाषा संशोधन अधिनियम की धारा 3(3) के प्रावधानों का पूर्ण रूप से क्रियान्वित करने के लिए अनुवाद कार्य के लिए काफी संख्या में कर्मचारियों की व्यवस्था अपेक्षित है, अतः इन प्रावधानों को यथामुम्भव क्रियान्वित करने का प्रयास किया जाता है ताकि ये कागजात अधिक से अधिक संख्या में हिन्दी-अंग्रेजी दोनों भाषाओं में जारी किए जायें । फिर भी, ये कागजात कभी-कभी तात्कालिकता के कारण केवल अंग्रेजी में जारी किए जाते हैं ।

वर्ष 1977 के अन्तिम 6 महीनों में कुल 568 सामान्य आदेश, परिपत्र, नोटिस, टेंडर, परमिट आदि जारी किए गए थे, जिनमें से 438 हिन्दी-अंग्रेजी द्विभाषी रूप में जारी किए गए थे ।

रोनिया अनुभाग में चैक प्वाइंट बनाया गया है ताकि ऐसे कागजातों की प्रतियाँ तब तक न निकलवायी जा सकें, जब तक इन्हें दोनों भाषाओं में प्रस्तुत न किया जाय । इसके अलावा, उपर्युक्त प्रावधानों का अधिकाधिक कार्यान्वयन सुनिश्चित करने के लिये विभिन्न अनुभागों की तिमाही प्रगति रिपोर्टों की समीक्षा, राजभाषा कार्यान्वयन समिति की आवधिक बैठकों में हिन्दी की प्रगति की समीक्षा, रोनियो अनुभाग में प्रति माह विशेष जांच और इस विषय में समय-समय पर जारी किए गये आदेशों को दोहराने के साथ-साथ अन्य कई कदम उठाये गए हैं । इस कार्य के लिए कर्मचारियों की उपयुक्त व्यवस्था करने का भी प्रयास किया जा रहा है ।

श्री नवाब सिंह चौहान : श्रीमान, माननीय मंत्री जी का मैं अच्छे काम के लिए बधाई देता हूँ । इस में उन्होंने कुछ दिक्कत बताई है और यह कहा है कि राजभाषा संशोधन अधिनियम की धारा 3(3) के प्रावधानों को पूर्ण रूप से क्रियान्वित करने के लिए अनुवाद कार्य के लिए काफी संख्या में कर्मचारियों की व्यवस्था अपेक्षित है । इसलिए इस काम के करने में दिक्कत है और इसीलिए वर्ष 1977 के अन्तिम 6 महीनों में कुल 568 जो सामान्य आदेश आदि निकाले गये थे उन में से 438 हिन्दी अंग्रेजी द्विभाषी रूप में जारी किये गये थे । मैं माननीय मंत्री जी से यह जानना चाहूंगा कि यह दिक्कत क्यों है । यह जो अनुवाद करने वालों की कमी की वजह से पूरा काम नहीं हो पा रहा है यह कब तक काम पूरा हो जाएगा ?

प्रो० मधु दण्डवते : श्रीमान् मैं दावे के साथ कह सकता हूँ कि अन्य सभी क्षेत्रों के मुकाबले में मैं समझता हूँ कि रेलवे में सब से ज्यादा हिन्दी का प्रयोग हो रहा है । जैसे कि मैंने अभी आंकड़े दिये कि वर्ष 1977



के अन्तिम 6 महीनों में कुल 568 सामान्य आदेश, परिपत्र, नोटिस, ड्रॉर, परमिट आदि जारी किये गये थे, जिनमें से 438 ऐसे हैं जो कि हिन्दी और अंग्रेजी दोनों भाषाओं में जारी किये गये। सिर्फ 130 ऐसे बचे जो केवल अंग्रेजी में जारी किये गये। हमारी रणनीति यह कोशिश है कि यह काम भी जल्दी से पूरा हो जाए। इसमें दिक्कत यह है कि चंद साल पहले खर्चा कम करने के लिए कई पदों पर प्रतिबंध लगा दिया गया था। इस प्रतिबंध के बाद अनुवाद करने वालों की जितनी संख्या हम चाहते थे उतनी हम नहीं कर सके। अगर आगे चल कर इस प्रतिबंध में शिथिलता आ जाती है तो हम ज्यादा लोगों को अपॉइंट कर सकते हैं, लोगों की पदोन्नति कर सकते हैं। इस तरह से हम अनुवाद का काम भी पूरा कर सकें। मैं समझता हूँ कि यह दिक्कत आगे नहीं रहेगी।

**श्री नवाब सिंह चौहान :** मैं माननीय मंत्री जी को उनके कार्य के लिए पहले ही बधाई दे चुका हूँ। माननीय मंत्री जी ने अभी बताया है कि बहुत काम पूरा हो चुका है और अनुवादों की भर्ती पर जो प्रतिबंध लगा है, उस प्रतिबंध में शिथिलता आ जाएगी। मैं यह जानना चाहता हूँ कि यह काम कब तक हो जाएगा? क्या मैं समझूँ कि यह काम जल्दी पूरा हो जाएगा? मंत्री जी ने अपने विवरण में बताया है कि हमने ये ये कदम उठाये हैं और उन्होंने यह भी बताया है कि प्रावधानों को पूर्ण करने के लिए काफी संख्या में कर्मचारियों की अपेक्षा है, तो इस सम्बन्ध में उन्होंने कौन-कौन से कदम उठाये हैं? माननीय मंत्री जी यह बताने की भी कृपा करेंगे कि उन्होंने और कौन-कौन से काम किये हैं जो कि उन्होंने इस विवरण में नहीं बताये हैं?

**प्रो० मधु दण्डवते :** मान्यवर, जो काम बाकी हैं उन्हें भी जल्दी पूरा करेंगे। इसकी हमें उम्मीद है और हम तो उम्मीद पर ही

जिदा रहते हैं। हमें पूरी उम्मीद है कि हम इन्हें जल्दी पूरा कर देंगे।

दूसरी बात यह है कि अगर अनुवाद द्विभाषी का काम ठीक नहीं होता है तो उसके लिए हम लोगों ने एक व्यवस्था की है कि जब कोई डाकुमेंट साइक्लोस्टाइल कराने के लिए रोनियों सेक्शन में भेजा जाता है तो जो वहाँ अधिकारी होता है वह पूछता है कि यह डाकुमेंट अंग्रेजी में है या हिन्दी में। अगर किसी डाकुमेंट के साथ हिन्दी अनुवाद नहीं आता है तो भेजने वाले अधिकारी को कहा जाता है कि उसका हिन्दी अनुवाद भी साथ साथ में भेजा जाए। खाली अंग्रेजी का साइक्लोस्टाइल नहीं किया जाता है। कई मर्तबा ऐसा होता है कि किसी मामले में साइक्लोस्टाइल एक ही भाषा में करना जरूरी होता है और जल्दी करना जरूरी होता है तां ज्वाइंट डायरेक्टर के लेवल या उससे ऊंचे स्तर के पास से अगर आदेश आता है तो इस व्यवस्था में शिथिलता दे दी जाती है, ऐसे मामलों में कंसेशन दे दिया जाता है। इस व्यवस्था का चालू करने के बाद मैं समझता हूँ कि काम ठीक ढंग से चल रहा है।

**SHRI K. GOPAL:** Everybody knows that the present government is going to fall on the Hindi issue. I should like to ask the hon. Minister: what is the total expenditure involved in the translation business in the ministry? Secondly, is it a fact that the staff who do not know Hindi or who do not know how to translate into Hindi from English, or from English to Hindi, whatever it is, are penalised and they are not promoted on the ground that they do not know Hindi and may I know whether they are forced to learn Hindi and they are told that their promotion would otherwise be barred?

**PROF. MADHU DANDAVATE:** There are two aspects, as far as forcing any employee to learn a language is concerned. Whatever provisions are there, they are like this. For instance if people are holding certain impor-

tant positions, they are always encouraged to study Hindi. As far as translation work is concerned I can assure you that it is never given to persons who do not know that language at all. In fact it is in our own interest not to get our English documents translated in wrong Hindi. It is because if that happens our policy enunciated in English document will be very correct but we will be misinterpreted as far as Hindi translation is concerned and we do not entrust the work of translation to those who are not well equipped and well versed in Hindi language. As far as the aspect of forcing is concerned, what we have been doing in connection with Hindi language is, we are encouraging Hindi language and we are not forcing the Hindi language at all.

**SHRI K. GOPAL:** How about the other part of my question about expenditure?

**PROF. MADHU DANDAVATE:** As far as that part is concerned, I require separate notice.

**MR. SPEAKER:** Question No. 928. Mr. Mavalankar is not here.

**SHRI NATHU SINGH:** I would like to ask that question. It is an important question. This relates to Jaipur.

**MR. SPEAKER:** He has authorised Mr. Kamath to put the question. What is all this?

Next Question.

### Reforms of Electoral Laws



**SHRI AMAR ROY PRADHAN:**

\*930. **SHRI HITENDRA DESAI:**

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

(a) is Government considering reforms of electoral laws; and

(b) what are the main points for consideration?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):** (a) and (b). Yes, Sir. The proposals relate to subjects like maintenance up-to-date of electoral rolls, avoidance of misuse of official authority and machinery at elections, removal of corrupt practices and money power at elections, reduction of election expenses, quick disposal of election petitions, reduction of voting age, etc.

**SHRI AMAR ROY PRADHAN:** Thanks to hon. Minister that he is ready to consider the reform of Electoral laws. Tarkunde Committee Report has been placed. A comprehensive seven point scheme of assistance through public revenues to the candidates of Lok Sabha and Vidhan Sabha elections has been recommended by the five member Committee headed by Shri V. M. Tarkunde which was appointed by the National Executive Council of the Citizens or Democracy at the instance of Shri Jayaprakash Narayan.

Under the circumstances I would like to know from the hon. Minister whether the Government will amend the Election Rules in such a manner (a) that a provision for "Right to recall" will be made in the election laws to prevent defection for the purpose of stability of democracy and discourage floor crossing—which happens very often even in this House—and it tantamounts to heinous crime on the part of the elected Member; (b) just to check frivolous candidate and to provide through public revenues the infrastructure of election expenses by way of which it will place the candidates of modest means on an equal footing with the economically privileged.

**SHRI SHANTI BHUSHAN:** Tarkunde Committee Report in which various electoral reforms have been suggested

is under the active consideration of the Government. I am happy to inform the House that a Cabinet Committee has been constituted to consider all the various recommendations which have been made not only by the Tarkunde Committee but also certain proposals which have been made by the Election Commission. There was earlier a Joint Committee of the Members of Parliament which has gone into the question of electoral reforms and in fact a Bill has already been introduced. But thereafter it was decided that the matter should be discussed with the other Opposition parties also. The Cabinet Committee is going into all these matters and after it has reached tentative conclusions, the matter will be discussed with the political parties. But so far as the specific matters to which the hon. Member has referred are concerned, viz., the Right to recall, that is also a matter which would be considered by the Cabinet Committee. So far as the provision to prevent defection is concerned, the question of bringing a Bill before the House is under the active consideration of the Government and so far as the state financing of elections is concerned, that is also a matter on which some thought has already been devoted by the Cabinet Committee.

**SHRI AMAR ROY PRADHAN:** Will the hon. Minister be pleased to state whether a Committee with the Members of all the recognised political parties will be formed to conduct the elections?

**SHRI SHANTI BHUSHAN:** As I have said, all these matters are under the consideration of the Cabinet Committee and after the Cabinet Committee has reached tentative conclusions, all these proposals will be discussed with the other opposition parties so that a final view can be taken and only thereafter something would be done.

**श्री किरंगी प्रसाद :** तारकुंडे समिति की जो रिपोर्ट है उस पर मंत्रिमंडलीय समिति

जो विचार कर रही है उसमें अभी तक किन किन बातों पर सहमति हो गई है क्या आप इसे स्पष्ट करेंगे ?

**श्री शान्ति भूषण :** अभी तक उन प्रोजेक्ट पर विचार चल रहा है। कैबिनेट कमेटी की भी कुछ मीटिंगें हुई हैं। जब तक पूरी तरह विचार न हो जाए तब तक यह कैसे कहा जा सकता है कि किन-किन बातों पर सहमति हो चुकी है।

**SHRI P. RAJAGOPAL NAIDU:** I would like to know whether the Government is considering proportional representation as a reform.

**SHRI SHANTI BHUSHAN:** The question of proportional representation is also a matter which is covered by the reports of various Committees. Evidently that is also a matter on which proposals have been made from time to time and it is bound to be taken into consideration. Whether the principle should be accepted or should not be accepted is or some other method which might be mid-way somewhere should be accepted or proportional representation should be completely rejected, all these are matters to which some thought is being given.

**महाराष्ट्र में नई रेल लाइनें**

\*931. **श्री केशव राव घोंडगे :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महाराष्ट्र राज्य के मराठवाड़ा क्षेत्र में नांदेड से उदगीर अथवा बानूर और गंगाखेड से बोधन तक नई रेल लाइन बिछाने की मांग है ;

(ख) क्या सरकार का विचार इस बीच नांदेड से कलेबर सहकारी गुगर फैक्टरी तक और आगे कंधार तक नई रेल लाइन बिछाने का है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (प्रो० मधु बण्डवले) : (क) से (ग) । जी हाँ । इन लाइनों के निर्माण के लिए अभ्यावेदन प्राप्त हुए हैं, लेकिन संसाधनों की कमी के कारण फिलहाल इन लाइनों का निर्माण आरम्भ करना सम्भव नहीं हो सकेगा ।

श्री केशवराव धोंडगे : सदर साहब, मधु मंत्री जी के जवाब से बड़ा दुःख होता है और गम भी होता है और गुस्सा भी आता है कि जो तरीका कांग्रेस गवर्नमेंट का था जवाब देने का वही तरीका इनका है । हम इनको दोस्त कहना चाहते हैं, दोस्तों का भी यही जवाब है तो इसका क्या इलाज है । लाज्जुब की बात है कि जैसा कि बनिया जवाब देता है कि मेरे पास पैसा नहीं है, माहूकार जवाब देता है वैसा ही जवाब यह भी है । मैं पूछना चाहता हूँ कि मराठवाड़ा की जो कई सालों से मांग है और महाराष्ट्र शासन ने भी आपको सिफारिश करके भेजा है तो लोगों की अगर जायज मांग है उसके बारे में आप कुछ महानुभूतिपूर्वक विचार करते हैं या नहीं ? या जब पैसा आयेगा तब हम देखेंगे । तब तक आप रहने वाले हैं ? तो हमारी जो मांग है, हमारी नहीं बल्कि लोगों की मांग है कि आंध्र प्रदेश और महाराष्ट्र को जोड़ने वाली लाइन है, मराठवाड़ा के अन्दर नांदेड़, परबनी और उस्मानाबाद की, इन तीन जिलों की कई सालों की मांग है । तो मैं पूछना चाहता हूँ कि आज आपका पाश बैसा नहीं है तो क्या आपका यह कहना है कि जब हम मांग करते हैं तो पहले आपको पैसा लाकर दें फिर मांग करें ? पैसा तो नहीं होना चाहिये, यह तो आपका फर्ज है । अगर हमारी मांग जायज है, लोगों की मांग जायज है तो इस बारे में शासन अपने जवाब के अन्दर सहानुभूतिपूर्वक तर्कभी करना चाहता है या नहीं ?

प्रो० मधु बण्डवले : पहले मैं अपने मित्र केशवराव जी से प्रार्थना करूँगा कि गुस्सा मत कीजिये, मैं जरूर उसका जवाब दूँगा जिससे आपकी तसल्ली हो जायगी ।

पहले तो आपने कहा कि क्या वही पुरानी सरकार का तरीका रहेगा कि हमारे पास पैसा नहीं है, किसी काम को हाथ में नहीं लेंगे ? मैंने कई मर्तबा इस सदन में बताया कि नई सरकार की नई लाइनों की तरफ नीति अलग रहेगी । पहले यह होता रहा जिन्होंने मांग की सिर्फ़ उनको कागज पर जवाब दिया गया कि आपकी भी लाइन हाथ में लेंगे, आपकी भी लाइन हाथ में लेंगे । लेकिन जब सेंक्शन करने का सवाल आया तो पैसा कम था इसलिये सब लोगों को खुश रखा कि आपको लाइन देंगे, लेकिन सेंक्शन कुछ नहीं हुआ । हमारी नीति यह है कि बड़े पैमाने पर लाइनों को सिर्फ़ ऐग्यूव करने के बजाय जो लाइन्स हमारे हाथ में हैं, कम से कम लाइन्स हाथ में लें और उनके लिए ज्यादा से ज्यादा ऐलोकेशन करें और उसको पूरा कर दें और पूरा करके रेलगाड़ी शुरू करके फिर आगे दूसरी लाइनों की तरफ जायें । इसलिये मैं माननीय सदस्य को यह बताना चाहता हूँ कि पिछले साल 28 लाइनों में से 7 लाइनें पूरी हो गई हैं । एक लाइन अनरैम्ब्यूनेटेड रही इसलिये निकाल दी गई । 20 लाइनें रहीं । तीन नयी लाइनें और लायी गयीं उसमें से दो बैकवर्ड एरिया की रहीं, और यह 23 लाइनों का पूरा कंसेंट्रेट करके हम उसको पूरा करने की कोशिश करेंगे ।

मैं माननीय केशवराव धोंडगे जी को यकीन दिलाना चाहता हूँ कि हम लोगों का ध्यान पिछड़े हल्कों की तरफ ज्यादा है । आज साधन कम हैं इसलिये कोई नया तरीका भी हम निकालने की कोशिश कर रहे हैं । सदन की सहायता और समर्थन भी हमें होना चाहिये, इसलिये मैंने सुझाव रखा है । मैंने

यसा आपसे नहीं मांगा है, लेकिन आपसे अनुमति मांगी है, हम लोग कर्मचारियों के सहयोग से बड़े पैमाने पर बचत पैदा करते हैं, 32 करोड़ के बजाय हम लोगों ने करीब करीब 90 करोड़ की बचत की है, लेकिन पुराना जो कर्जा रहा उसको चुकता करने में यह सब सरप्लस हमारा चला जाता है। इसलिये इस सरप्लस को अगर डेवलपमेंट फंड पैदा करने की इजाजत हमें प्लानिंग कमीशन दे . . . . .

MR. SPEAKER: A long question need not have a long reply.

प्रो० मधु बण्डवते : This is a legitimate grievance. Afterwards, he will not ask any supplementaries.

इसलिये मैं आपको बताना चाहता हूँ कि अगर यह विकास निधि पैदा करने की इजाजत हमको मिल जाती है तो आप जैसे पिछड़े इलाकों के लिए रास्ता निकल सकता है और दिन रात हम उसके बारे में सोचते हैं, यह मैं यकीन दिलाना चाहता हूँ।

श्री केशव राव धोंडगे : मंत्री महोदय ने जवाब दिया है, वह तो किसी जायज सुझाव को ठुकराने का एक पार्लियामेंटरी ट्रिक है—“नहीं” भी नहीं कहता है और करना भी नहीं है। भूतपूर्व रेल मंत्री ने भी यह जवाब दिया था कि हम इस बारे में सोच रहे हैं। आखिर उनका और मंत्री महोदय के जवाब में क्या फर्क है? मंत्री महोदय ने कहा है कि हम सख्ते करने वाले हैं। मैं यह जानना चाहता हूँ कि क्या इन तमाम रेलवे लाइनों का सख्ते किया जायेगा; यदि हाँ, तो कब। इन लाइनों पर कितना खर्चा होने वाला है? अगर मंत्री महोदय पूरी लाइन को एक ही दफा नहीं ले सकते हैं, तो वह कम से

कम नांदेड़ से कलैबर कोआपरेटिव शूगर फ़ैक्टरी तक के बारे में तो सहानुभूति से विचार करें। या वह इसके लिए अलीबाबा के चिराग का इन्तज़ार करेंगे?

प्रो० मधु बण्डवते : हम अलीबाबा के पास कभी नहीं जायेंगे।

जहाँ तक खर्च का सवाल है, मैं बताना चाहता हूँ कि नांदेड़-उदगीर लाइन 110 किलोमीटर लम्बी है और उसके लिए कम से कम 21 करोड़ रुपये खर्च होगा। गंगा खेड़ से बांधन तक रेलवे लाइन 150 किलोमीटर लम्बी है और उस पर 27 करोड़ रुपये खर्चा है।

श्री केशव राव धोंडगे : और नांदेड़ से कलैबर शूगर फ़ैक्टरी तक और आगे कंधार तक का खर्चा?

प्रो० मधु बण्डवते : आगे के बारे में हम सोच सकते हैं। इतने बड़े पैमाने पर खर्च करने की आवश्यकता है। मैंने इसके बारे में यकीन दिलाया है। मैं यह भी बताना चाहता हूँ कि मराठवाड़ा एक पिछड़ा हुआ इलाका है। पिछले बजट में वहाँ कनवर्सन के क्षेत्र में नया काम शुरू करने के बारे में हम ने एपेक्वल बढ़ाया है। मैं यह आश्वासन देना चाहता हूँ कि हम इस पिछड़े हुए हल्के की तरफ ध्यान देंगे।

#### Production of PNP by Hindustan Organic Chemical's

\*932. SHRI D. D. DESAI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that small scale chemical units are perturbed over decision of the Hindustan Organic Chemicals to produce para-nitro-phenol (PNP);

(b) whether the output of PNP by these units is sufficient to meet local demand;

(c) whether the Hindustan Organic Chemicals will utilise all its production of para-nitro-chloro-benzene for making PNP;

(d) whether in such a case, the small scale units producing PNP will not be deprived of their raw material. PNCB; and

(e) if so, what steps the Government proposes to take to protect the interests of small scale units?

**पेट्रोसियम तथा रसायन और उर्बरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :**

(क) और (ङ) एक विवरण पत्र सभा पटल पर प्रस्तुत है ।

### विवरण

एक लघु उद्योग एकक और भारतीय लघु उद्योग संघों के फेडरेशन ने सरकार को एक अभ्यावेदन दिया है कि हिन्दुस्तान आर्गेनिक केमिकल्स लि० को पैरा नाइट्रो-फेनाल के उत्पादन की अनुमति नहीं दी जानी चाहिए क्योंकि लघु उद्योग एकक कुल आवश्यकताओं को पूरा करने में समर्थ है । उन्हें यह आशंका है कि हिन्दुस्तान आर्गेनिक केमिकल्स लि० पैरा नाइट्रो-क्लोरो बेंजीन, जो एक मध्यवर्ती रसायन है, के अपने समस्त उत्पादन को अपने यहां पैरा नाइट्रो-फेनोल के उत्पादन में लगा देंगे और इस प्रकार यह सामग्री लघु उद्योग क्षेत्र में पैरा नाइट्रो-फेनोल के उत्पादन के लिये उपलब्ध नहीं होगी । लघु उद्योग एककों द्वारा पैरा-नाइट्रो-फेनोल का उत्पादन घरेलू मांग को पूरा करने के लिये पर्याप्त नहीं है, अतः देशी उपलब्धता की कमी को पूरा करने के लिए इसे पर्याप्त मात्रा में आयात किया जा रहा है ।

(ग) और (घ). हिन्दुस्तान आर्गेनिक केमिकल्स लि० ने प्रतिवर्ष 500 टन पैरा

नाइट्रो-फेनोल के उत्पादन की क्षमता स्थापित करने की योजना बनाई है । ये पैरा नाइट्रो-क्लोरो-बेंजीन, जो पैरा-नाइट्रो-फेनाल के उत्पादन के लिए एक मध्यवर्ती रसायन है की क्षमता का भी विस्तार कर रहे हैं । हिन्दुस्तान आर्गेनिक केमिकल्स लि० ने आशवासन दिया है कि वे पैरा नाइट्रो-फेनोल का उत्पादन करने वाले वर्तमान एककों की पैरा नाइट्रो-क्लोरो बेंजीन की सम्ची मांग को पूरा करेंगे ।

(ङ) प्रश्न नहीं उठता ।

**SHRI D. D. DESAI:** This question raises a very fundamental issue. The Government has claimed that it will set up basic industries to cater to the needs of other industries e.g. steel plants, power plants, basic chemicals and intermediates, and so on which will be set up to produce steel, power and other basic raw materials of other industries in the country. Here is a case where the Government has set up a plant for basic chemicals and intermediates for dye stuff industries. I request the hon. Minister to state whether the Hindustan Organic Chemicals Ltd. was set up to produce basic chemicals and intermediates for supply to a large number of units and industries that exist within the country and if so, whether the Hindustan Organic Chemicals Ltd., have discharged that obligation before entering into competition with small-scale industries by producing final products, and if that obligation is deemed to have been discharged, what sort of methods or provisions they have for ensuring that the needed requirements of the country are met by production in small scale sector.

**श्री जनेश्वर मिश्र :** पैरा-नाइट्रो-फेनोल एक महत्वपूर्ण औद्योगिक रसायन है, और अपने देश में यह आम तौर से स्माल-स्केल इंडस्ट्री में ही पैदा होता है । हिन्दुस्तान आर्गेनिक केमिकल्स ने जब यह देखा कि

पी० एन० पी० की मांग को स्माल-स्केल इंडस्ट्री पूरी नहीं कर पा रही है, तो उसने यह तय किया कि वह भी पी० एन० पी० का उत्पादन करे। भारत सरकार की यह नीति है कि लघु उद्योगों को प्रोत्साहन दिया जाये, लेकिन अगर लघु उद्योग किसी वस्तु के बारे में देश की आवश्यकता को पूरा करने में फेल करते हैं, तो यह जरूरी होगा कि बड़े उद्योगों में उस वस्तु का उत्पादन बढ़ाया जाये।

SHRI D. D. DESAI: Para-nitro-chloro-benzene is the basic raw material for the production of para-nitro-phenol. The small-scale industries are producing this to the extent this raw material is available. To the extent they are falling short of PNCB, you have to raise its production within the large-scale unit. If that was the bottleneck, import was consequential. Therefore, we have to decide once for all whether Government of India, by setting up the basic industries like petroleum, basic drug, chemicals, steels and power industries....

MR. SPEAKER: You are enlarging the question. You are taking all the industries together.

SHRI D. D. DESAI: Yes all the industries. After setting up all these industries, will they consume the products of those industries by utilizing them fully for themselves, or will they leave those products for subsequent use by the other industries within the country? And if that is so...

MR. SPEAKER: This does not flow from the question. We are only considering para-nitro-chloro-benzene, and not other products at all.

SHRI D. D. DESAI: Para-nitro-chloro-benzene which is produced by HOC, is being used as the basic raw material for the subsequent industries, manufacturing para-nitro-phenol. This is where the producer of basic raw material is coming in the line of production of small-scale industries, which

are its customers. If that is so, it will be a deviation from the Government's announced policy of public sector units providing raw materials through their commanding heights, for processing by the down-stream units.

MR. SPEAKER: No, no. Basic policy questions cannot be discussed. The Minister cannot discuss it now.

SHRI D. D. DESAI: The Prime Minister is here.

MR. SPEAKER: No, Mr. Desai, it does not arise.

SHRI D. D. DESAI: If you have not understood the question, I will explain it. There are refineries in the country, there are chemical plants and steel plants in the country. Are all of them expected to consume their own products as raw materials for their subsequent production?

MR. SPEAKER: I think that question does not arise.

SHRI D. D. DESAI: If you permit, let the Minister at least answer.

MR. SPEAKER: No, it does not arise. If you want to ask a supplementary, you can do it.

SHRI D. D. DESAI: I would ask the hon. Minister: Was the production of para-nitro-chloro-benzene sufficient, and allocation of it sufficient, so that the internal requirement of that raw material could be met for the small-scale industries, and were the small-scale industries intimated that such raw material would be available, and that they may set up additional capacity in their small-scale industries? If that is so, did they fail to produce PNP?

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, मुख्य रूप से माननीय सदस्य पी०एन०सी०बी० के बारे में सवाल पूछ रहे हैं जो कि पी०एन०पी० बनाने के लिए कच्चे माल के रूप में इस्तेमाल किया जाता है। अभी तक जो लघु उद्योग ह

उन के बारे में विकास आयुक्त (लघु उद्योग) ने रिपोर्ट नहीं दी है कि देश भर में कितने काम कर रहे हैं और उन की उत्पादन श्रमता क्या है, लेकिन फिर भी जो हमारे मंत्रालय ने हिसाब लगाया है उस के अनुसार करीब 7 या 8 लघु उद्योग देश भर में काम कर रहे हैं जिन के बारे में अभी तक कोई रिपोर्ट नहीं आई है ? लेकिन आयुक्त ने और बम्बई की एक कम्पनी ने शिकायत की थी कि अगर एच ओ सी खुद ही पी एन पी तैयार करने लगेगा तो लघु उद्योग के लिए कच्चा माल नहीं मिल पाएगा । इस के बारे में एच ओ सी ने हमारे मंत्रालय को आश्वासन दिया है कि पहले लघु उद्योग की आवश्यकता को पूरा कर लिया जाएगा, उस के बाद एच ओ सी अपनी जरूरत के लिए पैदा करेगा ।

SHRI D. D. DESAI: When the basic raw material producer starts manufacturing the end products utilizing that raw material, he invariably charges higher prices for his products which are the raw materials for the subsequent units, and thus eliminates competition.

श्री हुसम बेव नारायण यादव : मैं सरकार से यह जानना चाहता हूँ कि जब पैरा नाइट्रो फेनाल का उत्पादन लघु उद्योग के जरिए होता है और इस की जो मांग है वह पूरी न करने के कारण बड़े उद्योग से करेंगे तो प्रश्न यह पैदा होगा कि बड़े उद्योगों के द्वारा उत्पादित माल की कीमत बाजार में कम पड़ेगी और लघु उद्योगों द्वारा उत्पादित माल की कीमत ज्यादा होगी । इसका असर यह होगा कि जो भी लघु उद्योग अभी हैं वे सारे के सारे बन्द हो जायेंगे और वे सभी सिमट कर वृहद उद्योग में चले जायेंगे । तो क्या सरकार की दृष्टि इस ओर है या नहीं

कि लघु उद्योगों को बढ़ावा देने के लिए बड़े उद्योगों के उत्पान को रोक कर ज्यादा लघु उद्योग स्थापित किये जायें जिससे कि वे देश की मांग को पूरा कर सकें ?

श्री जनेश्वर मिश्र : एच ओ सी जो पी एन पी तैयार करेगा उसका लघु उद्योगों के मुकाबले में दाम पर क्या फर्क पड़ेगा इसका अन्तिम रूप से हिसाब नहीं लगाया जा सका है लेकिन हम समझते हैं कि दोनों का दाम लगभग बराबर पड़ेगा । लेकिन इसमें मुख्य दिक्कत जो है वह यह है कि जो इसमें एफ्लुएन्ट्स निकलते हैं, जिनसे जल प्रदूषण होता है, उसको रोक पाने में लघु उद्योग असमर्थ है । इसलिए जरूरी है कि किसी बड़े उद्योग में पी एन पी तैयार किया जाये क्योंकि जल प्रदूषण को रोकने में बड़े उद्योग ही सक्षम होते हैं ।

#### Expansion of capacity by Chhatisgarh Distillery at Bhilai, Madhya Pradesh

\*933. SHRI BHARAT SINGH CHOWHAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the present contractor of Chhatisgarh Distillery at Bhilai, Madhya Pradesh, has recently, expanded its sanctioned capacity of fifteen lakhs of proof litres of the country spirit to twenty-five lakhs litres in spite of the ban of Government for any such expansion of the Distilleries of Government;

(b) whether this was done without obtaining the administrative approval of Government regarding estimates of the plants, machineries, building and other equipments and invitation of tenders for rates, offers etc., for the same;



(c) whether the Excise Commissioner, Gwalior Madhya Pradesh, intimated the Government that the lease of three years of Chhatisgarh Distillery was due to expire in April, 1978 for inviting fresh tenders;

(d) if the answers to (a), (b) and (c) above are in the affirmative how the contractor of Chhatisgarh Distillery could have expanded its capacity; and

(e) action proposed to be taken against the persons who have violated the rules?

**पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :**

(क) छत्तीसगढ़ डिस्टिलरी को, जो मध्य प्रदेश सरकार की है और एक ठेकेदार द्वारा चलाई जाती है, राज्य सरकार द्वारा 25-3-77 को देसी शराब के निर्माण में 10 लाख प्रूफ लिटर की अतिरिक्त क्षमता की अनुमति दी गई थी। बशर्ते कि डिस्टिलरी 49 में अधिक श्रमिकों को काम पर न लगाये। विस्तार की यह अनुमति राज्य सरकार ने अपने अधिकारों के अन्तर्गत दी थी क्योंकि 50 से कम श्रमिकों वाली डिस्टिलरी पर औद्योगिक विकास और विनियमन अधिनियम के प्रावधान लागू नहीं होते।

(ख) से (घ). ये मामले मध्य प्रदेश सरकार के अधिकार क्षेत्र के अन्तर्गत जाते हैं।

(ङ) प्रश्न नहीं उठता।

**श्री भारत सिंह चौहान :** माननीय मंत्री जी ने जो उत्तर दिया है उसमें गारा दायित्व राज्य सरकार पर डाल दिया है लेकिन केन्द्रीय सरकार की प्रोहिबिशन के सिलसिले में जो नीति है और जो 12 प्वाइन्ट तय किए गए हैं उनके अन्तर्गत स्पष्ट निर्देशन है कि अलकोहल की कैपसिटी न बढ़ाई जाये फैक्टरीज में लेकिन

इसके बावजूद भी मंत्री महोदय ने जो उत्तर दिया है उसमें राज्य सरकार के ऊपर डाल दिया है तो मैं जानना चाहता हूँ प्रोहिबिशन के सम्बन्ध में क्या केन्द्र और राज्य सरकार के सम्बन्ध अलग-अलग हैं ?

**श्री जनेश्वर मिश्र :** प्रोहिबिशन का जो मवाल है वह केन्द्र सरकार और राज्य सरकारों का अलग-अलग नहीं है लेकिन अगर किसी डिस्टिलरी में 50 से कम वर्कर्स काम करते हैं तो वहां पर केन्द्रीय सरकार हस्तक्षेप नहीं कर सकती है, कानून के मुताबिक वह विषुद्ध रूप से राज्य सरकार का विषय हो जाता है। इसलिए अगर यह मवाल पालियामेंट में होने से पहले मध्य प्रदेश असेम्बली में किया जाता तो ज्यादा तर्कमंगत होता।

**श्री भारत सिंह चौहान :** प्रोहिबिशन राज्य सरकारों के सहयोग से और केन्द्रीय सरकार के निर्देशन से कामयाब हो—यह एक स्पष्ट नीति है। ऐसी स्थिति में शराब का उत्पादन 15 लाख लीटर से बढ़ाकर 25 लाख लीटर कर दिया गया—क्या यह निर्णय प्रोहिबिशन की नीति के विरुद्ध नहीं आता है और इससे उसको एनकरेजमेंट नहीं मिलता है ? 12 प्वाइन्ट में यह स्पष्ट है कि औद्योगिक प्रतिष्ठानों में इसको डिमकरेज किया जाये, मैं पढ़ कर सुना सकता हूँ। सरकार ने बैंन लगाया हुआ है फिर भी अगर स्टेट्स में इस तरह की छूट दी जायेगी तो क्या उसका प्रोहिबिशन पर असर नहीं पड़ेगा ? प्रोहिबिशन के लिए जो 12 प्वाइन्ट हैं उनको एनफोर्स करने के लिए, उसके विपरीत यह कैपसिटी बढ़ाई गई है तो केन्द्रीय सरकार इसके लिए क्या बचम उठा रही है ?

**श्री जनेश्वर मिश्र :** अध्यक्ष महोदय, अब भी हम जानते हैं कि नशाबंदी के बारे में भारत सरकार की जो नीति है वह देश भर में

आगू होनी चाहिए लेकिन छत्तीसगढ़ डिस्टिलरी विशुद्ध रूप से मध्य प्रदेश सरकार के तहत आती है और उस पर हमारा कोई हक नहीं है इसलिए हम अपनी तरफ से कोई कार्यवाही नहीं कर सकते हैं।

SHRI K. LAKKAPPA: This is a matter concerning a contractor of Chattisgarh distillery who was allowed to increase the capacity by 10 lakh litres in spite of the ban by Government on any such expansion. There is a ban that has been imposed by the Government of India. So, I would like to know the persons and interests involved in this and whether this party has been favoured by the Excise Commissioner in collusion with the Ministry of Madhya Pradesh, flouting the direction of the Central Government and your Ministry. Will you kindly conduct or order an enquiry into this because it will cut across even the policy announced by the Government of India regarding prohibition. The Prime Minister is here. Will you kindly consider the whole episode as a certain Minister in Madhya Pradesh is involved in it in collusion with the Excise Commissioner?

MR. SPEAKER: It was increased in 1977.

SHRI K. LAKKAPPA: But extension was approved in April. It was not done by the previous Government. Therefore, I would like to know why the present State Government has flouted the Central Government's direction. Will you kindly take action in this matter?

श्री जनेश्वर मिश्र : माननीय सदस्य ने केवल मुझाव दिया है कि केन्द्रीय सरकार अपनी नीति के मुताबिक मध्य प्रदेश सरकार को सलाह दे कि इस तरह का परमिट न दिया जाए लेकिन मैं फिर कहना चाहता हूँ कि छत्तीसगढ़ की डिस्टिलरी विशुद्ध रूप से मध्य प्रदेश सरकार के तहत आती है और उस पर हम किसी भी किस्म का दबाव अपनी तरफ से नहीं डाल सकते।

SHRI K. LAKKAPPA: See how shabbily this hon. Minister is answering.

श्री कंचर लाल गुप्त : माननीय मंत्री जी ने जो अभी जवाब दिया है, वह केवल टेक्निकल जवाब है। प्रोहीबिशन पॉलिसी, सेन्टन, गवर्नमेंट और स्टेट गवर्नमेंट्स दोनों के सहयोग से ही चल रही है। एक तरफ तो आप उस की कैपेसिटी बढ़ाना चाहते हैं और उस को डेवलप कर रहे हैं और कई राज्य सरकारों की जो डिस्टिलरीज हैं, वहां पर भी कैपेसिटी बढ़ाई जाती है और उसके लिए प्रचार किया जा रहा है और दूसरी तरफ प्रोहीबिशन की बात कही जा रही है। तो माननीय मंत्री जी और प्रधान मंत्री जी भी क्या इस सदन को विश्वास दिलाएंगे कि आयन्दा वे राज्य सरकारों को यह सुझाव देंगे कि डिस्टिलरीज की कैपेसिटी नहीं बढ़ाई जाएगी और कोई नई डिस्टिलरी नहीं खोली जाएगी और इस के बारे में जो एडवर्टाइजमेंट्स होते हैं उन पर भी पाबन्दी लगेगी। इस के अलावा जो मौजूदा डिस्टिलरीज हैं, उनको आहिस्ता-आहिस्ता और दूसरी चीजों की तरफ डाइवर्सिफाई किया जाएगा।

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, छत्तीसगढ़ की जाँ यह शराब की भट्टी है, इस का लाइसेंस सन् 1975 में दिया गया है। वहां एक ठेकेदार था.....

SHRI K. LAKKAPPA: You please come to April, 1978.

श्री जनेश्वर मिश्र : आप बात तो सुनें। वह बिल्डिंग तो मध्य प्रदेश सरकार की थी लेकिन एक प्राइवेट ठेकेदार को वहां पर शराब बनाने के लिए लाइसेंस दिया गया था। मार्च 1977 में इस डिस्टिलरी की उत्पादन क्षमता दस लाख प्लू लीटर्स से बनाने की अनुमति मध्य

प्रदेश की तत्कालीन कांग्रेसी सरकार ने दी। उस समय वहाँ हम लोगों की सरकार नहीं बनी थी। बेहतर होता कि इसको विस्तार के साथ मध्य प्रदेश सरकार... (व्यवधान)

**SHRI KANWARLAL GUPTA:** Will Government assure this House that the capacity of this distillery will not be increased and that no new distillery will be opened?

**MR. SPEAKER:** I thought I had not called you to put a second supplementary.

**श्री जनेश्वर मिश्र :** देश में शराब के प्रयोग पर रोक लगाने को निश्चित तौर पर सरकार का विचार है। इसके लिए मैं इस सदन में भी यह आश्वासन देता हूँ कि जहाँ कहीं भी शराब की बिक्री और उसके इस्तेमाल में बढ़ोतरी होती देखी जाएगी, सरकार अपनी ताकत से उस पर रोक लगावेगी।

**SHRI KANWAR LAL GUPTA:** Are you satisfied with the answer? If you are satisfied, I will sit down.

**MR. SPEAKER:** I have allowed him to explain second time also.

**SHRI KANWARLAL GUPTA:** My question was: whether he will assure the House that no new distillery will be opened and no increase in capacity will be allowed by the State Governments.

**MR. SPEAKER:** How can he give an assurance on behalf of the State Governments.

**SHRI KANWARLAL GUPTA:** He can recommend to the State Government.

**THE PRIME MINISTER (SHRI MORARJI DESAI):** It is being taken up with the State Governments to see

that the implementation of the prohibition policy is not in any way jeopardised.

**श्री हुकम चन्द कछवाय :** प्रधान मन्त्री जी ने अनेक बार देश की जनता को ब्राह्मण किया है कि देश में शराबबन्दी जरूरी है। जब प्रधान मन्त्री जी की यह भावना है तो इस भावना को देखते हुए क्या माननीय मन्त्री जी यह बतायेंगे कि देश में शराब की दुकानों के लायसेंस बढ़ाये जा रहे हैं, अधिक दुकानें खोली जा रही हैं, नये कारखाने खोले जा रहे हैं, इनमें कोई कमी करने का भी सरकार का विचार है? यदि हाँ तो यह कब तक शराब का उत्पादन कम करने का विचार है?

**श्री मोरारजी देसाई :** मैंने अभी बताया, शायद माननीय सदस्य उसको समझे नहीं। सम्मानित सदस्य मध्यप्रदेश से आये हैं। वे क्यों नहीं वहाँ दबाव डालते हैं? हम उनका समर्थन करेंगे। हमने यह सवाल सभी प्रदेश सरकारों के साथ उठाया है कि यह नहीं होना चाहिए। इसमें मुझे शक नहीं है कि स्टेट गवर्नमेंट्स इसमें हिम्मत करेंगी।

**DR. SUSHILA NAYAR:** It is clearly mentioned in the guidelines given to the State Governments by the Government of India that no further addition to the production capacity will be allowed, no new distilleries will be allowed and no new liquor shops will be allowed. So, I want to know from the hon. Prime Minister or the Minister for Petro-Chemicals; how can the Government allow flagrant breach of the clearcut instructions that have been issued, in respect of this contract which expired and which has been renewed in April, 1978? From 15 lakh litres, the capacity has been increased to 25 lakh litres. This is just putting dust in our eyes. We want a clearcut

assurance that this increased capacity will be cancelled.

**SHRI MORARJI DESAI:** I have already stated the position. But it is for the State Governments to pass the orders and take decisions. We can only go on persuading them to do it. That is what we are doing. I am quite sure that the States will be persuaded to see reason in this matter and the matter will be solved. But I cannot give a clear-cut assurance today. That is not possible.

**SHRI K. VIJAYA BHASKARA REDDY:** In addition to committing flagrant violation of the directions of the Government of India, there is a much more serious thing involved here. They have not followed the proper procedure in extending—the contract from 1978. The hon. Minister in his reply said that it was the Congress Government which did it. If it was the Congress Government which had committed a mistake in 1975 while sanctioning 15 lakh litres, today it is the Janata Government which has extended the contract and given a contract of 25 lakh litres without the proper procedure and formalities. It is a serious thing. I hope, the Government of India will take notice of it. Will the hon. Minister assure the House that he will inquire into this matter and come to this House with a report and take action against the officials concerned?

**MR. SPEAKER:** If I might recollect the Minister's reply was that 25 lakh litres was done in 1975. They have only extended the contract in 1978.

श्री जनेश्वर मिश्र : इस मामले में प्रधान मंत्री जी ने स्पष्टीकरण कर दिया है कि भारत सरकार राज्यों की सरकारों को कबल समझा सकती है कि वे अपने शराब बनाने पर रोक लगाएँ। राज्य सरकारों पर कोई कानूनी दबाव डालने

का अधिकार अभी इस सदन ने सरकार को नहीं दिया है। इसलिए हम कोई दबाव डाल नहीं सकते हैं।

## WRITTEN ANSWERS TO QUESTIONS

### Reducing Travelling time between Ahmedabad and Delhi

\*928. **PROF. P. G. MAVALANKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the travelling time between Ahmedabad and Delhi on direct line is almost 24 hours;

(b) if so, whether Government consider such a state of affairs satisfactory;

(c) whether Government propose to shorten the said travel time by introducing a daily super fast train with limited stoppages, thus enabling the two capital cities—Ahmedabad and Jaipur of the States of Gujarat and Rajasthan respectively—link with Delhi the capital of the country;

(d) if so, how and when; and

(e) if not, why not?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** (a) and (b). The overall journey time by 1 Up and 2 Dn. Delhi-Ahmedabad Mail is 22.10 and 22.50 hrs. respectively.

(c) to (e). A fast train in 501/502 Pink City Express is already available between Delhi and Jaipur. Introduction of a fast train between Delhi and Ahmedabad is, at present, operationally not feasible or strained line capacity on sections enroute and lack of terminal facilities at Delhi.

### पेट्रोलियम उत्पादों का संरक्षण

\*929. श्री ईश्वर चौधरी : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने चालू वर्ष में पेट्रोलियम उत्पादों के संरक्षण का कोई प्रस्ताव तैयार किया है ;

(ख) यदि हाँ, तो उसका ब्यौरा क्या है ; और

(ग) इसे लागू करने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :

(क) से (ग) 1978-79 में विभिन्न पेट्रोलियम उत्पादों के संरक्षण के लिये उठाए जाने वाले प्रस्तावित कदम और उनको कार्यान्वित करने की विधि नीचे दी गई है :—

#### I. फर्नेस तेल का संरक्षण :

इस सम्बन्ध में पहले जो कदम उठाये गये थे उन्हें जारी रखा जा रहा है। 1978-79 के कार्यक्रम के लिये निम्नलिखित योजना होगी :—

(क) निम्नलिखित उद्योगों में पेट्रोलियम संरक्षण कार्यकारी दल (पेट्रोलियम कन्जर्वेशन ऐक्शन ग्रुप) के माध्यम से फर्नेस तेल के उपयोग के सम्बन्ध में सर्वेक्षण कराने का प्रस्ताव है :—

(i) इंजीनियरिंग, प्रोसेसिंग, वस्त्र, कांच, मृत्तिकाशिल्प (सेरेमिक्स), सीमेंट आदि के संबंधित क्षेत्र की लगभग 220 इकाइयों में ;

(ii) इस्पात, विद्युत और उर्वरक जैसे महत्वपूर्ण उद्योगों में ;

(iii) सामूहिक विचार-विमर्श प्रदर्शन के माध्यम से लगभग 300 लघु उद्योगों में ।

(ख) जहां कहीं भी तकनीकी रूप से संभव हो, वहां पर पेट्रोलियम ईंधनों के स्थान पर कोयले तथा कोयले पर आधारित उत्पादक को गैस का प्रयोग करने वाले कार्यक्रमों को प्रोत्साहन देने से सम्बन्धित प्रयासों को जारी रखना ;

(ग) वस्त्र, कागज, लुगदी, कांच जैसे कुछ चुने हुए उद्योगों के लिये फर्नेस तेल की खपत के मानदंड सम्बन्धित उद्योग संघों से परामर्श करके लागू किये जा रहे हैं ।

#### II. डीजल तेल का संरक्षण :

(क) पी० सी० ए० जी० द्वारा राज्य परिवहन उपक्रमों में स्थापित किए जाने वाले 24 आदर्श डिपों में चालकों और मिस्त्रियों की कार्य कुशलता को प्रोन्नत करने की योजना है। इन आदर्श डिपों में डीजल की खपत में किरायत को प्रदर्शित करने और उसे कारगर बनाने के लिये सिफारिश की गई प्रबन्ध नियंत्रण पद्धतियों को भी लागू करने की इस दल की योजना है ।

(ख) परिवहन मालिकों और चालकों को डीजल की खपत में किरायती उपायों के बारे में शिक्षित करने के लिये प्रमुख परिवहन मालिकों के साथ कई बैठकों और महत्वपूर्ण ट्रक केन्द्रों पर कुछ सामूहिक चर्चाओं और प्रदर्शन आयोजित करने का प्रस्ताव है ।

(ग) मोटर गाड़ी निरीक्षकों और ड्राइविंग अनुदेशों को के लिये प्रशिक्षण स्कूलों के माध्यम से 25 केन्द्रों में डीजल की खपत में किरायती उपायों के बारे में प्रशिक्षण कार्यक्रम चलाने का प्रस्ताव है ।

(घ) पी० सी० ए० जी० ने डीजल संरक्षण की संभावना और उसके लिये अपेक्षित उपायों के बारे में मध्य रेलवे के इटारसी लोको-शेड में अध्ययन कार्य पूरा कर लिया है। भारतीय रेलों के अन्य लोको शेडों में भी वैसे ही अध्ययन करने की योजना है।

(ङ) गुजरात राज्य में, जो हल्के डीजल तेल का एक प्रमुख उपभोक्ता है, लिफ्ट सिंचाई पम्पों में इस उत्पाद की उपयोगिता के बारे में एक अध्ययन किया गया है। हल्के डीजल तेल का कुशलतापूर्वक उपयोग करने के लिये अपनाए जाने वाले तरीकों के सम्बन्ध में किसानों को शिक्षित करने हेतु एक अभियान चलाया जाया।

### III. तकनीकी सूचना सेवा

(क) गाड़ियों के रख रखाव और गाड़ी चलाने की बेहतर आदतों के जरिये डीजल की खपत में क़िफायत पर दो वृत्तचित्र तैयार करने का प्रस्ताव है।

(ख) उद्योग तथा राज्य परिवहन उपक्रमों के लगभग 1000 इंजीनियरों को मासिक तकनीकी सूचना सेवा बुलेटिन भेजी जाती रहेगी। इस बुलेटिन में ईंधन में बचत के तरीकों और उपायों के बारे में व्यापक सूचना होती है।

(ग) सभी पेट्रोलियम उत्पादों के बारे में मितव्ययी उपायों से सम्बन्धित सूचना का व्यापक प्रसार करने के लिये पी० सी० ए० जी० द्वारा दृश्यश्रव्य प्रसार महानिदेशालय के (डी० ए० बी० पी०) के सहयोग से पुस्तिकाएँ और इष्टतम प्रकाशित करने का एक कार्यक्रम तैयार किया जा रहा है जिससे सभी स्तरों पर चेतना पैदा की जा सके।

### Slashing of prices of Caprolactum by Gujarat State Fertilizers Co.

\*934 SHRI PRASANNABHAI MEHE-TA: Will the Minister of PETROLEUM, AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Gujarat State Fertilizers Company has slashed the prices of caprolactum to get rid of its accumulated stocks;

(b) if so, whether the company has also represented to Government to review the policy of allowing caprolactum under O.G.L.;

(c) if so, whether the company was also seeking an increase in the retention price of its urea; and

(d) if so, the reaction of the Government in regard to their request?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). Yes, Sir. The representation of the Gujarat State Fertilizers Company for a review of the import policy has already been looked into. It has been decided, under the new import policy for 1978-79, to analyse the import of caprolactum through the State Chemicals and Pharmaceuticals corporation of India who will obtain clearance from the Government before making any imports.

(c) and (d). Yes, Sir. The representation of the company has been referred to the Fertilizers Industry Coordination Committee for examination.

### Memorandum from Mercantile Employees Union

\*935. SHRI MUKANDA MONDAL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Federation of Mercantile Employees Union submitted a memorandum on 15th April, 1977 to him with the request to protect the

interest of the employees as well as the financial interest of the Government;

(b) if so, what are the facts thereof; and

(c) what action if any, has been taken on the said representation?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). The Department of Company Affairs received a letter dated 7th April, 1977 from the Federation of Mercantile Employees Union relating to the affairs of M/s. Armstrong Smith Limited, which is a company registered in Bombay with Branches at Delhi and Calcutta. The Memorandum complained that there has been retrenchment of employees in the Calcutta Branch and the total number of employees was brought down from 80 in 1973 to 22 in 1976. There has also been some retrenchment in the staff in Bombay and Delhi offices also. It was also mentioned that the Calcutta branch of the company was not able to execute orders for want of required finances and that the Government directors have miserably failed to protect the interests of the workers as well as the interest of the company.

M/s. Armstrong Smith Limited is a subsidiary of M/s. Belapur Sugar and Allied Industries Limited. Two Government directors were appointed in M/s. Belapur Sugar and Allied Industries Limited for a period of two years with effect from 28th March, 1973. After the expiry of the said period their appointments were not extended by Government. However, these two Government directors got themselves appointed as Directors of M/s. Armstrong Smith Limited by virtue of its being a subsidiary of M/s. Belapur Sugar and Allied Industries Limited.

The complaints were referred to the company. The company has explained that the Calcutta Unit was not functioning on a remunerative basis and

hence it has been decided to close it down. Further the financial position of the company is also not very sound to enable it to provide additional finances for maintaining the manufacturing unit of the Calcutta Branch.

In view of the position explained by the company it is not possible for Government to interfere in the internal working of the company.

### **High price and non-availability of Kerosene**

\*936. SHRI G. S. REDDI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there have been complaints of non-availability of kerosene or of high prices being charged after the Union Budget raised the excise duty and kerosene prices went up; and

(b) if so, what steps have been taken to make available kerosene at controlled rates particularly in rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) No complaints have been received by the oil companies or the Ministry of Petroleum and Chemicals and Fertilizers of non-availability of kerosene or of high prices being charged for kerosene since the time excise duty rates were raised under the Union Budget for 1978-79.

(b) The following steps have been taken to ensure adequate availability of kerosene:

(i) Adequate import of kerosene has been organised to maintain proper inventory of the product in the country.

(ii) State Coordinators from amongst the oil companies have been appointed to ensure uninterrupted availability of petroleum

products including kerosene and to maintain close liaison with the State Governments.

(iii) The State Governments have been advised to be vigilant so that no shortages of kerosene develop and to bring to the notice of the State Coordinators as well as this Ministry cases where corrective action is necessary to avoid shortages and increase in prices of kerosene.

**Report by the Committee to investigate the affairs of Bengal Immunity, West Bengal**

\*937. SHRI CHITTA BASU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether the committee appointed by the Centre to investigate into the state of affairs of the Bengal Immunity (West Bengal) has since submitted its report;

(b) if so, the essential features of the report; and

(c) actions taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The essential features of the Report are as follows:

(i) Labour is at present eager to bring back the company to its feet. What is required is proper financial and management inputs.

(ii) A basic system of costing should be introduced.

(iii) Bengal Immunity is still in a commanding position in respect of sera and anti-toxins which are profitable items. Adequate market promotion should enable sale of other items also for which adequate goodwill has already been built up.

(iv) Professional management is totally absent and a proper system of reporting non-existent.

(v) A marginal strengthening of the field force in marketing is also indicated.

(vi) The company did not have any rational replacement programme. A programme of major renewals should be thought of within two to three years and in the interim, minor repairs should be effected to bring the machinery to a stage where it can give at least 80 per cent capacity production.

(vii) Diversification into other products which should be less labour-intensive should also be considered.

(viii) The company can break even with monthly sales of about Rs. 40—45 lakhs and this can be achieved with an input of about Rs. 95 lakhs over a nine month period.

(ix) The Company has got a well established R&D institution in the Bengal Immunity Research Centre which had contributed substantially to the company's growth in the past and has got continuing potential.

The Committee has come to the conclusion that having regard to the size of the undertaking, its sales and employment, the nature of products and considerable public and national interest involved the management of the company should be taken over by the Central Government under the provisions of the Industries (Development and Regulation) Act, 1951, on immediate basis since, with the present management set-up in spite of the financial assistance from their bankers, it has not been possible to make this unit viable as is evidenced from the performance of the last few years.



(c) The Report of the Committee is under active consideration.

### **Reduction of Foreign Equity of Foreign Firms**

\*938. SHRI D. AMAT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Statement laid on the Table of the House on 29th March, 1978 refers that Hathi Committee had recommended reduction of foreign equity of foreign firms to 40 per cent forthwith and further reduction progressively to less than 26 per cent;

(b) if so, whether the Statement is an improvement over the recommendation of the Hathi Committee; and

(c) is it a fact that the Statement is not clear about sophistication of bulk drugs and as to how multinationals would be allowed to keep more than 40 per cent equity and what will happen to their FERA applications pending with Government; if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) With the objective of not hampering production of essential drugs, the criterion of high technology bulk drug has been consciously adopted by the Government. Foreign companies producing only formulations or bulk drugs not involving high technology or both, shall have to reduce their foreign equity forthwith to 40 per cent. The improvement over the Hathi Committee Report lies in the stipulation that, after disinvestment of 66 per cent of the balance in the favour of Government financial and public sector institutions, the balance should, as far as possible, be invested in favour of Indian employees of the Company. The Hathi Committee did

not contemplate any distinction between foreign producers of bulk drugs and formulations nor did they envisage equity participation by the Indian employees.

(c) Since the activities of individual foreign drug companies would have to be evaluated in terms of the above decision, a case by case review of the level and nature of technology is imperative.

In terms of para 16.2 of the statement referred to by the Hon'ble Member, a High Level Committee, consisting of Secretaries in the Departments of Chemicals and Fertilizers, Industrial Development, Technical Development and Science & Technology assisted by experts has already been constituted for the purpose of identifying bulk drugs involving high technology.

All the FERA applications will be dealt with in terms and Para 17 of the Statement referred to by the Hon'ble Member.

### **Supply of domestic gas in Bihar**

\*939. SHRI L. L. KAPOOR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government propose to take measures to supply domestic gas to important cities and towns in Bihar;

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

(c) whether there will be uniformity in the price of this gas all over the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). In Bihar, Liquefied Petroleum Gas (cooking gas) is already being marketed in 21 cities and towns by the Indian Oil Corporation Limited and in two towns by

the Caltex Oil Refining (India) Limited. Extension of LPG marketing to more cities and towns in Bihar may be possible in the next two to three years when the product would be available on a large scale by the commissioning of the project for separation of LPG from Bombay High associated gas, commissioning of new refineries, and the setting up of additional facilities for LPG production in the existing refineries. Such extension will be based on the following considerations:

- (i) anticipated customer potential;
- (ii) nearness of market from the source of supply;
- (iii) availability of safe and convenient mode of transport;
- (iv) maximum utilisation of distribution equipment; and
- (v) viability in operation.

(c) The price of LPG has been fixed by Government in the case of 13 different locations in the country. The ex-refinery prices, central excise duty margin to agents and profit of the oil marketing companies for LPG are uniform. The retail selling prices of LPG include elements of transportation, sales tax, octroi etc.; which vary for the different upcountry locations. For these reasons it is not possible to fix a uniform selling price for LPG throughout the country or on a regional basis.

**Full wages to those removed from service during Emergency**

\*940. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Ministry has issued any order to pay full wages to those who were removed from service during emergency as has been done by the Labour Ministry;

(b) if so, a copy of the order be placed on the Table of the House; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Confidential instructions have been issued that generally full pay and allowances may be paid to Railway employees whose services were terminated for association with Banned Organisations during Emergency and who have been reinstated in terms of the extant orders.

(b) and (c). It would not be in the public interest to give details of these instructions.

**S.C. and S.T. Employees among Class IV Employees**

\*941. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) the total strength of class IV employees on the Railways at present and the number of such employees belonging to the Scheduled Castes and Scheduled Tribes;

(b) whether any steps have been taken to wipe out the back-log in the quota of reserved vacancies for the Scheduled Castes and Scheduled Tribes; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). the total strength of Class IV employees on the Railways as on 1-1-1978 and the number of Scheduled Castes and Scheduled Tribes amongst them are as under:

	Class IV (other than Safaiwalas)	Class IV (Safaiwalas)
Total	750322	53806
Sch. Castes	132876	45653
Sch. Tribes	38446	757

The position of intake of Scheduled Castes and Scheduled Tribes is being constantly watched. Based on a review in September, 1977 a special programme was launched on all the Railways from 1-10-1977 to make good the shortfall, wherever existing, in the quota reserved for Scheduled Castes and Scheduled Tribes in the non-gazetted services (including Class IV services) on the Railways to the maximum extent possible by 31st March, 1978. As a result of this, 809 Scheduled Castes and 1443 Scheduled Tribes were recruited in Class IV services and 491 Scheduled Castes and 621 Scheduled Tribes promoted to higher grades within Class IV till the end of February, 1978.

#### Foreign Technology for manufacture of sophisticated drugs

\*942. SHRI GOVINDA MUNDA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether it is a fact that a number of sophisticated drugs are manufactured by foreign companies in the world and such companies have no branch or an associate company in India; and

(b) what steps Government propose to take to attract adequate inflow of technology from such foreign companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) Keeping in view the requirement of bulk drugs and also having regard to the role to be played by the various sectors in the development of this industry an indicative list of drugs has already been drawn up for each sector, namely, Public, Indian and open for all sectors including the foreign sector.

Proposals from the foreign companies for the manufacture of drugs involving high technology would be considered on merits and within the parameters of the new drug policy. Government have decided that while efforts will continue to step up production of existing units by improvement of technology and of imported processes through R&D activities and the efforts of National Research Laboratories, this will not preclude obtaining crucial technology wherever necessary.

#### रेलगाड़ियों का विलम्ब से चलना

\*943. श्री गंगा भक्त सिंह : क्या रेल मंत्री निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात की जानकारी है कि रेल गाड़ियां सामान्यतः ठीक समय पर नहीं चल रही हैं ;

(ख) यदि हां, तो इसके क्या कारण हैं ;

(ग) जनवरी, फरवरी और मार्च, 1977 की तुलना में वर्ष 1978 के इन्हीं महीनों में सामान्यतः विलम्ब से चलने वाली गाड़ियों की संख्या कितनी थी ; और

(घ) इस दिशा में क्या सुधार किया जा रहा है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जनवरी से मार्च, 1978 की अवधि में भिन्न-भिन्न क्षेत्रीय रेलों पर यात्री गाड़ियों के समय-पालन का औसत 87.9 प्रतिशत और 98.8 प्रतिशत के बीच रहा ।

(ख) गाड़ियों के समय-पालन पर सामान्यतः जिन कारणों से दुष्प्रभाव पड़ा, वे हैं— खतरे की जंजीर खींचना, बदमाशों द्वारा

होज पाइए काट देना, भारी तूफान, वर्षा, कोहरे-दार मौसम, जन आंदोलन, दुर्घटनाएं, रेल इंजन तथा सिगनल की खराबी के कारण समय की कति आदि।

(ग) भिन्न-भिन्न क्षेत्रीय रेलों पर जिन गाड़ियों में समय पालन नहीं किया, उनका प्रतिशत जनवरी से मार्च, 1978 की अवधि में 1.2 प्रतिशत और 12.1 प्रतिशत के बीच भिन्न भिन्न रहा जबकि 1977 की इसी अवधि में यह औसत, 0.7 प्रतिशत और 18.5 प्रतिशत के बीच था।

(घ) सभी क्षेत्रीय रेलों पर समय-पालन के लिए गहन अभियान चलाये गये हैं तथा महत्वपूर्ण मेल/एक्सप्रेस गाड़ियों को मंडल, क्षेत्रीय और रेलवे बोर्ड स्तर पर चौबीस घंटे मानीटर करने के लिए विशेष प्रवन्ध किये गये हैं। रेलवे बोर्ड स्तर पर प्रतिदिन लगभग 140 महत्वपूर्ण मेल/एक्सप्रेस गाड़ियों के समय-पालन पर निगाह रखी जा रही है। रेलवे से भी यह कहा गया है कि वे दुर्घटनाओं की रोकथाम पर अपना ध्यान केन्द्रित करें तथा असामाजिक तत्वों द्वारा अनधिकृत रूप से खतरे की जंजीर खींचने की घटनाओं की रोक-थाम के लिए राज्य सरकारों के साथ निकट सम्पर्क रख कर निवारक कार्रवाई करें।

**सिथेटिक्स एंड कैमिकल्स लिमिटेड,  
बरेली द्वारा राजनीतिक दलों को  
दिये गये विज्ञापन**

944. श्री सुरेन्द्र विक्रम :  
श्री बजर्राज सिंह :

क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उन राजनीतिक दलों के नाम क्या हैं जिन्हें सिथेटिक्स एण्ड कैमिकल्स लिमिटेड, बरेली द्वारा विज्ञापन दिये गये थे जैसा कि इस कम्पनी

के वर्ष 1977 के तुलन-पत्र में दर्शाया गया है कि 4,40,000 रुपये और 35,000 रुपये राजनीतिक दलों को विज्ञापनों के लिये दिये गये थे और किन-किन पत्रिकाओं को विज्ञापन के लिए भुगतान किया गया था और प्रत्येक मामले में दी गई राशि कितनी है ;

(ख) क्या उपरोक्त प्रत्येक पत्रिका को, जिसमें विज्ञापन दिये गये थे, सभा पटल पर रखा जायेगा ; और

(ग) क्या किन्हीं विशेष व्यक्तियों के दबाव के कारण ये विज्ञापन प्रकाशित किये गये थे ?

**विधि, न्याय और कम्पनी कार्य मंत्री  
(श्री शान्ति भूषण) :** (घ) सदन के पटल पर एक विवरण-पत्र प्रस्तुत है।

(ख) उक्त पत्रिकाओं की कोई प्रतियां सरकार के पास उपलब्ध नहीं हैं।

(ग) यह प्रश्न कि क्या ये विज्ञापन कुछ विशिष्ट व्यक्तियों के दबाव के कारण प्रकाशित कराये गये थे, की केन्द्रीय जांच ब्यूरो द्वारा जांच पड़ताल की जा रही है।

### विवरण

मं० सिन्ध्याटिक्स एण्ड कैमिकल्स लिमिटेड के तुलन-पत्र में यथार्थतः उस राजनीतिक दल का नाम, जिसे विज्ञापन दिये गये थे, "आल इण्डिया कांग्रेस कमिटी" है।

कम्पनी द्वारा भेजे गये, पत्रिकाओं के व्यौरे निम्न प्रकार है :—

(1) अंग्रेजी भाषा में "स्पेशल रिपब्लिक डे नम्बर कांग्रेस इश्यू" के प्रत्येक एक पृष्ठ

पृष्ठ के लिये 10,000 रु०  
के दर से 27 अंकों के लिये : 2,70,000 रु०

- (2) हिन्दी भाषा में "गणतंत्र दिवस कांग्रेस अंक" के प्रत्येक एक पूर्ण पृष्ठ के लिये 10,000 रु० की दर से 11 अंकों के लिये : 1,10,000 रु०

- (3) प्रादेशिक भाषाओं में इन्हीं स्मारिकाओं के 6,000 रु० प्रति पृष्ठ की दर से 10 अंकों के लिये : 60,000 रु०
- 
- 4,40,000 रु०

35,000 रु० की शेष राशि की बाबत कम्पनी ने सूचित किया है कि आल इण्डिया कांग्रेस कमेटी ने बताया है कि उसका कार्यालय सीलबन्द है, व इस सीलबन्दी के समाप्त होते ही उक्त धन से सम्बन्धित सूचना उपलब्ध करा दी जायेगी।

### Introduction of Electronic Gadgets for Conducting Elections

\*945. SHRI UGRASEN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a study had been made to introduce electronic gadgets in conducting the elections; and

(b) whether the Election Commission had discussion with the Electronic Corporation of India to work out the system and cost of conducting election with the help of the electronic equipments; if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). In December, 1977, the Chief Election Commissioner had discussions

with the General Manager, Electronics Corporation of India, Hyderabad, regarding the introduction of electronic gadgets in conducting the elections and requested the Electronics Corporation of India to study the feasibility of this proposal. The matter is still under examination by the Corporation.

### महाराणा मिल्स लिमिटेड, पोरबन्दर का बन्द होना

8665. श्री धर्म सिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महाराणा मिल्स लिमिटेड, पोरबन्दर ने 14 मार्च, 1976 को रेल मंत्रालय को एक ज्ञापन दिया था जिसमें कहा गया था कि बैगनों की कमी के कारण स्टीम कोयले के सप्लाई न होने से मिल बन्द कर दी गई थी और बैगनों के मासिक कोटे की नियमित सप्लाई की मांग की थी,

(ख) यदि हां, तो 14 मार्च, के ज्ञापन में की गयी शिकायतों तथा मांगों का ब्यौरा क्या है और इस बारे में क्या कार्यवाही की गई है और कार्यवाही कब की गई;

(ग) महाराणा मिल्स लिमिटेड की स्टीम कोयल की ढुलाई के लिए बैगनों की नियमित मासिक सप्लाई सुनिश्चित कराने के लिए क्या कदम उठाये गये हैं और इस बारे में क्या कार्यवाही करने का विचार है; और

(घ) महाराणा मिल्स लिमिटेड, पोरबन्दर को स्टीम के कोयले की ढुलाई के लिये कितना मासिक कोटा मंजूर किया गया है और यह कब मंजूर किया गया था ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव माराधन) : (क) जी हां।

(ख) और (ग) . महाराणा मिल्स पोरबन्दर ने शिकायत की है कि कोयले की अनियमित और अपर्याप्त प्राप्ति के कारण उनकी

मिल को कठिनाइयां झेलनी पड़ रही थीं और उन्हें 10-3-78 को मध्य रात्रि से अपनी यूनिट बन्द करने के लिये बाध्य होना पड़ा। चार बीओएकम माल डिब्बों को गलत दिशा में भेजने की भी एक शिकायत की गयी थी। इस भ्रम्यावेदन के प्राप्त होने पर इस मिल के लिए उनके मार्च के कार्यक्रम के लिए शतप्रतिशत कोयले का आवंटन करने के आदेश जारी किये गये थे। कोयले का लदान बढ़ाने के लिए केवल इस मिल के लिए ही नहीं बल्कि दूसरे उपयोगकर्ताओं के लिए भी सभी सम्भावित प्रयास किये जा रहे हैं और जहाँ तक सम्भव हो सके नियमित सप्लाई भी सुनिश्चित की जा रही है।

(घ) इस मिल के लिए दिनांक 31-12-77 के संस्वीकृति पत्र के द्वारा आरम्भ में प्रति माह 40 माल डिब्बों का कोटा स्वीकृत किया गया था। यह कोटा मार्च से दिसम्बर 1978 तक प्रति माह 55 माल डिब्बे तक बढ़ा दिया गया और अतिरिक्त संस्वीकृति 2-3-78 को जारी की गयी थी।

#### Grants to States for Translating Central Acts

8666. SHRI P. RAJAGOPAL NAIDU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Central Government is giving grants to State Governments for translating Central Acts; and

(b) if so, the amount given to the Andhra Pradesh Government?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NAR SINGH YADAV: (a) No grant is given by the Central Government to the Governments of non-Hindi speaking States for translation of Central Acts in the respective official languages. However, these Governments are

paid for the translation work done by them at the rate of Rs. 40 per printed page consisting of not less than 400 words of the English text of the relevant Acts.

(b) So far the Andhra Pradesh Government has been paid an amount of Rs. 6160 for the translation of Central Acts into Telugu.

#### Prohibited Items for Foreign Drug Companies

8668. SHRI R. L. P. VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Statement laid on the Table of the House on 29th March, 1978 at point 23 (page 10) states that 'small sector will be prohibited area for foreign companies', if so, the details thereof;

(b) which are the items prohibited for foreign companies and reserved for small scale sector; is it a fact that in India we have got enough technology for manufacturing formulations;

(c) would Government reserve the manufacture of formulations to small scale sector; if not why; and

(d) will Government lift price control from small scale sector, if not, why?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. The intention of Government is that no foreign drug company, irrespective of the value of its investment in plant and machinery, shall be allowed to function in the Small Scale Sector nor be entitled to any of the concessions available to that Sector.

(b) List I and II indicated in Annexure I to the Statement referred to by the Hon'ble Member gives the

names of bulk drugs which are prohibited for future licensing to the foreign drug companies.

The following drugs are reserved for Small Scale Sector:

- (1) Glycerophosphate & Glycerophosphoric Acid
- (2) Lanolin Anhydrous
- (3) Paracetamol
- (4) Citrates/Tartarate

It is a fact that technology for the production of formulations is available in the country.

(c) Keeping in view the need to ensure the economic viability of bulk drug manufacturing units which have to be encouraged to increase bulk drug production in the country in order to minimise dependence on imports, it is not possible to keep formulations reserved exclusively for the small scale sector. However, the formulation activity of the drug manufacturing units in the organised sector has been restricted. The Indian and foreign drug manufacturers are allowed formulations only upto 10 times and 5 times respectively of the value of their bulk drug production.

There is, thus, ample scope for manufacturing formulations by units in the Small Scale Sector. They will also benefit from the fact that organised sector units have to pass on a sizeable portion of their bulk drug production to non-associated formulators.

(d) Reference is invited to paras 55 and 58 of the Statement. Complete exemption of the Small Scale Sector from price control is not considered desirable or necessary. The policy in this behalf is contained in Para 58 of the Statement laid on the Table of Lok Sabha on 29-3-1978.

### Distribution of Canalised Bulk Drugs

8669. SHRI R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) what is the policy of Government regarding distribution of canalised bulk drugs;

(b) whether indigenous production of canalised bulk drugs has compulsorily to be distributed through canalising agencies and if so, what is the mechanism involved to give price protection to indigenous producers;

(c) names of bulk drugs where indigenous production was taken into account for the purpose of distribution control through canalising agencies during last 3 years along with details of bulk drugs whose production was not taken into distribution control; and

(d) companies involved and whether any policy is laid down for controlling indigenous production or deviation is left on individual officers depending upon the fact whether drug manufactured by companies of their choice?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The basic policy of Govt. regarding distribution of canalised bulk drugs (now included in Appendix 9 of Import Policy 1978-79) has already been indicated in reply to Lok Sabha Starred Question No. 502 answered on the 20th December, 1977.

(b) No specific policy regarding the compulsory distribution of indigenous production of canalised drugs has been laid down. However, if the indigenous manufacturers of canalised drugs wish to avail of the distribution arrangements of the canalising agencies, they may register themselves with the concerned canalising agency

indicating the quantum of bulk drug which they would like to make available for distribution through them. Such registration for the financial year is required to be made by the 15th January of the previous year. The price protection to the indigenous producer of such bulk drugs is provided through the mechanism of a pool price whereby, if the retention price of indigenous manufacturer is higher than the pool price, he is subsidised to the extent of the differential between the two prices and if the retention price of such producer is lower, he is required to remit the differential to the canalising agency.

(c) and (d). A statement showing the names of the canalised bulk drugs where the estimated indigenous production was taken into account for the purpose of import plan and distribution arrangements through the canalising agencies during the last three years is attached.

There was no canalised bulk drug whose indigenous production was not taken into account for the purpose of determining the import plan and distribution arrangements. Hence, the question of leaving out any company having such production does not arise.

The above policy has been uniformly implemented and the question of deviation therefrom by any individual officer does not arise.

#### Statement

*Bulk drugs/drug intermediates whose availability through indigenous production was taken into account while drawing up import plans for the years 1975-76, 1976-77 and 1977-78.*

1. Amidopyrine
2. Analgin
3. Metronidazole
4. Nitrofurantoin
5. Phathalyl Sulphathiazole
6. Piperazine and its salts
7. Phenobarbitone and its salts

8. Sulphadimidine
9. Sulphaquanidine
10. Tetracycline, its salts and derivatives.
11. Streptomycin Sulphate
12. Riboflavine (Vit. B2) & Riboflavin-5-Phosphate Sodium
13. Thiamine Mononitrate and Hydrochloride (Vit. B1)
14. Folic Acid
15. Oxytetracycline, its salts and derivatives
16. Griseofulvin
17. Nitrofurazone
18. Ampicillin
19. Chloramphenicol
20. Caffeine and its salts
21. Chloroquin and its salts
22. Erythromycin and its salts.
23. Frusemide
24. Furazolidone
25. Indomethacin
26. Oxyphenylbutazone
27. Prednisolone
28. Panthenols
29. Prenylamine Lactate
30. Sulphathiazole
31. Sulphadiazine
32. Sulphamethoxazole
33. Trimethoprim
34. Vit. 'A' and its esters
35. Citric Acid
36. Betapicoline.

#### गंगापुर सिटी रेलवे स्टेशन

8670. श्री मीठा लाल पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या डाक तार विभाग, राजस्थान जयपुर के पोस्ट मास्टर जनरल के अनेक बार लिखित स्मृतिपत्र देने के बावजूद रेलवे डाक सेवा कार्यालय के लिये गंगापुर सिटी



रेलवे स्टेशन (कोटा-पश्चिम रेलवे) पर डिबीजनल सुपरिन्टेण्डेंट, कोटा, पश्चिम रेलवे ने भवन की व्यवस्था नहीं की है ;

(ख) यदि हां, तो इसके क्या कारण हैं और इस बारे में कब तक प्रबन्ध किये जायेंगे और क्या इस बारे में सब पत्र व्यवहार सभा पटल पर रखा जायेगा; और

(ग) क्या भवन की अनुपस्थिति में रेलवे डाक सेवा कार्यालय वर्ष 1970 से जनहित में उचित रूप से अपना कार्य करने में असमर्थ है, और यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). डाक तार बोर्ड द्वारा सौंपे गये नये निर्माण कार्यों के कार्यक्रम के आधार पर रेलवे ऐसे कार्यों को अपने निर्माण कार्यक्रम में समयोजित करती है बशर्ते कि धन राशि उपलब्ध हो ।

गंगापुर मिट्टी रेलवे स्टेशन पर, 100 वर्ग मीटर माप की एक रेलवे इमारत डाक तार विभाग को किराये पर दी गयी है । इस इमारत का एक भाग डाक और तार कार्यालय के लिए उपयोग किया जा रहा है और शेष भाग में रेलवे डाक सेवा का कार्यालय स्थित है । डाक और तार बोर्ड ने इस स्टेशन पर रेलवे डाक सेवा के लिए किसी दूसरी इमारत का प्रस्ताव नहीं किया है और इस प्रकार इस स्टेशन पर रेलवे डाक सेवा के लिए निर्माण कार्य शुरू करने का प्रश्न नहीं उठता है । हमें इस बात की कोई सूचना नहीं है कि इस स्टेशन पर रेलवे डाक सेवा का कार्यालय 1970 से अपना काम समुचित रूप से नहीं कर रहा है ।

### Article captioned 'Restoring Image of Judiciary'

8671. SHRI OM PRAKASH TYAGI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to an article in the Tribune of 21st March, 1978, captioned, 'Restoring image of Judiciary' and state:

(a) what steps have or are being taken to strengthen the Judiciary as a vital limb of our democracy;

(b) whether the Supreme Court will be asked to lay down a code of conduct of judicial aloofness; and

(c) If not, the reasons thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). The article appearing in the Tribune of 21st March, 78 has itself mentioned some decisions that have helped to revive popular faith in Government's commitment to an independent judiciary. The article has further emphasised the need for building up traditions of Parliamentary restraint vis-a-vis the judiciary and for setting up of new standards and norms for the conduct of judges. In so far as the building up of traditions of Parliamentary restraint are concerned, the matter is for Parliament to consider. In so far as the laying down of norms of conduct for judges is concerned it is not for Government to lay down such norms or to ask the Supreme Court to lay down such norms. Considering the position given to our judges by the Constitution it would be for them to evolve a code of conduct for themselves if they consider such a code necessary.

M.T.P.(R), Calcutta

8672. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount of expenditure incurred towards the project cost of Metropolitan Transport Project (Railways), Calcutta since the date of inception of MTP(R), Calcutta till 31st March, 1978 year-wise;

(b) the amount out of such project cost has been spent for sending engineers abroad for training and for visiting engineers or delegation from abroad with details year-wise;

(c) whether it is expected that the total project cost is likely to go beyond Rs. 250 crores if the present rate of progress is not speeded up; and

(d) if so, the effective steps being contemplated to speed up the total project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The total amount of expenditure on M.T.P. (Railways) Calcutta upto 31-3-78 is Rs. 35.11 crores with year-wise break-up as under:—

Year	Rs. (in crores)
1972-73	1.68
1973-74	3.71
1974-75	6.02
1975-76	5.90
1976-77	8.78
1977-78	9.02
	approximately

(b) The amount spent for imparting training to Indian Engineers abroad is Rs. 3,38,206 with year-wise expenditure as under:—

1974-75	Rs. 14,790
1976-77	Rs. 1,14,785
1977-78	Rs. 2,08,631

The expenditure incurred year-wise on the visits of Consultants from USSR is as follows:—

1970-71	Rs. 98,806
1971-72	Rs. 1,38,284
1976-77	Rs. 97,556

Total Rs. 3,34,646

(c) No.

(d) Does not arise.

### New trains started from 1st April, 1978

8673. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) Details of the new trains started from 1st April, 1978; and

(b) its impact on easing of the heavy traffic on these routes and also on the economy of Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) A statement is attached.

(b) Introduction of new trains will help ease overcrowding on the sections concerned. A broad analysis of the profitability of the passenger and other coaching services separately from freight shows that the earnings from these fa<sup>3</sup> short of their full share of costs.

### Statement

New trains in April 1978 time table

### NON SUBURBAN TRAINS

### INTRODUCTION

### Broad Gauge

1. Madras-Ahmedabad Express (Weekly).
2. Mokameh-Barauni Passenger.
3. New Jalpaiguri-Haldibari Passenger.
4. Bhusaval-Nagpur Passenger.
5. Ambala Cantt. Chandigarh/Kalka shuttle.
6. Burdwan-Asansol Passenger.
7. Kakinada Port-Samalkot Passenger.
8. Virar-Dahanu Road Shuttle.

9. Rajahmundry-Tadepalligudem Passenger (one direction only).

*Metre Gauge*

10. Ahmedabad-Udaipur City Express.

11. Bhavnagar to Sihor Passenger (one direction only).

12. Sadulpur-Hissar Passenger.

13. Palanpur-Disa Passenger.

14. Secunderabad-Faluknama Shuttle.

### SUBURBAN TRAINS

*Broad Gauge*

1. One pair of Howrah-Burdwan locals (via H. B. Chord).

2. One pair of Howrah-Bandel locals.

3. } Two pairs of Sealdah-Ranaghat  
} locals.  
4. }

5. One pair of Sealdah-Madhyamgram locals

6. One pair of Sealdah-Habra locals.

7. } Two pairs of Sealdah-Baruipur  
} locals.  
8. }

### Assets of Foreign Companies and Large Industrial Houses

8674. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what were the total assets of foreign companies on 31st March, 1977 and 31st March, 1978 respectively;

(b) what were the total assets of 20 Indian industrial houses on 31st March, 1977 and 31st March, 1978 and the assets of the top 5 separately on these dates;

(c) how many foreign Companies have wound up between 1973 (Amendment of FERA) and March, 1977 and why; and

(d) how many foreign companies have wound up and have decided to wind up during the past financial year?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) As on 31st March, 1977, 482 foreign companies had places (i.e. branches) of business in India. The value of assets in India of 216 of the 482 branches whose balance sheets for the year 1976-77 are available, amounted to Rs. 1625 crores. Similar information for the year 1977-78 has not become available.

(b) The information about the value of total assets of 20 Indian Industrial Houses as on 31st March, 1977 and 31st March, 1978 has not become available. The value of assets of these 20 houses during the year 1975, the latest available, amounted to Rs. 4465.17 crores. The value of assets of top 5 houses for the year 1975 separately was as under:—

Name of House	Value of Assets (Rs. in crores)
1. Tata	909.68
2. Birla	858.81
3. Mafatlal	244.23
4. J. K. Singhania	209.56
5. Thapar	197.90

(c) and (d). As per the latest information furnished by the Ministry of Finance, 10 branches of foreign companies have so far decided to wind up their business in India because of their inability to operate in the country within the equity levels permitted in terms of the Guidelines laid down for the administration of Section 29 of FERA, 1973.

### Shifting of Rewas Fertiliser Unit to Tarapur

8675. SHRI VASANT SATHE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether attention of the Government has been drawn to the news report appearing in the Times of India dated 11th April, 1978 under the caption "Rewas Fertiliser Unit may be shifted to Tarapur";

(b) if so, what are the details regarding facts of the matter; and

(c) the reaction of the Government to the various observations made in the report?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Yes, Sir. The Task Force set up under the auspices of the NCEPC to investigate into the environmental impact of locating the project on different sites, having considered Chenery, Usar, Mandwa and Tarapur has made the following recommendations:—

(a) The Task Force is of the opinion that the sites at Chenery and Usar are totally unsuitable for the location of a large scale fertilizer plant;

(b) While the Rewas site has certain techno-economic advantages and the water pollution aspects can be made minimal if due precautionary methods are adopted; the air pollution situation, within the constraints of the data available, is of some concern during some parts of the year. A natural geological balance exists in the profusely vegetated Alibagh area. The Task Force has also noted that the community residing in Mandwa is self-sustaining and economically

viable. Taking all the environmental facts into consideration, the Task Force does not recommend location of the plant in Rewas.

(c) Tarapur site is acceptable from all environmental impacts aspects.

Government have decided to accept the recommendations of the Task Force and locate the fertilizer projects at Tarapur.

Detailed techno-economic studies are being carried out to determine the optimum manner in which gas could be made available at Tarapur. Preliminary studies indicate that the decision to shift the location of the projects from Mandwa to Tarapur would not result in any appreciable escalation in the time schedule of the fertilizer projects.

### उच्चतम न्यायालय में वायर किये गये मामले

8676. श्री हुकम चन्द कछवाय  
क्या बिधि, न्याय और कम्पनी कार्य मंत्री  
यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में विभिन्न राज्यों से उच्चतम न्यायालय में कितनी अपील आयीं और उनमें से कितनी स्वीकृत हुयीं;

(ख) क्या अधिक से अधिक अपील स्वीकार करने के लिये कोई विशेष योजना बनाई जा रही है और यदि हां, तो उसका ज्योरा क्या है;

(ग) गत तीन वर्षों अथवा इससे अधिक समय से उच्चतम न्यायालय में कितने मामले विचाराधीन हैं और क्या यह बात सच है कि दस लाख रुपये से कम मामला उच्चतम न्यायालय में स्वीकृत नहीं होता है यदि हां, तो दस लाख अथवा इससे कम के ऐसे कितने मामले आये जिन्हें स्वीकार नहीं किया गया ?

बिचि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति नूबच) : (क) उच्चतम न्यायालय द्वारा दी गई जानकारी के अनुसार उच्चतम न्यायालय में अपीलें, संविधान के अनुच्छेद 136 के अधीन उच्चतम न्यायालय द्वारा अपील करने की विशेष इजाजत दिए जाने के पश्चात् रजिस्टर की जाती हैं और विभिन्न उच्च न्यायालयों द्वारा अनुच्छेद 132(1), 133(1), 134(1) (क) (ख) और (ग) के अधीन अपील के लायक होने का प्रमाणपत्र दिए जाने पर अधिकार के रूप में भी और लोक प्रतिनिधित्व अधिनियम आदि जैसे विभिन्न कानूनों के अधीन भी दायर की जाती हैं ।

गत 3 वर्षों के दौरान रजिस्टर की गई ऐसी अपीलों की कुल संख्या इस प्रकार है :—

वर्ष	सिविल अपीलों की संख्या	दाण्डिक अपीलों की संख्या
1976 .	1960	406
1976 .	1911	596
1977 .	2013	517

(ख) ऐसी कोई स्कीम नहीं बनाई जा रही है । अपील करने की विशेष इजाजत देने के लिए संविधान के अनुच्छेद 136 के अधीन शक्ति असाधारण और असाधारणी शक्ति है जिसका उपयोग उच्चतम न्यायालय द्वारा उपयुक्त मामलों में स्वविवेकानुसार किया जाता है ।

(ग) 1-1-1978 को तीन वर्ष या उससे अधिक समय से उच्चतम न्यायालय में लम्बित अपीलों की संख्या इस प्रकार है :—

सिविल अपीलों	4,702
दाण्डिक अपीलों	359

संविधान (30 वां संशोधन) अधिनियम, 1972 द्वारा संविधान के अनुच्छेद 133 का संशोधन किए जाने के पश्चात् अनुच्छेद 133 (1) के खण्ड (क) और (ख) जिसके अधीन विवादग्रस्त विषयवस्तु के मूल्यांकन के आधार पर उच्च न्यायालयों द्वारा एक प्रमाणपत्र दिया जा सकता था, निकाल दिए गए थे, क्योंकि अपील के लायक होने का प्रमाणपत्र दिए जाने या संविधान के अनुच्छेद 136 के अधीन अपील के लिए विशेष इजाजत दिए जाने के लिए विवादग्रस्त विषयवस्तु का मूल्यांकन कोई मापदण्ड नहीं है । उच्चतम न्यायालय ने यह भी जानकारी दी है कि नियमों के पक्षकारों के लिए ऐसा कोई उपबन्ध नहीं है कि वे अपील ग्रहण किए जाने के प्रक्रम पर अपील की विषयवस्तु का मूल्य बताएं और इसलिए प्रश्न में अंतिम भाग में पूछे गए आंकड़े बताना संभव नहीं है ।

रेलवे कंटीनों में खाद्य पदार्थ

8677. श्री मोती भाई आर० चौधरी : क्या रेल भत्तो यह बताने की कृपा करेंगे कि :

(क) क्या मंत्रालय ने रेलवे कंटीनों में सप्लाई किये जाने वाले खाद्य पदार्थों के मूल्य बढ़ा दिये हैं ; और

(ख) यदि हां, तो इसके क्या कारण हैं जब कि बाजार में इन वस्तुओं के मूल्य नहीं बढ़े हैं ?

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

(ख) प्रश्न नहीं उठता ।

### Allotment of Quarter

8678. SHRI N. K. SHEJWALKAR:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) whether the Railway Board in terms of their letter No. E(G)-77-LG-3-8 dated 10th January, 1978 directed the Northern Railway Administration to regularise the allotment of whole Quarter No. 133 ABC of Allahabad Division in favour of unauthorised occupant in transferring the quarter from 'Personnel Branch Pool' to the 'Transportation Pool';

(b) if so, under what circumstances these orders were issued;

(c) whether it is a fact that as the Additional Chief Engineer, Northern Railway, was interested to favour the unauthorised occupant, the orders of the Railway Board were conveyed to the Divisional Superintendent concerned in terms of General Manager (Engineering's letter No. 289-W/OT/ALD/I) dated 12th January, 1978; and

(d) whether Government propose to regularise allotment of quarters in favour of all unauthorised occupants on Allahabad Division and to waive recovery of penal rent, etc.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Shri P. N. Jagota, Instructor, Divisional Traffic Training School, Allahabad, had occupied one room in Railway Quarter No. 133 ABC of the Personnel Branch pool, with the consent of the previous allottee Shri S. N. Srivastava but without any official permission. On retirement of Shri Srivastava from 31-10-75 Shri Jagota had represented to Divisional Superintendent for allotment of the said quarter in his favour. The matter was considered by Divisional Superintendent, Allahabad who decided that Shri Jagota who was entitled to type III quarter may be allotted that quarter by transferring another quarter belonging to Transportation

Pool to that of Personnel Branch in exchange. These orders were, however, not implemented. Later, on a representation to the Hd. qrs. office it was decided by the Chief Operating Superintendent that the room occupied by Shri Jagota may be allotted to him keeping in view the circumstances of this case. On a further representation from the organised labour the allotment of quarter to two different persons belonging to different entitlements was not considered to be appropriate. Therefore the earlier decision of the Divisional Superintendent was upheld by the Ministry.

(c) No.

(d) Does not arise in view of the position explained in parts (a) and (b).

दिल्ली नगर निगम द्वारा रेलवे की खाली  
भूमि के लिए अनुरोध

8679. श्री शिव नारायण सरसुनिया :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली नगर निगम ने रेलवे एकाउन्ट्स कार्यालय और चतुर्थ श्रेणी के क्वार्टरों के बीच से पुरानी रोहतक रोड से बाग कड़े खां को जाने वाली लेन को चौड़ा करने के लिये रेलवे की खाली पट्टी 4-5 फुट चौड़ी भूमि की मांग की है जो बृहद् योजना के अन्तर्गत निर्धारित है ;

(ख) इस भूमि को, जो बृहद् योजना के अनुसार, सड़क के लिये है और नगर निगम उसकी राशि देने के लिये तैयार है, रेलवे विभाग द्वारा नागरिकों की सुविधा के लिये न देने के क्या कारण हैं ; और

(ग) इस सम्बन्ध में अब तक क्या कार्यावाही की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग) . कुछ समय पूर्व रेलवे कालोनी होकर ओल्ड रोहतक रोड को बाग कंडे खा तक सम्बद्ध करते हुए पैदल और साइकिल पर चलने वालों के लिए 2.9 मीटर चौड़े रास्ते की अनुमति दी गयी थी, इस रास्ते को चौड़ा करना मास्टर प्लान में नहीं दिखाया गया है।

नगर निगम इस रास्ते को चौड़ा करने के अपने आशय के सम्बन्ध में पिछले कुछ समय से उत्तर रेलवे को लिख रहा है और रेल प्रशासन से इस प्रयोजन के लिए उनके द्वारा अपेक्षित जमीन छोड़ने का अनुरोध कर रहा है।

जैसा कि ऊपर कहा गया है, इस रास्ते को चौड़ा करने के लिए न तो मास्टर प्लान में दिखाया गया है और न ही यह रेल प्रशासन को स्वीकार्य है क्योंकि रेलवे कालोनी होकर पक्की आस सड़क बनाने से इसके समीप के क्वार्टरों में रहने वाले रेल कर्मचारियों की शान्ति और एकांतता पर प्रभाव पड़ेगा। इस सम्बन्ध में नगर निगम को पहले ही सूचित किया जा चुका है।

#### Service conditions of I.O.C. staff

8680. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that some of the service conditions of I.O.C. staff which were unilaterally tampered with sometime ago have yet to be restored;

(b) whether there was also reduction in house rent and other allowances and bonus in respect of certain categories of employees;

(c) If so, the details thereof; and

(d) the steps taken to restore all the benefits enjoyed by the staff in accordance with their service conditions?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (d). As a measure of rationalisation of the pay scales and allowances of officers of the I.O.C. to bring them in line with the pay and allowances obtaining generally in the public sector, orders of Government on the revised pay and allowances of the IOC officers were issued in February 1976 to take effect from the 1st August, 1974. While revising the pay scales for the officers of the IOC under these orders, by merging a portion of the Dearness Allowance with the basic pay, certain changes have been made as under:

(i) Special Oil Allowance to officers on a 48 hour-work-week has been frozen.

(ii) The officers of the IOC have been allowed the same rates of HRA as allowed to the IOC staff in these stations. However, actual amount of HRA drawn before revision has been protected in cases where the adoption of the revised rates would have resulted in any reduction.

(iii) Conveyance allowance has been made need-based. However, the existing quantum of reimbursement being drawn by individual officers has been protected even where they would not be eligible to this on the new basis.

(iv) Ceiling of pay plus Dearness Allowance has been reduced from Rs. 2450/- to Rs. 2400/- to bring it in line with that in other public sector undertakings.

Officers/employees are getting bonus in accordance with the Bonus Act. It will not be correct to say that the changes made were in violation of their service conditions.

#### **Kalawa Passenger's Association**

8681. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Executive Engineer (Special works civil) Central Railway Bombay has received recently in April 1978 the written representations from Kalawa Passengers' Association (Dist. Thana-Maharashtra) and Sahyadri Co-operative Housing Society Ltd., Thana (Maharashtra);

(b) if so, what are the demands made therein;

(c) what action the Railway Administration have taken in regard to the said representations; and

(d) if no action has been taken so far, the reasons thereof?

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

(b) to (d). The approach road on the Eastern end of the Kalawa station is proposed to be diverted, to provide space for the construction of Kalawa Car Shed and car maintenance facilities. This diversion has already been approved by the Gram Panchayat and District Collector, but, the Kalawa Passenger Association (Dist. Thana-Maharashtra) and Sahyadri Cooperative Housing Society Ltd. Thana (Maharashtra) have both represented against the diversion of the road.

In addition to this, the Sahyadri Housing Cooperative Society have also asked the Railway to provide a foot over-bridge across the railway land proposed to be used for Kalawa Car Shed construction.

It is not possible for the railway to accede to these requests since the proposed diversion cannot be avoided. Further, due to proposed diversion, the increase in the length of the Road will only be about 450 metres.

#### **Construction of over-bridge near Delhi Cantonment**

8682. SHRI RAM KANWAR BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to construct a railway over-bridge near Delhi-Cant railway station in view of the rush of traffic from and to West Delhi colonies; and

(b) if so, the details of the proposal and the time by which the Construction work would start?

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

(b) The proposal is for replacement of the existing level crossing No. 12 (B) at km 14/4-5 on Jail Road near Delhi Cantt. Railway Station. Approval of the Municipal Corporation of Delhi to general arrangement drawings and the principle for sharing the cost between the Railway and Road Authority is awaited. As the proposal is yet to be finalised, and the Municipal Corporation of Delhi/Road Authority have yet to give their acceptance to the plans and to share the cost, it is not possible to say at this stage when the construction would be taken up.

#### **Travel Facilities to Gazetted officers**

8683. SHRI DINEN BHATTACHARYA:  
SHRIMATI AHILYA P.  
RAGNEKAR:

Will the Minister of RAILWAYS be pleased to state what action have Government taken or propose to take



to rationalise and reduce the free concessional travel facilities enjoyed by railway staff particularly the gazetted officers?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** Rationalisation in the matter of grant of free travel facilities for staff—both gazetted and non-gazetted—has been attempted from time to time. In fact, in respect of Class I and II officers the number which was unlimited was at one stage reduced to 12 sets of privilege passes in a year and subsequently to 6 sets. In respect of Class III and IV staff, where the entitlements were related to the years of service put in, it has been raised to 1 set of privilege pass for staff with service upto 5 years and 3 sets thereafter.

As these free travel facilities have been determined taking into consideration the conditions of service, including the incidence of All India postings in respect of officers, these assume the character of being part of service conditions and the Government do not propose to make any change in the existing scale of passes.

**Constitution of Enquiry Committee to go into selections, promotions, postings etc. on N.E. Railway**

**8684. SHRI DAYA RAM SHAKYA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a high level enquiry by vigilance or other department from Ministry's level is proposed to be made into the selections, promotions transfers, postings etc. done since 1962 and onwards specially in the Engineering department of North Eastern Railway;

(b) the reasons for transferring officers who have come from other railways quickly out of this railway and officers who are working since their appointment on this Railway manage to get their transfers cancelled; and

(c) whether a general policy of transferring officers in junior administrative grade and above after 5 years from one Railway to the other is proposed to be made for the North Eastern Railway?

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

(b) No rigid period of stay of officers at one place has been fixed and transfers are made as and when necessary keeping in view administrative requirements.

(c) Does not arise.

**Passengers Inconvenienced at Lakshmi Kantpur Station**

**8685. SHRI MUKUNDA MONDAL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the station campus of Lakshmikantpur Stations in the Sealdah division has been utilised for making tents for the Railway-Protection Force causing difficulties to the passengers at large since long;

(b) if so, the reasons thereof; and

(c) the action proposed to be taken in the matter?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) to (c). No. However, a contingent of 10 men of West Bengal Police is camping there and is occupying the ladies waiting room and a portion of the Lakshmikantpur Station Campus. The contingent is camping at the Station in connection with anti robbery duties.

**Expenditure on uniforms**

**8686. SHRI SUBHASH AHUJA:** Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that the Third Pay Commission in their report in Chapter

64 had given estimated expenditure on uniforms as Rs. 2.28 crores whereas in reply to a Parliamentary Question on 6th December, 1977, the same had been quoted as Rupees 87 lakhs; and

(b) will the Railway Minister re-investigate and enlighten as to the reasons for such drastic reduction in the expenditure on uniforms?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). The Third Pay Commission in Chapter 64 of their report of 1978 had given the expenditure on uniforms as Rs. 2.28 crores, which, however, relates to the year 1970-71 and is inclusive of cost of cloth, stitching charges, cost of protective clothing and protective accessories. Relevant portion of the report is extracted below:—

"Chapter 64:

*Staff Amenities:*

*Uniforms, Protective Clothing and Protective Accessories:*

Para 3: In 1970-71 the total expenditure on uniforms etc. of the Central Government has been estimated at Rs. 4.38 crores which is distributed as follows:—

	(Rs in crores)
Railways . . . . .	2.28
P & T . . . . .	1.32
Others . . . . .	0.78

The figure of Rs. 84 lakhs approximately (and not Rs. 87 lakhs) furnished on 6th December, 1977 in reply to part (b) of Unstarred Question No. 2863 relates to annual expenditure incurred on stitching of uniforms and is exclusive of all other expenditure viz., cost of basic cloth, protective clothing, accessories etc.

In view of this, re-investigation of the matter is not necessary. It is not correct to state that there is drastic reduction in expenditure on uniforms.

**उद्योगपाल तथा वाणिज्य विभाग के कर्मचारी**

8687. श्री बृजलाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) यातायात और वाणिज्य विभाग के ऐसे कर्मचारियों की संख्या कितनी है जो बरेली के निवासी हैं तथा जिन्हें बरेली में नियुक्त किया गया है ;

(ख) इन कर्मचारियों को कित तयि से बरेली में नियुक्त किया गया है ; और

(ग) ऐसे कर्मचारियों के तबादले के प्रश्न पर विचार न किये जाने के क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 122 ।

(ख) 65 कर्मचारी 5 वर्ष से अधिक और 75 कर्मचारी 5 वर्ष से कम बरेली में तैनात रहे ।

(ग) कर्मचारियों को तब तक स्थानान्तरित नहीं किया जाता है जब तक उनके विरुद्ध विनिश्चित शिकायतें न हों, क्योंकि अब प्रावधिक स्थानान्तरण की प्रणाली नहीं है ।

**Employment opportunities of Local People in Talcher Fertilizer Plant**

8688. SHRI BAIRAGI JEENA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it has come to the notice of Government that in Talcher Fertilizer Plant, Talcher, Jayshree Chemicals Ltd. Ganjam, local people both skilled and unskilled are denied employment opportunity;

(b) what is the percentage of local people employed in each of these organisations; and

(c) what step Government propose to ensure employment to local people?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Information is being collected and will be laid on the table of the House.

#### Complaints regarding underloading of wagons of coal by Railways

8689. SHRI G. M. BANATWALLA:  
SHRI MUKHTIAR SINGH  
MALIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any complaints regarding underloading of wagons of coal by the Railways; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The information is being collected and will be laid on the table of the House.

#### Shortage of Serum Vaccine and other Life Saving Drugs

8690. SHRI FAQUIR ALI ANSARI:  
Will the Minister of PETROLEUM, CHEMICALS AND BERTILIZERS be pleased to state:

(a) whether his attention has been invited to the news item which appeared in the *Economic Times* dated the 13th March, 1978 to the effect that there is acute shortage of serum vaccine and other life saving drugs not only in the local market but all over the State of Assam;

(b) whether Government is aware that there is shortage of these drugs not only in the state of Assam but throughout the country; and

(c) the particular efforts made to ensure adequate supply of vaccine and life saving drugs?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. The matter was immediately taken up with the Govt. of Assam to confirm the facts and with the major concerned manufacturers to ascertain their production and supplies made to Assam. The State Government have confirmed about the shortage of serum and vaccine only. Other drugs are reported to be available. While the Serum Institute of India, Pune have reported that no order from their stockists in Assam State was pending delivery with them, M/s. Biological Evans, Hyderabad, are prepared to rush the supplies if the requirement of a particular area is communicated to them. The Govt. of Assam have been informed accordingly.

(b) and (c). No general shortage throughout the country has come to notice. Whenever shortages of particular medicines are brought to the notice of this Department, the matter is taken up with the concerned manufacturers for rushing supplies of their products to the affected areas. Their problems, if any, are also looked into.

Government have just received the report of the Investigation Committee which was instituted to look into the affairs of the Bengal Immunity Company, the major producer of serum and vaccines whose malfunctioning has also affected the availability. The recommendations contained in the report are under active consideration of Government.

Government have also decided to activate the institutes producing sera, vaccines, etc., on the basis of the Hathi Committee recommendations and the concerned State Governments have already been asked to initiate such action.

### Supply of Cooking Gas to Consumers

8691. SHRI SHAMBHU NATH CHATURVEDI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the arrangement for the supply of cooking gas to the consumers;

(b) whether there has been any reduction of supply of this commodity to the various States or Districts; and

(c) what is the quota for Agra for the supply of this commodity and what has been the shortfall during the past three years in the supply of gas cylinders?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Liquefied Petroleum Gas (cooking gas), after its production in the refineries, is bottled in the bottling plant from where it is supplied to the distributors in a defined area. The distributors supply LPG to the consumers registered with them according to requirement. New LPG connections are released by the distributors, subject to availability of the product, to those registered with them on 'first come, first served' basis.

(b) The overall availability and sale of LPG in 1977-78 was 6 per cent more than in the previous year. However, there have been occasions when the oil companies have not been able to meet the full demand in a particular State due to various reasons such as un-anticipated shutdown of refineries, breakdown of transport, etc.

(c) There is no quota of LPG fixed for a particular town or district. Efforts are made to meet the full re-fill requirements of customers once they are enrolled for LPG supply. The supply position of LPG at Agra has been affected to some extent due to limited availability of product ex-Koyali and the demand surpassing the availability during winter months. Efforts are being made to meet the demand by moving the product from alternate sources. The sale of LPG in Agra during the last three years was as under:

1975-76	1976-77	1977-78
2250 MTS	2470 MTS	2640 MTS:
		(Appro

### Import of Petroleum products

8692. SHRI G. Y. KRISHNAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have decided to import high speed diesel and other petroleum products on priority basis;

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

(c) item-wise value of total import of these products made so far during the current year and the preceding year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Petroleum products in respect of which the country is deficit are regularly imported. These products are mainly kerosene, high speed diesel, naphtha, furnace oil and certain speciality products. An annual estimate of the total requirements is formulated and imports of these products are organised on the basis of a regular and periodic review of supply and demand

balances. A Statement giving the details of imports of these products in terms of quantity and value for the years 1977 and 1978 is enclosed.

### Statement

Products	Imports			
	Quantity—in '000 tonnes		Value—Rs. in crores	
	1977 (Actuals)	1978 (Jan.—March Actuals)	1977 (Actuals)	1978 (Jan.—March Actuals)
	Quantity (Approx.)	Quantity (Approx.)	Value (Approx.)	Value (Approx.)
Kerosene . . . . .	1041	501	128.3	63.4
High Speed Diesel Oil . . . . .	666	258	72.3	28.7
Naptha . . . . .	222	66	24.3	6.3
Furnace Oil . . . . .	698	77	49.8	5.4
Others . . . . .	26	4	5.6	0.9

### Government Representatives in TATA, TISCO AND TELCO

8693. SHRI K. MALLANNA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have its representation in TATA, TISCO and TELCO Board of directors and if so, the names thereof;

(b) how much shares Government have got in these companies; and

(c) what is the profit and loss of these companies in each of the last five years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI

SHANTI BHUSHAN): (a) No company by the name TATA is registered under the Companies Act, 1956.

As per the latest annual return made upto 17.8.1977, Shri Mantosh Sondhi has been appointed as Government Director on the Board of Directors of Tata Iron & Steel Co. Ltd. (TISCO) w.e.f. 25.5.1977. There is no Government representation on the Board of Directors of Tata Engineering and Locomotive Company Ltd. (TELCO) as per the latest annual return made upto 11.8.1977.

(b) The details of the shares held by the Central and State Governments in TISCO and TELCO, are given as under:—

Name of the Company	No. of shares held by	
	Central Govt.	State Govt.
Tata Iron and Steel Company Ltd. (TISCO) as per annual return made upto 17-8-1977 . . . . .	..	3,526
Tata Engineering and Locomotive Company Ltd. (TELCO) as per annual return made upto 11-8-1977 . . . . .	50	69,021

(c) The figures of the profits earned by TISCO and TELCO, in each of

the last five years are given as under:—

(Rs. in crores)

	Year ended	Profit before tax	Profit after tax
Tata Iron and Steel Company Ltd. (TISCO)	31-3-1973	5.52	5.5
	31-3-1974	14.22	9.77
	31-3-1975	27.98	15.18
	31-3-1976	12.67	9.42
	31-3-1977	18.05	12.05
Tata Engineering and Locomotive Company Ltd. (TELCO)	31-3-1973	8.32	4.72
	31-3-1974	10.07	5.57
	31-3-1975	6.77	5.41
	31-3-1976	8.55	7.64
	31-3-1977	10.56	10.56

#### Contract Labour in Railways

8694. SHRI K. LAKKAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of contract labour on the pay-rolls of the Railways in the country;

(b) what is their minimum wages;

(c) whether Government have taken any decision in regard to their permanent absorption; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No statistics is maintained regarding the number of labour engaged by the contractors on the Indian Railways.

(b) The statutory minimum wage rates notified by the Central Government for the scheduled employments as applicable to the unskilled contract labour engaged on the Indian Railways range between Rs. 3.50 and

Rs. 6.15 per day. Those of the Semi-skilled and Skilled labour range between Rs. 4.67 and Rs. 6.84 and Rs. 7.00 and Rs. 10.25 respectively.

In the case of other contract labour on the Railways who are not covered by the scheduled employment under the Minimum Wages Act the wages payable for similar work in each locality are payable.

(c) No.

(d) Does not arise.

#### Attaching of saloons with 283 up from Ballia

8695. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether attaching of 4 wheeler saloons is permissible with 283 up passenger train which runs from Ballia (NER);

(b) if so, whether such saloons are attached by reducing the normal load of 8 bogies available for the public;

(c) if not, whether any saloon was attached by the said train in February, 1978; and

(d) whether Government have received any complaint in the matter and if so, the nature of the complaint and steps taken in this matter?

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

(b) and (d). No.

(c) Yes.

#### **Companies with foreign collaborations in Gujarat**

**8696. SHRI AHSAN JAFRI:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many companies are working with foreign collaboration in Gujarat;

(b) the names of such companies;

(c) the names of the directors of each such company in Gujarat; and

(d) the total amount of foreign capital involved in such companies in Gujarat?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):** (a) 47 companies registered in the State of Gujarat under the Companies Act have been granted approval of foreign collaboration during the period January 1969 to 31st December, 1977.

(b) and (c). The names of these 47 companies alongwith the names of their Directors as per their latest available balance sheet are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-2219/78].

(d) Information about the total amount of foreign capital involved in these 47 companies is not available.

#### **Oil in Cachar District**

**8697. SHRIMATI RASHIDA HAQUE CHOUDHURY:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the ONGC has found some oil bearing areas in Cachar District, namely Hathichora, Kuki-chora and Chargola and where deep wells of the depth of 4500 metres have been drilled;

(b) when the regular production of crude will start from this area; and

(c) if work has already begun, then how much output has there been since production started?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):** (a) to (c). No oil has yet been found in Cachar District. On the basis of the geological and geophysical surveys carried out so far a few favourable structures have been identified. Drilling on one of these locations at Chargola was commenced by the ONGC on 5.7.1977 and the well has so far been drilled to 2500 metres against the projected depth of 4500 metres. The hydrocarbon potential of the area will be known only after completing drilling and testing of these locations.

जबलपुर से नई दिल्ली के बीच चलने वाली  
गाड़ी के मार्ग में परिवर्तन करने का  
विरोध

**8698. श्री नर्मदा प्रसाद :** क्या रेल  
मंत्री यह बताने की कृपा करेंगे  
कि :

(क) क्या यह सच है कि जबलपुर से नई दिल्ली के बीच चलने वाली रेल गाड़ी के मार्ग में परिवर्तन करने के विरोध में प्रदर्शन आन्दोलन तथा रेल मंत्री को शापन दिये गये हैं ; और

(ख) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है और सरकार इस सम्बन्ध में क्या निर्णय ले रही है ?

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

(ख) दिल्ली की ओर जाने वाली झांसी-मानिकपुर-कटनी खंड के यात्रियों को सीधी यात्रा सुविधाएं प्रदान करने के दृष्टिकोण से नं० 149/150 हजरत निजामुद्दीन-आगरा छावनी कुतुब एक्सप्रेस को 1-5-1978 से इसी मार्ग से जबलपुर तक बढ़ाया जा रहा है । इससे सतना औद्योगिक क्षेत्र, रीवां क्षेत्र, चित्तकूट और हरपालपुर (खजुराहो) पर्यटन क्षेत्रों की सीधी यात्रा-सुविधा व्यवस्था सम्बन्धी मांगों की

पूर्ति हो जायेगी और इस प्रकार यात्री जनता के लिए अधिक हितकर होगी ।

### Production of Crude and Refined Petroleum Products

8899. SHRI DHARAM VIR VASISHT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total production of the crude and the refined petroleum products during the last three years;

(b) the total imports of the crude and the petroleum products, during the same period; and

(c) the expected position of stocks, production and imports in the first year of the rolling plan?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). The information is as follows:

('000 tonnes)

	1975	1976	1977
(1) Crude oil production . . . . .	8,283	8,659	10,185
(2) Refinery Production . . . . .	20,438	21,261	22,796
(3) Crude oil Imports . . . . .	13,669	14,032	14,850
(4) POL products imports . . . . .	2,291	2,340	2,709

(c) Production of crude oil during 1978-79 is estimated at 12.70 million tonnes and about 15 million tonnes may have to be imported. The throughput of the refineries during the year is estimated at about 27 million tonnes. Likely import of petroleum products is estimated at about 2.6 million tonnes. The position of stocks is adequate to meet all normal requirements.

### Head offices of five companies created out of Bifurcation of F.C.I.

8700. SHRI A. K. ROY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether recently there has been controversies over the location of the head offices of the five companies and the expenditure involved



in that created out of bifurcation of the F.C.I.; and

(b) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). The FCI and NFL whose headquarters are at Delhi have been reorganised to form the following five companies:

1. Fertilizer Corporation of India Limited
2. National Fertilizers Limited
3. Hindustan Fertilizer Corporation Limited
4. Rashtriya Chemicals and Fertilizers Limited
5. Fertilizer (Planning and Development) India Limited

The Fertilizer (P&D) India Limited and the Rashtriya Chemicals & Fertilizers Limited have their headquarters in Sindri and Bombay respectively. The headquarters of the remaining three companies have for the present been located in Delhi. The question of final location of the headquarters of these companies is under examination of the Government.

Members of Parliament and others have expressed views regarding location of headquarters of these companies. These will be kept in view by Government while taking a decision in the matter.

The reorganisation has resulted in the registration of three new companies on which an expenditure of about Rs. 82 lakhs has been incurred as registration fees to Government. It is expected that the administrative expenditure including registration fee will be around Rs. 1 crore.

### Travel Facilities to Railway Employees

8701. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any representation about extension of travel facilities to Railway Employees working at Arkonam and Head Quarters/Divisional Offices at Madras at par with the staff of the Engineering Workshop at Arkonam; and

(b) if so, the decision of the Government on the subject?

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

(b) Free residential card passes/concessional season tickets are allowed to the railway employees only over the sections where it was in vogue prior to 14.12.1953.

This facility was enjoyed by the staff of the Engineering workshops, Arkonam over Madras Central-Arkonam-Katpadi Section prior to 14.12.1953 and is being continued. As the other staff did not enjoy the facility over this Section prior to 14.12.1953, it has not been possible to extend the facility to them over this Section.

### रेल गाड़ियों में लूटपाट

8702. डा० महावीरक सिंह शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलगाड़ियों में लूट-पाट की घटनाएं बढ़ रही हैं ;

(ख) क्या यह भी सच है कि रेलवे में रनिंग स्टाफ के पास सुरक्षा का कोई साधन नहीं होता; और

(ग) यदि हां, तो क्या कोई ऐसी व्यवस्था करने का विचार है जिससे रनिंग स्टाफ पुलिस पर निर्भर न रह कर यात्रियों की सुरक्षा स्वयं कर सके, और यदि हां तो वह क्या है और यदि नहीं तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री लल्लू नारायण) : (क) से (ग) . सूचना इकट्ठी की जा रही है और समा-पटल पर रख दी जायेगी ?

### Manufacture of Doxycycline

8703. SHRI NARENDRA P. NATH-WANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) names of companies to whom Letters of Intent and/or Industrial Licences have been issued for manufacturing Doxycycline and the dates of issue of such Letters and Licences;

(b) what progress, if any, is made to date by these companies in setting up their manufacturing plants and producing Doxycycline in India;

(c) dates from which they are expected to go into commercial production of Doxycycline;

(d) what is the total quantity and value of imports of Doxycycline during the last three years and the estimated imports (quantity and value) thereof in the next two years; and

(e) whether any applications of other companies are pending with the Government and if so, particulars including the dates of original applications?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) M/s IDPL and M/s Ranbaxy are the two companies who have been granted Letter of Intent/Industrial Licence for the manufacture of Doxycycline. The

former have been granted a Letter of Intent on 22-2-1974 and the latter an Industrial Licence on 12-4-1977.

(b) and (c). IDPL have already acquired the technical know how for the manufacture of this item from M/s Farmafin of Italy. The company are reported to have verified the process in the laboratory. Trial production in the Pilot Plant and regular production of this item is expected to be commenced from December 1978 and January, 1979 respectively.

Ranbaxy propose to base their production of this item on the technical know-how developed by themselves and they expect to go into commercial production by mid-1979.

(d) The quantity and value of imports of Doxycycline during the last 3 years have been as under:

Year:	Quantity (Kgs):	Value (Rs in lakhs):
1974-75.	392	14.64
1975-76.	1936	41.55
1976-77.	3601	73.31

A quantity of 4.6 tonnes of Doxycycline is estimated to be required to be imported during 1978-79. For 1979-80 no estimate of the quantity required to be imported has been made yet.

(e) One application received from M/s Pfizer for grant of an Industrial Licence for the manufacture of 5 tonnes p.a. of Doxycycline is pending. Their application was received by the Government on 8-8-1972.

### Diversion of funds by companies towards Profits and Dividends

8704. SHRI SUKHENDRA SINGH: Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether since the relaxation of the limit on dividends Government

have noticed a tendency on the part of the managements of the companies running various industries to divert funds meant for modernisation and maintenance of the industry, towards profits and dividends; and

(b) if so, what steps Government have taken to curb such a tendency?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Under the Companies (Temporary Restrictions on Dividends) Act, 1975, amending the Companies (Temporary Restrictions on Dividends) Act 1974, restrictions were imposed on the payment of dividends beyond 12 per cent. The balance of the dividend declared was treated as deferred dividend payable in two equal annual instalments on 5th July, 1976 and 5th July, 1977. Since there was no limit imposed on the amount of dividends declared and only the payments of dividends were deferred under the above Act, the withdrawal of this Act on the 6th July, 1976 cannot be considered to have led to any diversion of funds by the companies meant for modernisation and maintenance of industry towards profits and dividends.

(b) Does not arise.

#### Gas plant in Gujarat from gas from Bombay High

8705. SHRIMATI MRINAL GORE: Will the Minister of PETROLEUM, AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal to take the gas plant in Gujarat from the gas originated from Bombay High;

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

(c) what are the economic considerations of taking the plant to Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Government have decided in principle that facilities should be set up for fractionating the offshore gas so that the different fractions could be put to appropriate uses. The number of gas fractionation plants, their capacity, their location etc., are under consideration.

#### Number of Class I & II Officers belonging to Scheduled Tribes

8706. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) The total number of Class I and Class II Officers, belonging to Scheduled Tribes in the Railways;

(b) what specific steps Government propose to take to increase the number of Officers in the aforesaid two Services belonging to Scheduled Tribes; and

(c) give the details of instructions issued by the Government in this connection?

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

	Scheduled Tribes
Class I	.. 37
Class II	.. 71

(b) and (c). There is a reservation quota of 7½ per cent for Scheduled Tribes both in recruitment and in promotion to the initial grade of Class I service. All other higher grade posts in Class I service are filled by promotion. In promotion by selection within Class I services, there is no reservation, but in respect of promotions to posts carrying an ultimate salary of Rs. 2250/- per month or less Scheduled Caste/Scheduled

Tribe officers who are senior enough in the zone of consideration so as to be within the number of vacancies for which the panel is formed, are included in the panel provided they are not considered unfit for promotion. The prescribed quota is observed by the Union Public Service Commission which makes the recruitment to the initial grade of Class I service. During the last three years, as against 44 vacancies reserved for Scheduled Tribes in the technical Class I services, 2. Scheduled Tribes were recruited and in the non-technical services 3. Scheduled Tribes were recruited against 15 vacancies reserved for them, thus indicating their non-availability. The reserved vacancies not filled due to non-availability of candidates are carried forward to 3 subsequent years of recruitment and made available to the Scheduled Caste/Scheduled Tribe community candidates.

There is no direct recruitment to Class II Railway Services except in respect of Asstt. Security Officer in the Railway Protection Force, where 30 per cent of the vacancies are earmarked for direct recruitment from 1975. So far only one recruitment has taken place on the basis of which one Scheduled Tribe officer was recommended out of a total of 7 candidates. The Scheduled Tribe candidate, however declined the offer.

The vacancies in Class II service are filled by promotion through selection. The reservation rules came into force in promotion by selection to Class II service w.e.f. 20-7-1974.

The promotional quota in Class I Service is filled by selection of officers from Class II Service and the reservation rules in such promotions became applicable w.e.f. 25-2-1976.

As the reservation rules in promotion to Class II service by selection became effective only from 20-7-74 adequate number of Scheduled Caste/

Scheduled Tribe officers are not available in Class II Service for consideration for promotion to Class I Service.

The number of Scheduled Tribes who have been promoted during the last two years to Class II Service is as shown below:

1975-76	1976-77
18	23

There is no carry forward of reserved vacancies in promotion by selection to Gazetted services. As per the policy of the Government in promotion to Gazetted categories there is no separate zone of consideration for reserved vacancies and only those Scheduled Castes/Scheduled Tribes who are within the normal zone of consideration are considered.

To enable both Scheduled Caste and Scheduled Tribe candidates to equip themselves for coming up to the requisite standard in selection to higher grades including Class II Gazetted service, instructions have been issued for providing pre-selection coaching.

#### Plan Budget for 1978-79 for Fertilizers

8707. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Plan budget for 1978-79 shows outlay of Rs 236.41 crores set apart for fertilizers including new projects based on gas and other types;

(b) if so, how was the dispersal of last year budget estimates of Rs. 1 crore done and how would the above plan budget be utilised to establish new fertilizer plant of what capacity, where and when; and

(c) whether it is a fact that there has been a long delay in commissioning key projects at Sindri Modernisation Project and the Bhatinda Plant of national fertilizers due to the

failure of Bharat Heavy Electricals Ltd., in providing the delivery of vital items like boilers?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JENESHWAR MISHRA): (a) Yes, Sir. The plan budget for 1978-79 for this Ministry contains an outlay of Rs. 236.41 crores for fertilizers, including the new projects.

(b) The budget estimate of Rs. 1 crore was made last year for meeting some preliminary expenditure in connection with setting up of the two new fertilizer projects based on Bombay High gas. An amount of about Rs. 10 lakhs was spent by the FCI on preliminary work. As this amount was not significant the FCI was able to meet it from the overall funds available with them and the specific provision of Rs. 1 crore was not utilised by it. In the budget for 1978-79 a provision of Rs. 30 crores has been included for the setting up of two new fertilizer plants having a capacity of 1350 tpd of ammonia and 1800 tpd of urea each, based on gas in the Western region and also a token provision of Rs. 1 lakh for setting up another unit at Namrup having a capacity of 600 tpd of ammonia and 1000 tpd of urea based on gas. The details of the projects are being finalised and these would be taken up for implementation after getting the necessary investment approvals.

The delay in supply and commissioning of boilers by the Bharat Heavy Electricals Ltd. has resulted in consequential delay in commissioning of Bhatinda and Sindri Modernisation plants by eight weeks to seventeen weeks. Every effort is being made by the BHEL authorities to expedite the supply and to avoid any further delay.

### Phase III of Bombay High

8708. SHRI K. RAMAMURTHY: Will the Minister of PETROLEUM, AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) the reasons for the delay in the completion of Phase III of Bombay High; and

(b) the probable date by which the objectives of Phase III are likely to be achieved?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). The information is being collected and would be laid on the Table of the Sabha.

### बरीनी उर्वरक कारखाने का बन्द होना

8709. श्री राम विलास पासवान : क्या पेट्रोलियम रसायन और उर्वरक मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या बरीनी उर्वरक कारखाना गत छः महीनों से बन्द पड़ा है ;

(ख) यदि हां, तो इसके परिणाम स्वरूप कितनी हानि हुई और इसके लिये कौन अधिकारी जिम्मेवार है ; और

(ग) कारखाने की दैनिक उत्पादन क्षमता कितनी है ;

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) जी, नहीं । अमोनिया सिन्थैसिस कान्वेंटर के वेस्ट हीट बायलर में अत्यधिक लीकेज होने और वार्षिक अनुरक्षण के स्थगित होने के कारण प्लांट को 29-1-1978

से बन्द कर दिया गया था। अब प्लांट के शीघ्र ही उत्पादन आरम्भ करने की आशा है।

(ख) प्लांट के खराब होने के कारणों की स्वतंत्र रूप से जांच की गई थी इस जांच से यह पता लगा है कि यह खराबी किसी भी प्रकार से प्लांट प्रबन्धकों के नियंत्रण में नहीं थी और न ही किसी की लापरवाही के परिणामस्वरूप यह हुआ है। एक माह की सामान्य मरम्मत की अवधि को छोड़कर शेष दो महीनों के दौरान अनिश्चित खराबी के कारण उत्पादन में लगभग 15,000 टन नाइट्रोजन की हानि का अनुमान लगाया गया है जो लगभग 32,600 टन यूरिया के बराबर है।

(ग) प्लांट की दैनिक उत्पादन क्षमता 1000 टन यूरिया की है।

**पूर्वोत्तर तथा उत्तर रेलवे में स्टेशनों की बिजली**

8710. श्री फिरंगी प्रसाद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे तथा उत्तर रेलवे के इन स्टेशनों के नाम क्या हैं जिन पर विचाराधीन उप बिजली घर नहीं है जिनके अभाव में वहां सम्बन्धित राज्यों द्वारा समय समय पर निष्पादित बिजली के वितरण के अनुसार बिजली की सप्लाई नहीं हो रही है जिसके फलस्वरूप अंधेरे के कारण गाड़ियां आपस में टकरा जाती हैं, यात्रियों को लूट लिया जाता है और हत्याएं हो जाती हैं ;

(ख) क्या सरकार इस सम्बन्ध में अपनी नीति स्पष्ट करेगी तथा इसके लिये किये गये सुरक्षात्मक उपायों का ब्यौरा देगी ; और

(ग) क्या रेलवे का विचार ऐसे स्टेशनों पर रोशनी की उचित व्यवस्था हेतु बिजली

की नियमित सप्लाई के लिये अपने निजी बिजली केन्द्र स्थापित करने का है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) विभाग के अन्तर्गत बिजली सब स्टेशन (पावर हाउसों) के अभाव में अनियमित बिजली की सप्लाई से प्रभावित होने वाले पूर्वोत्तर और उत्तर रेलवे के स्टेशनों के नाम क्रमशः विवरण—I और II में दिये गये हैं जो सभा पटल पर रख दिये गये हैं। [अध्यासलय में रखा गया। देखिये संख्या एल टी—2220/78]। उन स्टेशनों की बिजली सामान्यतः सम्बन्धित राज्य बिजली बोर्डों से खरीदी जाती है। देश में बिजली की आम कमी के कारण, बिजली का संकट बढ़ गया है जिसके कारण राज्य बिजली बोर्डों को पावर के रोस्टर रखने पड़ते हैं तथा पावर में बार-बार अनियमित अवरोध भी उत्पन्न हो जाते हैं। इस प्रकार के बिजली फेल होने/अवरोधों से निपटने के लिए रेलवे ने गाड़ी परिचालन की अनिवार्यतः आधारभूत आवश्यकताओं को पूरा करने के उद्देश्य से महत्वपूर्ण स्टेशन पर सहायक डीजल जनित सेटों की व्यवस्था की है।

(ख) रेलवे स्टेशनों पर बिजली की व्यवस्था रेल उपयोगकर्ता परामर्श समिति के निर्देशों के आधार पर की गयी है।

(i) स्टेशन पर कम से कम एक जोड़ी रात्रि की गाड़ियां ठहरनी चाहिए।

(ii) स्टेशन का, विशेषकर रात्रि की गाड़ियों से चढ़ने और उतरने वाले यात्रियों की संख्या के संबंध में वाणिज्यिक महत्व होना चाहिए।

(iii) स्टेशन पर बिजली लगाने के लिए सम्बन्धित बिजली बोर्डों के देय दर और सेवा संयोजन प्रभार उचित होने चाहिए।

महत्वपूर्ण स्टेशनों पर, सामान्यतः गाड़ी परिचालन की आवश्यकताओं को पूरा करने के लिए, सहायक डीजल जनित सेटों की भी व्यवस्था की जाती है ।

राज्य सरकारों के नियंत्रण के अन्तर्गत कार्यरत सरकारी रेलवे पुलिस को यात्रियों की सुरक्षा और उनके सामान की सुरक्षा के काम का उत्तरदायित्व सौंपा जाता है । रेल प्राधिकारी राज्य पुलिस प्राधिकारियों के साथ निकट समन्वय और संपर्क बनाये रखते हैं । जब कभी यात्रियों की सुरक्षा को प्रभावित करने से सम्बन्धित गतिविधियाँ बढ़ती हैं, इस और राज्य सरकार का ध्यान दिलाया जाता है । अभी हाल में, रेल मंत्री जी ने उत्तर प्रदेश, बिहार और पश्चिम बंगाल के मुख्य मंत्रियों का ध्यान इस और आकृष्ट किया था । उनका सहयोग उत्साह-वर्धक है ।

(ग) रेलवे स्टेशनों पर रौशनी की व्यवस्था के लिए नियमित बिजली सप्लाई हेतु रेलों के अने निजी बिजली घरों (पावर हाउसों) को लगाने के प्रस्ताव नहीं हैं, क्योंकि लागत निषेधात्मक है । फिर भी, बिजली वाले महत्वपूर्ण स्टेशनों पर गाड़ियों के परिचालन की आवश्यकताओं को पूरा करने के लिए सहायक डीजल जनित सेटों की व्यवस्था की जाती है ।

**Resolution passed by Bar Association of Goa for setting up of a High Court Bench**

8711. SHRI AMRUT KASAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government are aware of the unanimous resolution recently passed by the Bar Association of Goa, Daman and Diu to extend

the Bench of Bombay High Court to the Union Territory of Goa;

(b) whether Government is thinking to extend the Bench of Delhi High Court to Goa as appeared in the Times of India dated 6th April, 1978; and

(c) what is the decision of the Government with regard to the resolution passed by the Bar Association of Goa, Daman and Diu to extend the Bench of Bombay High Court?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The Advocates Association of Goa have been representing that a High Court be set up for the Union Territory of Goa, Daman and Diu and that pending the establishment of a High Court a Bench of the High Court of any other State be established at Goa. The Goa Administration have intimated the receipt of a resolution dated 27-3-1970 from the Advocates' Association of South Goa indicating its preference for a Bench of the High Court in the following order:—

(i) Bench of the Bombay High Court; or

(ii) Bench of the Delhi High Court; or

(iii) Bench of Karnataka High Court.

(b) and (c). Government are considering the question of establishing a High Court Bench in Goa.

**Ranip—Sabarmati M.G. Railway Station**

8712. SHRI ANANT DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation received by the railway authority from

the Ranip passengers Association for the construction of Ranip-Sabarmati Metre gauge Railway station foot over-bridge;

(b) is it true that Railway Authority has considered the proposal of that bridge; and

(c) if so, action taken by the Government?

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

(c) The Ranip Passengers Association have been advised that as per extant rules, proposals for the construction of foot over-bridges for the public to cross the Railway tracks are to be sponsored by the State Government/Local authority who have also to agree to bear the entire cost thereof. No proposal has so far been received from the State Government/Local authority for the construction of the foot over-bridge. When such a proposal is sponsored by them together with an undertaking to bear the cost, the Railway will take prompt action to construct the foot over-bridge.

#### **Appointment of Drugs Advisor and Development Commissioner for Drugs Industry**

8713. SHRI NATVAR LAL B. PARMAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that his Ministry have employed technical people from Junior Technical Officer to Drugs Advisor in the department of Chemicals;

(b) when technical people are working in DGTD what was the need to employ technical staff in the Ministry;

(c) whether his Ministry feel that DGTD is not competent to examine the proposals technically; and

(d) what is the need of Development Commissioner for drugs industry and whether Drugs unit of DGTD, BICP and technical staff of Ministry of Chemicals would be deployed by this organisation; If not, why unnecessary expenditure of public revenue is being incurred on multiplicity of authorities?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) and (c). Drugs and pharmaceuticals is a highly complex and technical subject and as such day-to-day and spot technical assistance/advice on various cases by technical officers within the Department itself is necessary. A sample of the areas covered is indicating directions for the growth of the units in the organised sector (both Indian and Foreign), the public sector and the small-scale sector, the pricing of basic drugs and formulations, up-dating of drug-wise profiles covering *inter alia*, process and technological aspects, identification of technology inputs needed, evaluation of technology, advice on import policy and evaluation of industrial licences applications. Consultation with appropriate levels in the D.G.T.D. is also held as and when necessary, but their role is limited to only units in the organised sector.

(d) The Hathi Committee recommended setting up of a National Drug Authority for coordinating the development of the drug industry. With a view to achieving the same objective in a more concrete and manageable fashion, an alternative three-tier set-up, viz., Policy & Planning Committee for Drug Industry, Development Council for Drug Industry and a field organisation under



a Development Commissioner (Drug Industry), has been decided upon.

The functions of the Development Commissioner (Drug Industry) would, *inter alia* be, as follows:

(i) To operate the scheme of pricing under the Drugs (Prices Control) Order (Essential Commodities Act);

(ii) To recommend a policy for release of raw materials (indigenous, imported and canalised) and to supervise their distribution so as to ensure that the raw materials allocated to the drug manufacturing units are utilised effectively;

(iii) To review the list of canalised items as also to review the availability and distribution thereof in the context of prevailing international economic situation from time to time; with a view to helping formulate the ITC policy;

(iv) To inspect selectively with a view to preventing the mis-use of canalised and imported materials;

(v) To review the shortages of drugs and to take measures to anticipate such shortages as well as obviate them if they do emerge; and

(vi) To operate as a counselling organisation for development of the drug industry so that new entrepreneurs may be assisted to establish new units in accordance with the policy of the Government.

**Agreement between Phillips Petroleum and Duncan Bros. and Co. Ltd. of Calcutta**

8714. SHRI HARI VISHNU KAMATH: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question

281 on 15th November, 1977 regarding million dollar pay-offs for Cochin Refinery officials and state:

(a) the details of payments made by Phillips Petroleum to Duncan Brothers and Co. Ltd. of Calcutta;

(b) whether a copy of the agreement dated 31st May, 1963 between Phillips Petroleum and Duncan Brothers & Co. Ltd. will be laid on the Table; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Phillips Petroleum Co. of USA and Duncan Brothers and Co. Ltd. of Calcutta, who are private companies, entered into an agreement on 31st May, 1963 by which Phillips, out of the technical services fee received by them from Cochin Refineries Ltd., paid some amount to Duncan Brothers & Co. Ltd. for certain services rendered by the latter Company to Phillips. As the agreement is between two private companies, the question of laying a copy of this agreement and furnishing details of payments in this regard do not arise.

**क्षतिग्रस्त रेलवे लाइनों की मरम्मत**

8715. श्री एस० एस० सोमानी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने उन सभी रेलवे लाइनों की मरम्मत कर दी है जो प्राकृतिक विपदाओं के कारण क्षतिग्रस्त हो गई थीं; और

(ख) यदि हां, तो क्या राजस्थान में क्षतिग्रस्त रेलवे लाइनों की भी मरम्मत कर दी गयी है ?

रेल मंत्रालय से राज्य मंत्री (श्री शिव नारायण) : (क) जब कभी कोई रेलवे लाइन बाढ़, कटाव अथवा तूफान आदि जैसी दैवी विपत्तियों के कारण क्षतिग्रस्त होती जाती है तो उसकी मरम्मत के लिए तत्काल कदम उठाये जाते हैं।

(ख) राजस्थान में क्षतिग्रस्त लाइनों को पहले ही पुनः चालू किया जा चुका है।

**पलवल रेलवे स्टेशन से बिना टिकट यात्रा करने वाले यात्रियों की संख्या**

8716. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि दिल्ली-आगरा लाइन पर पलवल रेलवे स्टेशन से बहुत से यात्री बिना टिकट यात्रा करते हैं;

(ख) क्या सरकार को यह भी पता है कि स्थायी टिकट चैकिंग स्टाफ के अभाव में इस संख्या में और वृद्धि हुई है; और

(ग) यदि हाँ, तो क्या सरकार का विचार पलवल और दिल्ली के बीच प्रत्येक गाड़ी पर मीट्र ही स्थायी आधार पर टिकट चैकिंग स्टाफ की व्यवस्था करने का है ?

रेल मंत्रालय से राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). दिल्ली-पलवल खण्ड पर 1976-77 में 181 बार जांच की गयी थी जबकि 1977-78 में 255 बार जांच की गयी थी जिसके परिणामस्वरूप पलवल स्टेशन की बुकिंग खिड़कियों पर टिकटों की बिक्री और उससे प्राप्त आय में काफी वृद्धि हुई है।

पलवल स्टेशन पर चल टिकट परीक्षक और टिकट कलेक्टर का कोई पद नहीं है। हालांकि, चल टिकट परीक्षकों का एक दल फरीदाबाद में तैनात कर दिया गया है जो पलवल-दिल्ली खण्ड पर जांच करता है।

इस समय इन प्रबन्धों को पर्याप्त संख्या में आता है।

**Speedy movement of passengers and goods rail traffic**

8717. SHRI D. B. CHANDRE GO-WDA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress so far and action proposed to be taken during the Sixth Five Year Plan period for the speedy movement of passenger and goods rail traffic in Bombay, Calcutta, Madras, Bangalore and Delhi; and

(b) the extent of work proposed to be completed in this regard during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). With a view to meeting the demand of projected passenger and goods traffic in the next Five Year Plan, additional facilities by way of augmentation of line capacity, rolling stock, etc., as required and feasible are being planned to be provided. In the current financial year, the following major works are expected to be completed in and around the major cities:—

(i) Provision of additional goods terminal facilities at Dankuni station near Calcutta on Eastern Railway;

(ii) Provision of double line between Bangalore City and Krishnarajapuram on Southern Railway;

(iii) Provision of double line between Lajpat Nagar and Bar

Square and crossing station at Lajpat Nagar in Delhi area on Northern Railway; and

(iv) Remodelling of Tughlagabad yard (Phase I) in Delhi area on Northern Railway.

### **Alleged Corruption in South Eastern Railway**

8718. SHRI SHYAMAPRASANNA BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received by the Govt. about wide-spread corruption in S.E. Railway in regard to (1) wastage of railway revenue and labour; (2) running of special trains without any tickets; (3) waiver of demurrage, wharfage freight outstanding, etc.; (4) fraud in freight; (5) fraud in diet allowance during break downs & accidents; (6) more payments to contractors; (7) negligent defence of money suits by contractors; (8) favouritism and nepotism in respect of promotions, TA overtime, etc.; and

(b) if so, what steps have been taken by the Government in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. However, number of complaints from individuals, trade unions and other bodies have been received alleging malpractices by individuals and section of railway servants.

(b) Does not arise. However, complaints containing specific allegations of corruption are thoroughly investigated. Suitable action is taken against railway officials wherever allegations are substantiated against them.

### **Medical facilities in C.L.W.**

8719. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the employees of Chittaranjan Locomotive Works are very much dissatisfied with the present medical facilities at Chittaranjan Locomotive Works and they have several times represented to the authorities; and

(b) whether there is no specialist for medicine, orthopaedic, Radiography, Skin disease, Heart disease in the Hospital at Chittaranjan Locomotive Works?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). There have been some representations on behalf of the employees of Chittaranjan Locomotive Works in regard to inadequacy of medical facilities in the railway hospital attached to the Chittaranjan Locomotive Works. Facilities in the hospital have been developed up to the standard of a divisional hospital of the Railways with a few main specialities. Cases requiring specialised attention beyond these are referred to the Asansol Hospital close-by, to the Headquarters Hospital of Eastern Railway, or to the Medical College Hospitals in Calcutta area as per normal practice all over. The facilities are considered to be adequate for the limited number of employees and their families to be catered to at C.L.W.

### **कोरबा उर्बरक संयंत्र पर व्यय**

8720. डा० लक्ष्मी नारायण पांडेय : क्या पेट्रोलियम, तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) कोरबा उर्बरक संयंत्र पर अब तक कुल कितनी धनराशि व्यय हुई है;

(ख) परियोजना इस समय किस अवस्था में है;

(ग) परियोजना की वहां स्थापना के लिये कितनी, भूमि अर्जित की गई और भवनों और सड़कों, के निर्माण पर कितनी धनराशि व्यय की गई; और

॥ (घ) इस समय वहां कितने अधिकारी/कर्मचारी काम कर रहे हैं और उन पर कितना वार्षिक व्यय होता है ?

**पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :**

(क) से (ग). सूचना इकट्ठी की जा रही है और सभा पटल पर रखी जायेगी ।

#### Right to recall elected representatives

8721. SHRI AMAR ROY PRADHAN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have incorporated in the Constitution of India the right to recall elected representatives after the reforms of the election law; and

(b) if not, by when a decision is likely to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NAR SINGH YADAV): (a) and (b): The question of right to recall elected representatives is under examination along with other proposals for electoral reforms. As the matter requires deep study and careful consideration, some time will be taken by Government to arrive at a decision in the matter.

#### ए० एच० स्टीलर

8722. श्री रामानन्द तिवारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह शिकायतें मिली है कि मैसर्स ए० एच० स्टीलर के एजेंट

रेलवे रसीद दिखाये बिना रेलवे पार्सल कार्यालय से पत्रिकाओं के बण्डल प्राप्त करते हैं;

(ख) क्या कम्पनी के एजेंटों को जो पत्रिकाएं प्राप्त नहीं होतीं या कम संख्या में प्राप्त होती हैं उनका रेलवे पार्सल कार्यालय से प्रमाण पत्र प्राप्त करने के लिए विवश किया जाता है; और

(ग) यदि हां, तो रेलवे के नियमों के विरुद्ध ऐसा क्यों किया जा रहा है तथा क्या इस मामले में कार्यवाही करने का विचार है; और यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ?

**रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) :** (क) और (ख). रेलों को ऐसी कोई शिकायत नहीं मिली है ।

(ग) प्रश्न नहीं उठता ।

#### Plans to provide cooking gas during 1978-79

8723. SHRI M A N O R A N J A N BHAKTA : Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state :

(a) in view of the present promising production of crude from Bombay High, whether Government have worked out any plans to provide cooking gas in more cities in the country during 1978-79; and

(b) if so, the details thereof and estimated number of gas connections which might be provided during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). Bombay High crude only replaces imported crude. Additional LPG would become available only

when the fractionating unit to separate LPG from Bombay High associated gas materialises. The plan drawn up by the oil industry envisages enrolment of about three lakh new LPG customers during 1978-79. The additional LPG for this purpose is propose to be met mainly from the commissioning of the catalytic debottlenecking project of the Hindustan Petroleum Corporation Limited's refinery and by import of LPG spiked in crude. The details of enrolment plan for 1978-79 are being worked out by the oil industry.

#### **Labour Contract Society Ltd. Allahabad and Delhi Division**

8724. SHRI GYANESHWAR PRASAD YADAV: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 5707 on the 2nd August 1977 regarding contracts awarded to Porters Co-operative Labour Contract Society Ltd. Allahabad and Delhi Division and state:

(a) the number of workmen for which the Society had obtained Licence for employment of contract labour for Goods handling work at New Delhi with effect from 1st February, 1977;

(b) whether workmen engaged for handling work are paid their wages in presence of the authorised representative of 'Principal Employer' as required under the Contract Labour (Regulation and Abolition) Act, 1970; and

(c) if so, the details of wages disbursed to the workmen during the period February, 1977 to March, 1978 month-wise separately together with the bills preferred by the Society and payments received from the railway Administration each month separately?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI

SHEO NARAIN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

#### **छत्तीसगढ़ एक्सप्रेस में जनता भोजन उपलब्ध कराने का प्रस्ताव**

8725. श्री अघन सिंह ठाकुर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने कुछ रेलगाड़ियों में जनता भोजन उपलब्ध कराने की व्यवस्था की है;

(ख) यदि हाँ, तो क्या सरकार का विचार बिलासपुर से निजामुद्दीन तक चलने वाली छत्तीसगढ़ एक्सप्रेस में जनता भोजन उपलब्ध कराने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). दो जोड़ी 'राजधानी' एक्सप्रेस गाड़ियों को छोड़कर, सभी गाड़ियों जिन पर चल खान पान यूनितें, अर्थात् खान पान/पेट्टी/बुफे/रसोई यानों आदि की व्यवस्था की गयी है, यात्रियों को 'जनता खाना' सप्लाई किया जाता है। चूंकि छत्तीसगढ़ एक्सप्रेस में कोई चल खान पान कार की व्यवस्था नहीं है, इसलिए इस गाड़ी में यात्रियों को 'जनता खाना' सप्लाई नहीं किया जा सकता। फिर भी यात्री इस गाड़ी के मार्ग के विभिन्न स्टेशनों पर उपलब्ध कम मूल्य के भोजन पैकेटों को प्राप्त कर सकते हैं।

#### **Benefit of additional increments**

8726. SHRI SUSHIL KUMAR DHARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have withdrawn the benefit of four additional increments given to

the Accounts staff at the time of their promotion in the next grade as Clerk Grade I;

(b) if so, reasons therefor; and

(c) whether such a recommendation was made by the Third Pay Commission; and if so, details thereof?

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

(b) and (c). Direct recruits in the UDC's grade in the Audit Department were advanced to the stage of Rs. 150/- in the pre-revised scale of Rs. 130—300 on their passing confirmatory examination. Further, promotees to the UDC's grade in the Audit Department were granted four advance increments over and above the pay admissible to them in the pre-revised scales on their fixation under the normal rules on their passing confirmatory examination.

The scheme of grant of pre-revised four advance increments in the pay scale of Clerks Grade I to Clerks Grade II on their promotion as Clerk Grade I in the Railway Accounts Department, was based on the above scheme prevalent in the Audit Department. The Third Pay Commission have recommended the discontinuance, in the Revised Pay structure of the aforesaid practice in the Audit Department. Consequently, the incentive admissible to the Railway Accounts staff has also been discontinued, to maintain the parity that existed in the pre-revised pay structure.

**बिहार में पेट्रोल पम्प लगाना**

8727. श्री सुखदेव नारायण यादव : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार बिहार के प्रत्येक खण्ड में कम से कम एक पेट्रोल

पम्प स्थापित करने का है जिससे किसानों को डीजल और मोबिल आयल आसानी से मिल सकें और यदि नहीं तो उसके क्या कारण हैं; और

(ख) क्या सरकार को पता है कि परिवहन सुविधाओं की कमी के कारण किसानों को बरसात में कठिनाई होती है तथा पेट्रोल पम्प दूर होने के कारण उनके आने जाने का खर्च भी बढ़ जाता है ?

**पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :**

(क) नये फुटकर बिक्री केन्द्रों (पेट्रोल पम्पों) के स्थलों का निर्धारण प्रत्येक तेल कम्पनी इन बिक्री केन्द्रों की आर्थिक व्यवहार्यता के आधार पर करती है। नये बिक्री केन्द्रों की स्थापना के लिये जो मानक अब अपनाये जाते हैं, वे मोटे तौर पर निम्न प्रकार हैं :—

- (1) बम्बई, कलकत्ता, देहली और मद्रास जैसे महा नगरों में बिक्री केन्द्रों की स्थापना अधिकतर महा नगर मास्टर प्लान के अनुसार और स्थल की उपलब्धता के अनुसार की जाती है।
- (2) 2.5 लाख या उससे अधिक जनसंख्या वाले अन्य नगरों/कस्बों में विद्यमान बिक्री केन्द्रों के 3 किलो मीटर की दूरी के अन्दर कोई नया बिक्री केन्द्र नहीं लगाया जाता, जब तक कि 3 किलो मीटर के अन्दर वर्तमान बिक्री केन्द्रों का हाई स्पीड डीजल तेल तथा मोटर स्प्रीट का मिला जुला मासिक विक्रय 100 किलो लीटर से अधिक नहीं हो।
- (3) राष्ट्रीय राज मार्गों को छोड़ कर अन्य क्षेत्रों में विद्यमान बिक्री केन्द्र के 4 किलो मीटर के अन्दर कोई नया बिक्री केन्द्र नहीं खोला जाता, जब तक कि 4 किलो मीटर के अन्दर बिक्री केन्द्र का हाई स्पीड डीजल तेल तथा मोटर

स्प्रिट का मिला जुला मासिक विक्रय 80 किलो लीटर से अधिक नहीं हो।

- (4) जहाँ तक राष्ट्रीय राज मार्गों का संबंध है, विद्यमान बिन्नी केन्द्र के 15 किलो मीटर के अन्दर कोई नया बिन्नी केन्द्र नहीं खोला जाता जब तक कि 15 किलो मीटर के अन्दर आने वाले बिन्नी केन्द्र का औसतन मासिक विक्रय 80 किलो लीटर से अधिक नहीं हो।

देश के अन्य भागों के अनुसार बिहार में भी नये बिन्नी केन्द्र खोलने के लिये यही मानक अपनाये जायेंगे।

(ख) ग्रामीण क्षेत्रों में परिवहन सुविधाओं की कमी की तथा इन सुविधाओं में सुधार करने की आवश्यकता से सरकार अवगत है। परन्तु नये बिन्नी केन्द्र उपरोक्त मानकों के अनुसार दीर्घकालीन आर्थिक व्यवहार्यता के आधार पर ही खोले जा सकते हैं।

#### **Setting up of Fluid Catalytic Cracker Project at Kerala**

8728. SHRI P. K. KODIYAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the Kerala State Government has agreed to come forward with the entire Equity Capital required for a Fluid Catalytic Cracker project if it is approved by the Central Government; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). In May 1977 Cochin Refineries Ltd. submitted a proposal for installation of a Fluid Catalytic Cracker and facilities for the production of aromatic feedstock at an estimated

cost of Rs. 39 crores when the refinery processes hundred per cent Bombay High Crude. The Fluid Catalytic Cracker proposal was revised later on so that the facilities involved will be able to handle Bombay High Crude oil or imported crude oil or mixture of Bombay High and imported crude oil. The total capital cost of the revised scheme is Rs. 33 crores. If production of aromatic feedstock also is to be incorporated as envisaged earlier, the cost will go up by another Rs. 6 crores. In December, 1977 Government appointed a Study Group under the Chairmanship of Shri R. N. Bhatnagar, Chairman and Managing Director Bharat Petroleum Corporation Ltd. to examine the additional refining/secondary processing capacity to be set up/initiated during the Sixth Plan (1978-83) and for two subsequent years. The Study Group *inter alia* studied the prospect of setting up of secondary processing facilities at Cochin Refineries. The report submitted by the Study Group in March, 1978, is now under consideration of the Government.

In December, 1977 the Chief Minister of Kerala has written a letter evincing keen interest in the possibility of having a project at Cochin, which will produce Aromatic Feed Stock by which the State can achieve considerable industrial development and he has expressed the preparedness of the State Government to find resources to the tune of Rs. 25 crores, whenever they are required for further development.

#### **O.N.G.C. facing trouble in West Bengal**

8729. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) that what are the troubles the ONGC is facing in West Bengal with regard to oil drilling very recently; and

(b) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). In respect of the well at Diamond Harbour being drilled by the ONGC, there had been some problems because of the parting of a casing pipe in the well. That complication has been removed and further drilling of the well is in progress.

**Representation for starting a Rajdhani Express between Delhi and Ahmedabad**

8730. SHRI AHMED M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received for starting a Rajdhani Express between Delhi and Ahmedabad; and

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

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

(b) Introduction of a fast Express train between Delhi-Ahmedabad is, at present operationally not feasible for lack of spare line capacity on sections enroute and of terminal facilities at Delhi.

**Foreign owner companies operating without industrial licence**

8731. SHRI R. L. P. VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that ten foreign companies often referred to as non-organised foreign companies are

still operating without industrial licences on the pretext that either they are employing less than 50 workers or their investment in plant and machinery is less than Rs. 10 lakhs,

(b) whether notification of 1962 and 1964 clearly provide that foreign companies will not be exempted from operation of Industries (Development and Regulation) Act irrespective of number of workers employed and investment in plant/machinery;

(c) whether these conditions have not been superseded in 1973 or 1977 notifications;

(d) if so, why no action has been taken; and

(e) details of irregularities committed during three years and whether Government propose to ask these companies to stop manufacture of such products?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) There are presently eight companies with foreign equity above 40 per cent which are not attracted by the provisions of the IDR Act, 1951.

Out of these eight foreign companies, three companies employ less than 50 workers. According to Section 3(c) and (d) of the said Act the provisions of the IDR Act will not apply to even a completely owned Foreign Company if the industrial undertaking consists of a factory employing less than 50 workers with the aid of power or 100 without the aid of power.

The remaining five companies do not have any manufacturing activity of their own and hence they cannot be considered as operating industrial undertakings within the purview of the IDR Act.

(b) and (c). The Notifications referred to do not alter the said provision of the IDR Act.



(d) Does not arise.

(e) Since these companies do not fall within the ambit of provisions of the I (D&R) Act, the question of violation of any provision of the said Act by them does not arise.

As regards violation of provisions of FERA, if any, the same will be known while examining their applications under FERA.

### **Recommendation of Hathi Committee regarding prices of drugs**

8732. SHRI GOVINDA MUNDA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) has Hathi Committee recommended any policy for the prices of drugs; if so, details of the same; and

(b) have any changes been made by Government in the consumer price policy; if so, how far the reduction in prices will take effect; if not, why the recommendations of the Hathi Committee have been changed unnecessarily; reasons for the same?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). A Statement containing Government's decisions on the recommendations of the Committee on Drugs and Pharmaceuticals Industry (Hathi Committee) including those on Pricing Policy has been laid on the Table of the Lok Sabha on the 29th March, 1978.

The new drug policy of the Government provides for freezing the prices of formulations in Categories I, II and III. The prices of formulations for Categories I and II would be frozen at the leader price level. Wherever any such prices are higher than the leader prices, they will be brought

down to the leader level; wherever they are lower they will stay frozen at such lower level. The prices of about 100 bulk drugs costed so far by the Bureau of Industrial Costs and Prices will also stay frozen. These freezes will be operative for an initial period of one year during which the pricing of all drugs and formulations would be studied keeping in view the parameters of mark-ups/profitability outlined in the policy.

A Statement showing the Hathi Committee's recommendations not accepted or accepted with modifications by the Government was furnished in reply to Lok Sabha Unstarred Question No. 8063 answered on the 25th April, 1978.

### **Technology imported by I.D.P.L.**

8733. SHRI GOVINDA MUNDA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) names of bulk drugs for which IDPL have imported technology from abroad; date of importation of technology for each drug, source from which purchased, and price paid for such purchase of technology;

(b) whether it is a fact that each time IDPL went in for purchase of technology, it was given obsolete technology;

(c) if so, the salient features of technology available with IDPL vis-à-vis some other company producing similar drugs; and

(d) details of bulk drugs for which technology has been developed by IDPL themselves?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Technologies for the following

drugs were obtained from M/s. Technoexport, Moscow (USSR) in accordance with contracts signed with them on the 18th March, 1962, for Antibiotics Plant Rishikesh, and on the 13th June, 1962, for Synthetic Drugs Plant, Hyderabad.

#### Antibiotics

Sodium penicillin, Procaine penicillin, Streptomycin sulphate, Tetracycline Hydrochloride, Oxytetracycline Hydrochloride, Nystatin Chlorotetracycline.

#### Synthetic Drugs

Phenacetim, Sulphanilamide, Sulphaguanidine, Sulphadimidine, Vitamin B1, Sodium Sulphacyl, Folic Acid Vitamin B2, Analgin, Amidopyrin, Piperazine salts, Diethyl Carbamazine citrate Nicotinamide (Niacinamide), I.N.H., Phenobarbitone, Acetazolamide.

The Government of U.S.S.R. provided a loan of Rs. 9.52 crores to cover technical services, training of Indian

personnel and equipment to be imported from U.S.S.R.

The technologies for the above bulk drugs were at a comparable level of technologies utilised elsewhere in the world in the late 1960s.

Between 1969 and 1973 up-to-date technology was provided to IDPL by U.S.S.R. in respect of tetracycline hydrochloride, Penicillin streptomycin and oxytetracycline, free of cost.

R & D is of the essence in the drugs and pharmaceuticals industry. During the last decade technologies have been improved substantially all over the world. Moreover a large number of new drugs have been introduced in the last decade which are superior to many of the older drugs. I.D.P.L. have, therefore, imported the latest technologies in the last few years in case of Penicillin, Tetracycline and Niacinamide. In addition to these, technologies for semi-synthetic penicillins, Erythromycin and Doxycycline were also imported.

Items	Source	Price paid for purchase of technology
Niacinamide . . . . .	M/s. Bofors, Sweden & M/s. Lonza, Switzerland	Swedish Kroner 2,000,000
Niacin . . . . .		
Methyl Ethyl pyridine . . . . .		
Potassium Pen. G . . . . .	M/s. I.S.F. SPA. Italy	US \$ 4,00,000
Semi-synthetic penicillins . . . . .	Do.	US \$ 5,00,000
Tetracycline . . . . .	M/s. Archifar S.P.A. Italy	US \$ 3,00,000
Erythromycin . . . . .	Do.	US \$ 3,00,000
Doxycycline . . . . .	M/s. Alfa Farmaceutical S.P.A. Italy.	US \$ 50,000

The technologies contracted as above are the latest modern technologies available. These were approved by Government during March 1976 and February 1977 and the new technologies are under implementation. These technologies are comparable with those

of other companies producing these drugs.

(d) I.D.P.L. has developed the following technologies for the following drugs in their R&D laboratories and

these have been implemented at plant level for production:—

Phthalyl Sulphacetamide, Thiace-tazone, Piperazine Salts Sulpha-methizole, Chlorpropamide, Nitro-furazone Nitrofurantoin, Sulpha-phenazone, Phthalyl Sulphathiazole, Thiamine Mononitrate, Thiamine Propyl disulphide Riboflavin-5'-phos-phate, Metronidazole and Griseoful-vin.

Technologies for the following drugs have been developed:—

Diazepam, Glybenolamide, Para-cetamol Pyridoxin Hydrochloride, Trimethoprim, Furazolidone, Pro-caine Hcl, Xyloosaine Indomethacin, Frusamide, Sulphamethoxazole, Phenylbutazone Allo-barbitone, Secobarbitone, Sulphadimethoxin and Methyldopa.

#### Availability of Household remedies and essential drugs

8734. SHRI GOVINDA MUNDA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the statement laid on the Table on 29th March, 1978 refer to terms of reference of Hathi Committee, item 7, that essential drugs and household remedies were to be made available to general public;

(b) if so, how far the recommen-dation made in the statement ensures that household remedies will be freely available to public; how prices will come down; whether they are manu-factured by Indian small scale manu-factures, if so, how much production is given to them for essential and household medicines in rural areas; and

(c) what changes were made in Hathi Committee recommendations in this regard and reasons for doing so?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILI-ZERS (SHRI JANESHWAR MISH-RA): (a) Yes, Sir. The term of refer-ence reads thus: "To recommend mea-sures for providing essential drugs and common household remedies to the general public, especially in the rural areas."

(b) For the purpose of price con-trol Government have divided drug formulations into four Categories. The new drug policy of the Govern-ment provides for freezing the prices of formulations in Categories I, II and III which mostly include essen-tial drugs of mass consumption. The prices of formulations for Categories I and II would be frozen at the leader price level. Wherever any such prices are higher than the leader prices, they will be brought down to the leader level. Where, however, they are lower, they will stay frozen at such lower level. The prices of about 100 bulk drugs costed so far by the Bureau of Industrial Costs & Prices will also stay frozen. These freezes will be operative for an initial period of one year during which the pricing of all drugs and formulations would be studied afresh keeping in view the parameters of mark-ups/ profitability outlined in the policy.

It has also been decided that possi-bilities of enlarging, rationalising and decentralising the distribution system in the public sector, with special reference to rural areas making use of unconventional agencies for the distribution of household remedies and commonly used medicines will be explored, keeping in view the re-quirements of the Drugs & Cosmetics Act and Rules.

So far as protection and encourage-ment to the small scale sector is con-cerned, Government have decided that excess production in households re-medies produced by foreign drug companies will not ordinarily be regularised. No foreign drug com-pany will be given loan licensees. It has also been decided that foreign companies engaged in the manufacture

household remedies will not be granted any expansion in capacity or allowed to take up such activity as additional items hereafter. These measures, combined with the reservation of select items for manufacture in the small scale sector, should serve as ample encouragement to the small scale sector.

(c) An explanatory Statement showing Hathi Committee's recommendations not accepted or accepted with modification was furnished in reply to Lok Sabha Unstarred Question No. 8063 answered on the 25th April, 1978.

**Number of Quarters at stations between Pathankot and Joginder Nagar**

8735. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) the number of quarters at each Railway Station for railway employees working on the Pathankot-Joginder Nagar Railway line;

(b) the number of quarters proposed to be constructed on that line during the next five years; and

(c) whether all the railway employees working on that line are provided with accommodation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The number of quarters at each Railway Station on the Pathankot-Joginder Nagar line are as under:

S. No.	Name of station	No. of quarters
(1)	Nurpur Road	23
(2)	Talara	16
(3)	Bharmar	3
(4)	Jawanwala Shahr	29
(5)	Harsar Dehri	18

(6)	Meghrajpora Halt	—
(7)	Nagrota Suriyan	21
(8)	Barial Himachal Halt	—
(9)	Nandpur Bhatauli	11
(10)	Guler	24
(11)	Jawala Mukhi Road	16
(12)	Kopar Lehar	19
(13)	Kangra	16
(14)	Kangra Mandir	3
(15)	Samloti	9
(16)	Nagrota	59
(17)	Chamunda Marg Halt	—
(18)	Paror	12
(19)	Sulah H.P.	11
(20)	Palampur Himachal	54
(21)	Panch Rukhi	10
(22)	Majheran Himachal Halt	—
(23)	Baijnath Paprola	65
(24)	Baijnath Mandir	2
(25)	Ahju	16
(26)	Chauntra Bahetreh Halt	—
(27)	Joginder Nagar	27

In addition, there are 43 quarters meant for gangmen who work in between the stations.

(b) No programme for construction of quarters, in the next 5 years, in this section has so far been finalised.

(c) Out of 653 Railway employees posted on this Section, 507 have been provided with railway accommodation.

**Hill Allowance**

8736. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether any special hill allowance is given to the railway employees working on the Pathankot-Joginder Nagar Railway line; and

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

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

(b) Does not arise.

**Composition of Board of Directors of Bengal Paper Mill Company**

8737. **SHRI SUKHDEO PRASAD VERMA:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the composition of Board of Directors of the Bengal Paper Mill Company Limited, Calcutta and the total number of shares held by each of them in the Company;

(b) the unit value of each share along with details of major shareholders holding more than 500 shares and above with value thereof;

(c) whether Government have received reports and complaints regarding mismanagement of affairs of the Company and contravention of various provisions of Companies Act by the Board of Directors, *inter alia*, resulting into loss in production, closure of factory and loss of finance and Government revenue; and

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

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):** (a) Statement A is laid on the Table of the House. [Placed in Library. See No. LT-2221/78].

(b) Statement B is laid on the Table of the House. [Placed in Library. See No. LT-2221/78].

(c) and (d). Complaints alleging non-compliance of the provisions of

Sections 196(2), 193, 163 of the Companies Act, 1956, appointment of some parties as distributors, continuous loss by the company on account of inefficient management and dishonest officers of the Head Office of the company, were received. An inspection of books of accounts etc. of the company was carried out under Section 209-A of the Companies Act, 1956 in September–November, 1975 and the complaints received till then were also looked into. As a result of the inspection, except regarding appointment of dealers by the company, nothing serious was found. As regards dealers, question of applicability of Section 294AA of the Companies Act, 1956 is under examination. In respect of the complaints received after the inspection was over, Registrar of Companies has examined the position and suggested cost audit of the company's records. The cost audit under Section 233B of the Companies Act, 1956, has already been ordered. Action found necessary would be taken.

**Compensation cases of victims of Railway Accidents**

8738. **SHRI MADHAVRAO SCINDIA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is not a fact that the cases for payment of compensation to the victims of rail accidents are decided by the Tribunal set up for the purpose; and

(b) if so, the procedure laid down therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). The rules for compensation to the passengers involved in train accidents are governed by the provisions of the Indian Railways Act, 1890, and

Accident (Compensation) Rules, 1950, as amended in 1974.

The Central Government appoints *Ad-hoc* Claims Commissioners with summary powers to receive and determine claims for compensation in case of each major train accident, covering accidents which involve more than 10 deaths or more than 20 casualties under the Indian Railways Act, 1890. However, in case of all Minor Train Accidents, that is, where the number of deaths is 10 or less than 10, or the casualties 20 or less than 20, the District Magistrates/Judges in the Districts have been appointed as *Ex-officio* Claims Commissioners for such purposes and notified in the Gazette of India.

The applications for compensation under the Indian Railways Act, 1890 can normally be preferred by the claimants within a period of three months of the occurrence of the accident to the *Ad-hoc* Claims Commissioners/*Ex-Officio* Claims Commissioner, as the case may be. The Claims Commissioners may, on good cause shown, allow any application to be made by the claimant at any time within one year of the occurrence of the accident also. Full fledged Court proceedings take place before a verdict is awarded by the Court and both the parties viz. the claimants, and the Railway Administration are given the opportunity to establish the claim in order to avoid any irregular payment of compensation to a wrong party. These claims are satisfied on the basis of the verdict of the Court without any delay on the part of the Railway Administration.

#### Bina-Delhi Railway Line

8739. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) progress of the electrification of the Bina-Delhi Railway line upto the end of March, 1978;

(b) whether electrification of the line is expected by the end of October, 1978; and

(c) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Nil. The work has not so far been sanctioned for execution.

(b) No.

(c) Does not arise.

गुजरात में यात्री शेडों आदि पर हत्या  
व्यय

8740. श्री धर्म सिंह भाई पटेल  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) गुजरात के सौराष्ट्र प्रदेश में जेतलसर जंक्शन से पोरबन्दर तक, पोरबन्दर से जामनगर तक और शापुर सोरठ से मराडिया स्टेशनों तक यात्री शेडों, गोदाम, स्टेशनों के कमरों और कर्मचारियों के क्वार्टरों पर वर्ष 1976-77 और 1977-78 के दौरान कितना व्यय हुआ तथा उन पर किस प्रकार का खर्च हुआ; और

(ख) क्या वर्ष 1978-79 में इन पर कोई व्यय किया जायेगा अथवा अभी कोई काम किया जाना है और यदि हाँ, तो किये जाने वाले कार्य का, स्टेशनवार व्यौरा क्या है तथा उन पर कितना खर्च आयेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) ज्योरा इस प्रकार है :—

खंड	1976-77	1977-78
(i) जेतलसर-पोरबन्दर खंड	रु०	रु०
यात्री सायबान और गोदाम	कोई नहीं	कोई नहीं
स्टेशन भवन	2000	कोई नहीं
कर्मचारी क्वार्टर	1,92,000	1,07,000
(ii) पोरबन्दर-जामनगर खंड	कोई नहीं	कोई नहीं
(iii) शाहपुर-सोरठ और सराडिया	कोई नहीं	कोई नहीं

(ख) 1978-79 के दौरान इन तीन खण्डों पर यात्री सायबान, स्टेशन कमरों और कर्मचारियों के क्वार्टरों गोदामों आदि पर किया जाने वाला परिव्यय इस प्रकार है :—

#### जेतलसर—पोरबन्दर खण्ड

##### जेतलसर स्टेशन

यात्री सायबान	48,000 रुपये
स्टेशन भवन	40,000 रुपये
कर्मचारी क्वार्टर	3,44,000 रुपये
पोरबन्दर—जामनगर खण्ड	कोई नहीं
शाहपुर—सोरठ—सराडिया खण्ड	कोई नहीं

कोल के वैगन सप्लाई करने की मांग करने के बारे में कोई अभ्यावेदन प्राप्त हुए हैं ;

(ख) यदि हां, तो किस प्रकार के रेलवे वैगनों की मांग की गई और इस सम्बन्ध में किस प्रकार की शिकायतें की गई और सरकार ने इस बारे में कब और क्या कार्यवाही की;

(ग) कोयले के वैगनों की मासिक आवश्यकता कितनी है और उपर्युक्त फर्म को जनवरी से दिसम्बर, 1977 तक महीनेवार स्टीम कोल के कितने वैगन आवंटित किये गये और जनवरी से दिसम्बर, 1978 तक कितने वैगन आवंटित करने का प्रस्ताव है और (जनवरी से अप्रैल, 1978 तक) आवंटन किन-किन तारीखों को किया गया; और

(घ) उक्त उद्योग को कोयले के कम वैगन सप्लाई करने के क्या कारण हैं और भविष्य में वैगनों की कमी न होने के लिए सरकार क्या कार्यवाही करेगी ?

#### पत्थर के कोयम स्टीम कोल की सप्लाई

8541. श्री धर्मसिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या श्री जगदीश आयल इंडस्ट्रीज प्राइवेट लिमिटेड, पोरबन्दर (गुजरात) से बनस्पति उद्योग चालू रखने के लिए स्टीम

रेल मंत्रालय से राज्य मंत्री (श्री शिव नारायण) : (क) से (घ). सूचना इकट्ठी की जा रही है और मना पटल पर रख दी जायेगी ।

### चाक की दुलाई

8742. श्री धर्मासिंह भाई पटेल :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या चाक मर्चेट एसोसियेशन पोरबन्दर, राणावाव पोरबन्दर, सौराष्ट्र (गुजरात) ने चाक और चाक-चूर्ण की दुलाई के बैगनों के लिए उनके मंत्रालय और महाप्रबन्धक पश्चिम रेलवे बम्बई तथा मंडलीय अधीक्षक, भावनगर से 21 मार्च, 1978 को अनुरोध किया था और यदि हां, तो उसमें क्या मांगों की गई है;

(ख) इन मांगों पर सरकार द्वारा क्या कार्यवाही की गई है अथवा की जानी है और कब और किस प्रकार की कार्यवाही की गई थी और की जायेगी;

(ग) राणावाव और पोरबन्दर स्टेशनों पर अलग अलग इन चाक उद्योगों के लिये कितने बैगनों का दैनिक कोटा नियत है और यह कब नियत किया गया था और कब से लागू किया गया था;

(घ) अब चाक एसोसिएशन पोरबन्दर राणावाव ने राणावाव और पोरबन्दर स्टेशनों के लिए कितने बैगनों की मांग की है; और

(ङ) क्या पश्चिम रेलवे के भावनगर डिवीजन के कुछ अधिकारियों ने 6-2-1978 को राणावाव का दौरा किया था और यदि हां, तो इन अधिकारियों से किस प्रकार की मांगों की गई और उन मांगों के बारे में क्या कार्यवाही की गई अथवा की जानी है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी हां, प्रति दिन सात माल-डिब्बा के वर्तमान कोटे को बढ़ा कर 14 माल-डिब्बा प्रतिदिन करने के लिए

और प्राथमिकता कोटि 'इ' से प्राथमिकता कोटि 'डी' में उन्नयन के लिए।

(ख) कोटे में वृद्धि सक्रिय रूप से विचाराधीन है। लेकिन, इस क्षेत्र में अत्यधिक उच्चतर प्राथमिकता यातायात की प्रस्तुति और सीमेंट, रसायन सरीखे निर्धारित अवधि यातायात को दखते हुए इस यातायात की कोटि का उन्नयन संभव नहीं है।

(ग) 29-1-1977 से राणावाव और पोरबन्दर के लिए क्रमशः 5 और 2 माल-डिब्बों का दैनिक कोटा आवंटित किया गया है।

(घ) चाक परिषद ने इन स्टेशनों से 14 माल-डिब्बे प्रतिदिन करने की मांग की है।

(ङ) जी हां, रेलवे अधिकारियों द्वारा किये गये निरीक्षण के अवसर पर, चाक/चाक पाउडर यातायात के लदान में वृद्धि करने के लिए अनुरोध किया गया था। लदान का काम, जनवरी, 1978 में 9 माल-डिब्बे प्रतिदिन से बढ़कर फरवरी में 9 माल-डिब्बे प्रतिदिन और मार्च, 1978 में 10 माल-डिब्बों का औसत लदान कर दिया गया जब कि इससे पहले कोटा 7 माल-डिब्बे प्रतिदिन था।

### महीदपुर रोड स्टेशन प्लेटफार्म पर निर्माण कार्य

8743. श्री हुकम चन्द कछवाय :  
क्या रेल मंत्री महीदपुर रोड स्टेशन पर प्लेटफार्म के बारे में 21 फरवरी, 1978 के अतिरिक्त प्रश्न संख्या 85 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि:

(क) महीदपुर रोड स्टेशन के प्लेटफार्म का निर्माण कार्य आरम्भ हो गया है; यदि हां, तो क्या प्लेटफार्म की ऊंचाई बहुत कम



रखी जा रही है जिसके परिणामस्वरूप यात्रियों को बहुत कठिनाईयाँ होंगी ;

(ख) क्या यात्रियों की सुविधा के लिये इसकी ऊँचाई बढ़ाने का प्रस्ताव है ;

(ग) प्लेटफार्म पर प्रतिदिन जाने वाले व्यक्तियों की औसत संख्या कितनी है ;

(घ) क्या यात्री यातायात को ध्यान में रखते हुए उक्त स्टेशन पर शौच और उपरिपुल के निर्माण की आवश्यकता नहीं है ;

(ङ) यात्रियों को विभिन्न सुविधायें उपलब्ध कराने के लिए स्टेशन के निर्माण से अब तक इसका कितनी बार विकास किया गया ;

(च) क्या स्टेशन पर जल और शौचालय की सुविधाओं की अभी तक व्यवस्था नहीं की गई है ; और

(छ) क्या यात्रियों को घूप, ठंड और वर्षा से बचाने के लिए स्टेशन पर पर्याप्त व्यवस्था नहीं की गई है ; और यदि हाँ, तो उक्त सुविधायें उपलब्ध कराने के लिये क्या कार्यवाही की जा रही है ?

रेल मंत्रालय, में, राज्य मंत्री (श्री शिव नारायण) : (क) महीदपुर रेलवे स्टेशन पर वर्तमान ऊँची सतह वाले प्लेटफार्म के अलावा रेल पटरी की सतह वाला एक नया प्लेटफार्म बनाने का विचार है। यह काम चल रहा है।

(ख) जी नहीं, क्योंकि वर्तमान प्लेटफार्म ऊँची सतह वाला प्लेटफार्म है

(ग) इस स्टेशन पर प्रतिदिन जितने यात्रा आते-जाते हैं उनकी औसत संख्या 775 है।

(घ) अभी इस प्लेटफार्म पर छत की व्यवस्था करने का कोई औचित्य नहीं है ; आच्छादित स्थान के रूप में इस स्टेशन पर लगभग 60 वर्गमीटर के प्रतीक्षालय की व्यवस्था है। इस समय ऊपरी पैदल पुल के लिए भी कोई औचित्य नहीं है।

(ङ) स्टेशनों पर वर्तमान यात्री सुविधाओं का सुधार/विस्तार एक सतत प्रक्रिया है और आवश्यकता के अनुसार समय-समय पर जितनी सुविधाओं की अपेक्षा होती है, उनकी व्यवस्था की जाती है। इस स्टेशन का निर्माण वर्ष 1912 के आसपास हुआ था और इस समय यहाँ पर निम्नलिखित सुविधाएँ उपलब्ध हैं :—

(1) ऊँची सतह वाला प्लेटफार्म—  
लंबाई 300 मीटर।

(2) प्लेटफार्म का फर्श अंशतः  
एस्काल्ड निर्मित है।

(3) प्लेटफार्म पर बैच—आठ,  
प्रतीक्षालय में बैच—  
तीन।

(4) पानी की एक प्याऊ।

(5) 4 सीटों वाला एक शौचालय।

(6) स्टेशन पर बिजली लगी हुई है और यहाँ पर 18 छायादार वृक्ष हैं।

(च) इस स्टेशन पर चार सीट वाले शौचालय और पानी की प्याऊ की व्यवस्था है, जैसा कि ऊपर बताया गया है।

(छ) यात्री यातायात के वर्तमान स्तर के लिए मौजूदा प्रतीक्षालय पर्याप्त समझा जाता है।

**Dismissed or compelled to retire  
Officers of I.O.C.**

8744. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILISERS be pleased to state:

(a) how many officers of I.O.C. have been dismissed or compelled to retire during the last three years;

(b) in how many cases the Courts have held the action as wrongful or illegal, together with details thereof;

(c) whether all such persons have been reinstated; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Ten officers of the Indian Oil Corporation were dismissed during the last three years as a measure of disciplinary action and there has been no case of compulsory retirement.

(b) and (c). None, Sir.

(d) Does not arise.

**Construction of over-bridges**

8745. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government and Railway Administration have received representations during a period of last three years for the construction of over-bridges on various Railway Stations in Thana District of Maharashtra;

(b) if so, the details thereof; and

(c) steps taken by the Government in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Representations have been received for construction of foot over-bridges at Kalva Road and Vaitana Railway Stations. Proposals for the construction of foot over-bridges at these stations are under examination and if found justified, works will be included in the future years' works programme subject to availability of funds.

**Setting up of new Petro-chemical  
Complex around Bombay**

8746. SHRI R. K. MHALGI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that consultants have been appointed to study the feasibility and desirability of setting up of new petro-chemical complex around Bombay based on the off shore associated gas, if so, when and names of such consultants;

(b) whether they have submitted a report and whether the Government have taken the decision on it; and

(c) if so, the nature thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) M/s. Stone & Webster India Corporation were engaged as consultants to undertake, *inter alia*, a study to evaluate the technical, economical and financial feasibility of processing and utilising the natural gas in the Bombay area to supply feedstock for the production of petrochemicals for domestic consumption and export. The agreement was signed on the 17th September, 1976.

(b) The final report of M/s. Stone & Webster was received by Government in January, 1978.

(c) Meanwhile Government has set up a Working Group on the 3rd September, 1977, to study the need to create additional capacity in the petro-chemical industry in India. This Working Group also took into consideration the scope for the utilisation of gas from Bombay High and South Bassein fields in the manufacture of petro-chemicals. The Working Group has submitted its report recently which is under consideration.

### अधिकारियों के पदों का दर्जा बढ़ाना

8747. श्री हुकम चन्द कछवाय : क्या रेल मंत्री अधिकारियों के पदों का दर्जा बढ़ाये जाने के बारे में 11 अप्रैल, 1978 के तारांकित प्रश्न संख्या 683 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) चतुर्थ श्रेणी ग्रुप "डी" के 1200 कर्मचारियों को कितन-कितने वेतनमानों में रखा गया है ;

(ख) इन कर्मचारियों की, तारीखवार, कब पदोन्नति की गई थी ; और

(ग) क्या वित्त मंत्रालय ज्ञापन संख्या एफ० 7(21)-ई०-iii(ए)/74 दिनांक 10 जनवरी, 1977 के अनुसार 1 अगस्त, 1976 से पदोन्नतियां नहीं दी गई थीं और यदि हां, तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव-नारायण) : (क) ये पद 200-250 रु० के संशोधित वेतनमान से बढ़ा कर 210-270 रु० कर दिये गये हैं ।

(ख) से (ग). इन पदों का ग्रेड बढ़ाना रेलों पर वर्ग 'सी' और 'डी' संवर्ग की संवर्ग पुनर्संरचना की रेल मंत्रालय द्वारा शुरू की गई योजना का एक भाग था । यह योजना जिसमें यह व्यवस्था थी कि यह उस तारीख से

लागू होगी जिस तारीख से उन पदों को भरा गया जिनका ग्रेड बढ़ाया गया था; प्रवरण ग्रेड पदों के सृजन उस योजना से भिन्न थी जिसके संबंध में मार्गदर्शन वित्त मंत्रालय द्वारा अपने 10-1-77 के कार्यालय ज्ञापन द्वारा जारी किए थे जिन्हें पूर्व व्याप्त महित 1-8-1976 से लागू करने की व्यवस्था थी ।

क्षेत्रीय रेलों की विभिन्न यूनिटों में अलग-अलग बढ़ाये गये ग्रेड वाले पदों को भरने की वास्तविक तारीख अलग-अलग कर्मचारियों के लिए अलग-अलग हो सकती है और 1-8-1976 से पहले या बाद की कोई भी तारीख हो सकती थी ।

### Drilling in Kerala

8748. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the estimated oil reserves in the Kerala basin;

(b) how many sites are selected for drilling before the onset of monsoon; and

(c) the average time estimated to take at each site to know results?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Not yet known.

(b) Only one.

(c) About two months at the present site to drill and test the well.

### Helicopter service to Bombay High

8749. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the amount paid upto 31st March, 1978 for the helicopter service operations to the Bombay High;

(b) who are engaged for it;

(c) the conditions agreed to;

(d) whether Indian Airlines have proposed to take on these operations and, if so, what are their conditions; and

(e) whether acceptance of Indian Airlines proposal will enable discontinuance of the existing arrangements?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (e). The information is being collected and would be laid on the Table of the Sabha.

### पालमपुर-गांधीधाम रेलवे लाइन

8750. श्री मोती भाई शारंग चौधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चंडीसा और मुजफ्फरगंज गांवों से आने वाले यातायात को नियमित करने के लिए पश्चिम रेलवे की पालमपुर-गांधीधाम रेल लाइन के चंडीसा रेलवे स्टेशन के समीप एक रेलवे फाटक बनाया गया है किन्तु इसको खोलने और बन्द करने के लिए कोई कर्मचारी नियुक्त नहीं किया गया जिससे इन गांवों के लोगों को बहुत कठिनाई होती है तथा क्या इस बात को स्थान में रखते हुए वहां किसी व्यक्ति को स्थायी रूप से नियुक्त किया जायेगा ; और

(ख) यदि हां, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री विष्णु नारायण) : (क) और (ख). कोई नया समार नहीं बनाया गया है। लेकिन स्टेशन पर एक मौजूदा समार (सं० 14) है जिसके दरवाजे दिन के दौरान सड़क यातायात के लिए प्रायः खुले रहते हैं। दिन के दौरान दरवाजों पर एक सफाई वाला तैनात रहता है। चूंकि रात में यातायात कम रहता है इसलिए दरवाजों को बन्द रखा जाता है और चाबियां ड्यूटी पर तैनात कांटेबल के पास होती हैं जो सड़क उपयोगकर्ताओं के कहने पर दरवाजों को खोल देता है। इन परिस्थितियों में समार के लिए दूसरे व्यक्ति को स्थायी रूप से तैनात करने की कोई आवश्यकता नहीं है।

### इंडियन ड्रग्स एण्ड फार्मास्यूटिकल्स के कर्मचारियों के वृत्तमानों का पुनरीक्षण

8751. श्री ओम प्रकाश त्यागी : क्या पेट्रोलियम, तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उन्होंने 18, 19 तथा 20 सितम्बर, 1977 को इंडियन ड्रग्स एण्ड फार्मास्यूटिकल्स लिमिटेड, ऋषिकेश का दौरा किया था और क्या वहां कार्य कर रहे कर्मचारियों को भी उनके वर्तमानों का पुनरीक्षण करने का आश्वासन दिया था और क्या आश्वासन के अनुरूप वार्ता समिति का गठन भी किया गया था ; और

(ख) यदि हां, तो इस दिशा में अब तक क्या प्रगति हुई है और कर्मचारियों के वृत्तमानों तथा पदोन्नति के मामले पर कब तक निर्णय हो जायेगा ?

वेदोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :  
 (क) और (ख). वेदोलियम तथा रसायन और उर्वरक मंत्री जी के आई० डी० पी० एल० अधीन में 18 से 20 सितम्बर, 1977 के दोरे के दौरान मजदूरी ढांचे तथा पदोन्नति नीति सम्बन्धी मामलों को शामिल करते हुये यूनियन द्वारा प्रस्तुत एक मांग पत्र पर विचार-विमर्श किया गया तथा यह निर्णय लिया गया था कि एक वार्ता समिति जिसमें प्रबन्धक तथा यूनियनों के प्रतिनिधि शामिल है गठित की जाये जो मजदूरी आदि के पुनरीक्षण सम्बन्धी प्रारूप प्रस्ताव को अन्तिम रूप दे सके। समिति की कई बैठकें हुई थीं तथा यह भाषा की जाती है कि मामलों को शीघ्र ही निपटाया जायेगा।

#### Posts of Bilingual Stenographers

8752. SHRI NAWAB SINGH CHAUHAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state;

(a) how many posts of Bilingual Stenographers (Excluding English-cum-Hindi) in the Official Languages Wing are lying vacant and for how long; the reasons why the posts could not be filled up so far;

(b) whenever the vacancies of Bilingual Stenographers occur, are they advertised in the News papers and circulated to all the Ministries/Departments of Central Government and State Governments also;

(c) how many times the recruitment rules of Bilingual Stenographers have been changed and why and what specific changes were made each time; and

(d) why the recruitment of Bilingual Stenographers is not made through U.P.S.C.?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) At present there are 6 vacant posts of Bilingual Stenographers (Regional Languages) in the Official Languages Wing. 2 posts are lying vacant for less than 1 year, 2 for more than 1 year and 2 for more than 2 years. The vacant posts of Bilingual Stenographers could not be filled as the recruitment of Draftsmen in Regional Languages Units for whom the Stenographers were intended had been held up pending finalisation of the revised recruitment rules for the posts in the Raj Bhasha Khand (Official Languages Wing) of this Ministry. Further the recommendations of the Internal Work Study Unit which assessed the staff requirements of the Raj Bhasha Khand (Official Languages Wing) are under consideration in consultation with the Ministry of Finance. Necessary action to fill the vacant posts will be taken as soon as the recommendations of the Internal Work Study Unit are implemented and the recruitment rules for the posts of officers are finalised.

(b) According to the recruitment rules for the posts of Bilingual Stenographers (Regional Languages), they are required to be filled by transfer of suitable Central/State Government servants holding posts not below the rank of L.D.C. and possessing the requisite qualifications, failing which by direct recruitment. According to the first mode of recruitment, the vacancies are circulated to all Ministries/Departments of the Central Government and State Governments also. If the first mode of recruitment fails, the second mode of recruitment is resorted to, viz., the vacancies are reported to the Employment Exchange (now the Staff Selection Commission).

(c) There were common recruitment rules for the posts of Bilingual Stenographers both for Hindi and Regional Languages since 1963. The Rules were amended in 1972, so as to provide that if candidates possessing

a speed of 120 words per minute in English Stenography are not available, candidates possessing a speed of 100 words per minute shall be eligible for consideration. Separate recruitment rules for the posts of Bilingual Stenographers (Regional Languages) and Bilingual Stenographers (Hindi-cum-English) were framed in the year 1977. The recruitment rules for posts of Hindi-cum-English Stenographers provided for 100 per cent direct recruitment and for selection to be made through a test in Stenography and typewriting in English and Hindi to be conducted by the Institute of Secretariat Training and Management. The recruitment rules for the Regional Language-cum-English Stenographers provided for filling of the posts by transfer of suitable Central/State Government servants and possessing the required qualifications, failing which by direct recruitment. The modes of recruitment of the two categories of Stenographers were prescribed differently, as it was not possible to obtain the services of Stenographers for regional languages by direct recruitment through the Employment Exchange. No change in the rules has been made after 1977.

(d) According to the Resolution dated 4-11-75 issued by the Department of Personnel and Administrative Reforms, recruitment to all ex-kadre/isolated Class III posts (now Group 'C') is required to be made through the Staff Selection Commission.

### माल डिब्बों की सप्लाई

8753. श्री ब्यास राय शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या शिकोहाबाद में माल डिब्बों की सप्लाई के मामले में अनियमितताओं और अनिचित तरीके अपना कर परेशान करने के बारे में इलाहाबाद डिब्बोजन के कुछ कर्मचारियों के विरुद्ध लोग लगातार बड़े

अधिकारियों को शिकायत करते रहे हैं और यदि हां, तो इस मामले में अधिकारियों द्वारा कोई कार्यवाही न करने के क्या कारण है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : जी नहीं। श्री महाराज सिंह, भूतपूर्व संसद् सदस्य, से मिले एक पत्र के जरिये शिकोहाबाद स्टेशन के एक गाड़ी क्लर्क के विरुद्ध लगाये गये अनेक आरोपों के सम्बन्ध में केवल तीन शिकायतें प्राप्त हुई थीं। उत्तर रेलवे द्वारा की गई जांच के दौरान, माल-डिब्बों की रुकौनी, माल-डिब्बों को एक-साथ माल उतारने के लिए लगाने के बजाय अलग-अलग बनाये गये दो मीलों को अनियमित रूप से जारी करने और चार टंकी माल-डिब्बों पर बिलम्ब-शुल्क वसूल करने में असफल रहने के बारे में तीन आरोप मिट्ट हो गये थे। जिम्मेदार ठहराये गये कर्मचारी के विरुद्ध उपयुक्त अनुशासनिक कार्यवाही की गई है।

इसके अतिरिक्त, शिकोहाबाद के गाड़ी क्लर्क के विरुद्ध एक गुप्तनाम शिकायत भी मिली थी। वर्तमान अनुदेशों के अनुसार, इस शिकायत की कोई जांच नहीं की गई।

### सिंथेटिक एण्ड कॅमिकल लिमिटेड, बरेली में रबड़ का उत्पादन लागत

8754. श्री सुरेन्द्र विक्रम : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि सिंथेटिक एण्ड कॅमिकल लिमिटेड, बरेली में रबड़ की उत्पादन लागत कितनी है और उसका बाजार मूल्य कितना है ?

पेट्रोलिएम तथा रसायन और उर्वरक  
मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :  
सूचना एकत्र की जा रही है और सभा पटल पर  
रख दी जायेगी ।

**Production of Fertilizers by Ramagundam, Talcher Haldia Fertilizer Factories**

8755. SHRI P. RAJAGOPAL NAI-  
DU: Will the Minister of PETRO-  
LEUM, CHEMICALS AND FERTILI-  
ZERS be pleased to state:

(a) whether Ramagundam, Talcher  
Haldia Fertilizer Factories went into  
Commercial production; and

(b) if so, whether they are produc-  
ing fertilizers to their rated capacity?

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

(a) No, Sir. The Talcher and  
Ramagundam fertilizer projects are  
expected to start commercial produc-  
tion from April, 1979 and the Haldia  
fertilizer project from July, 1979.

(b) Does not arise.

**Casual Labour employed in Dining  
Cars of Super Express Trains**

8756. SHRI SOMNATH CHATTER-  
JEE: Will the Minister of RAIL-  
WAYS be pleased to state:

(a) whether there is a practice to  
employ casual labour in dining cars  
plying with super express trains;

(b) if so, the number of such em-  
ployees; zone-wise;

(c) whether such employment is  
responsible for generating corruption  
and consequent lowering down of stan-  
dard of food served in the trains; and

(d) whether the Government have  
received any complaint in this regard  
and the fate of such complaints?

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

labour are employed for seasonal,  
sporadic and intermittent jobs while  
regular work of long term nature is  
attended to by regular staff.

(b) The number of casual labour  
in dining cars varies from time to  
time depending on day to day require-  
ments.

(c) Casual labour when engaged in  
dining cars work under direct super-  
vision of regular staff. There is,  
therefore, no reason for such employ-  
ment generating corruption or deteri-  
oration in the standard of food served.

(d) Information is being collected  
and will be laid on the Table of the  
House.

**रेलवे द्वारा निकाले गये प्रकाशन और पत्र  
तथा पत्रिकाएँ**

8757. श्री नवाब सिंह चौहान : क्या  
रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मंत्रालय/विभाग ने वर्ष 1977 के  
दौरान कौन-कौन से प्रकाशन और पत्र तथा  
पत्रिकाएँ निकाली हैं;

(ख) उपरोक्त प्रकाशनों एवं पत्र  
पत्रिकाओं में से कितने हिन्दी में निकाले गये  
और जो हिन्दी में नहीं निकाले गये, उसके क्या  
कारण हैं;

(ग) क्या ऐसे सभी प्रकाशनों एवं पत्र-  
पत्रिकाओं को हिन्दी में निकालने का बिचार  
है जो अभी अंग्रेजी में हैं; और

(घ) यदि हाँ, तो इस सम्बन्ध में अब  
तक क्या कार्यवाही की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव  
नारायण) : (क) से (घ). सूचना इकट्ठी  
की जा रही है और सभा पटल पर रख दी  
जायेगी ।

### हिन्दी जानने वाले कर्मचारी

8758. श्री मन्नाब सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि .

(क) उनके मंत्रालय/विभाग में इस समय कुल कितने अनुभाग हैं और उनमें से उन अनुभागों की संख्या कितनी है, जिनमें 80 प्रतिशत से अधिक कर्मचारी हिन्दी का ज्ञान रखते हैं;

(ख) इस समय कुल कितने अनुभागों में हिन्दी में टिप्पण और प्रारूपण लिखे जाते हैं और बाकी अनुभागों में ऐसा न करने के क्या कारण हैं; और

(ग) क्या हिन्दी में टिप्पण और प्रारूपण लिखने के लिए सभी अनुभागों को स्पष्ट आदेश जारी कर दिए गये हैं और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) अनुभागों की कुल संख्या : 165

ऐसे अनुभागों की संख्या जहाँ 80 प्रतिशत कर्मचारी हिन्दी जानते हैं : 88

(ख) 22 अनुभागों में 25 प्रतिशत से अधिक टिप्पण कार्य हिन्दी में किया जाता है। शेष 66 अनुभागों में हिन्दी में टिप्पण-कार्य 25 प्रतिशत से कम होता है।

(ग) सभी कर्मचारी कार्यालय का काम हिन्दी या अंग्रेजी में करने के लिए स्वतन्त्र हैं। टिप्पण और मसौदा लेखन में अधिक से अधिक हिन्दी का उपयोग करने के लिए उन्हें प्रोत्साहित करने के अनुरोध दिये गये हैं।

### Drinking water at Stations

8759. PROF. P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that proper and clean drinking water facilities are not available at several

stations on the Western Railway, including the stations like Sabarmati and others near Ahmedabad; and

(b) if so, whether Government are taking active and immediate steps to rectify and improve the said situation very early?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Clean and potable drinking water is being supplied to passengers at all stations on the Western Railway including Sabarmati and other stations near Ahmedabad area.

(b) Does not arise.

### Profit by foreign drug firms

8760. PROF. P. G. MAVALANKAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether one or more foreign owned pharmaceutical firms in the country have made any profits during the years 1975, 1976 and 1977;

(b) if so, full facts thereof; and

(c) how much amount of the said profits is being pumped out by these firms or companies and what is their percentage to the total earnings made during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir,

(b) and (c). A statement furnishing the information, to the extent available, relating to the net profits made by the foreign drug companies in the organised sector during the years 1975 and 1976 and the remittances made during the period 1974-75 and 1975-76 by these companies is attached.

Similar information for the years 1976-77 and 1977-78 is not yet available.



## Statement

(Rs. in lakhs)

Sl. No.	Name of the Company	Year	Net Profit	Remittances abroad
1	2	3	4	5
1	M/s Abbott Labs (I) Limited . . . . .	1975 1976	48.31 (—)6.51	.. N.A.
2	M/s Beecham (I) Pvt. Ltd. . . . .	1975 1976	1.53 2.18	N.A. N.A.
3	M/s Burroughs Wellcome & Co. (I) Pvt. Ltd. . . .	1975 1976	18.58 47.12	.. 3.91
4	M/s May & Baker Limited . . . . .	1975 1976	32.48 26.40	N.A. N.A.
5	M/s Smith Kline & French (I) Ltd. . . . .	1975 1976	23.70 33.90	20.55 N.A.
6	M/s Roche Products Limited . . . . .	1975 1976	59.02 73.55	8.59 N.A.
7	M/s Indian Schering Limited . . . . .	1975 1976	N.A. N.A.	N.A. N.A.
8	M/s Parke Davis (I) Limited . . . . .	1975 1976	56.84 89.91	.. N.A.
9	M/s Anglo French Drug Co. (Eastern) Limited . .	1975 1976	1.04 5.29	0.01 N.A.
10	M/s Glaxo Labs (I) Limited . . . . .	1975 1976	205.65 307.93	64 86.24
11	M/s Johnson and Johnson Limited . . . . .	1975 1976	30.97 55.78	4.21 N.A.
12	M/s Pfizer Ltd. . . . .	1975 1976	166.63 236.46	15.6 N.A. 0
13	M/s Wyeth Labs Limited . . . . .	1975 1976	24.40 31.48	4.45 11.09
14	M/s Giba Geigy of (I) Ltd. . . . .	1975 1976	168.00 216.00	21.33 N.A.
15	M/s Cyanamid (I) Limited . . . . .	1975 1976	138.70 175.73	1.35 59.70

1	2	3	4	5
16	M/s Alkali & Chemical Corporation of (I) Ltd. . . . .	1975 1976	—10'00 —44'00	22'00 27'00
17	M/s E. Merck (I) Pvt. Limited . . . . .	1975 1976	12'84 23'39	3'83 N.A.
18	M/s Merck Sharp & Dhome of (I) Ltd. . . . .	1975 1976	23'00 40'79	0'02 13'45
19	M/s Sandoz (I) Limited . . . . .	1975 1976	69'35 79'00	4'66 33'43
20	M/s The Boots Co. (I) Limited . . . . .	1975 1976	89'73 109'83	4'79 10'17
21	M/s Richardson Hindustan Ltd. . . . .	1975 1976	40'00 53'00	3'25 10'89
22	M/s Bayer (I) Limited . . . . .	1975 1976	234'93 182'13	59'14 23'27
23	M/s Hoechst Pharm. Limited . . . . .	1975 1976	63'80 92'06	9'48 20'36
24	M/s Warner Hindustan Limited . . . . .	1975 1976	35'54 54'71	5'20 10'99
25	M/s Whiffens (I) Limited . . . . .	1975 1976	N.A. N.A.	.. N.A.
26	M/s Cartar Wallace Limited . . . . .	1975 1976	1'52 N.A.	0'47 N.A.
27	M/s Organon (I) Limited . . . . .	1975 1976	76'09 100'05	4'30 4'06
28	M/s Uni-Sankyo Limited . . . . .	1975 1976	2'12 2'02	0'40 1'07
29	M/s Synbiotics Limited . . . . .	1975 1976	13'15 N.A.	1'34 N.A.
30	M/s Suhrid Geigy Limited . . . . .	1975 1976	55'59 N.A.	0'18 N.A.
31	M/s Geoffrey Manners Co. Limited . . . . .	1975 1976	56'60 73'29	6'03 20'32

### Effect of the new drug policy

8762. SHRI PRASANNBHAI MEHTA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether India's new policy for pharmaceutical industry has started giving good results;

(b) if so, to what extent;

(c) whether the prices of drugs have recorded and fall;

(d) by what time the results are expected;

(e) whether Government are also making further amendments in the Drug Prices Control Order, 1970;

(f) whether some foreign drug companies are not strictly following the directions of the Government; and

(g) if so, what action is being taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (d). The new drug policy has been announced only recently. The new policy provides for freezing the prices of formulations in Categories I, II and III. The prices of formulations for Categories I and II would be frozen at the leader price level. Wherever any prices are higher than the leader prices, they would be brought down to the leader level; wherever they are lower, they will stay frozen at such lower level. The prices of about 100 bulk drugs costed so far by the Bureau of Industrial Costs and Prices will also stay frozen. These freezes will be operative for an initial period of one year, during which pricing of all drugs and formulations would be studied a fresh keeping in view the parameters of mark-up/profitability outlined in the policy. It is too early to judge the

impact of this policy including the impact on prices.

(e) Yes, Sir.

(f) and (g). Reported violations of the Drugs (Prices Control) Order, 1970, by foreign and other drug companies are dealt with under the provisions thereof. Government have also decided that if any drug companies had expanded beyond licensed capacity or done any other acts in violation of the conditions attached to the specific industrial licences or other authority granted to them or of any other laws whether during the period 1973-77 or prior to that, action may be taken against them on the same lines as applicable to all companies in other sectors of industry which may have committed similar violations.

### Recommendations of Tarkunde Committee

8763. SHRI PRASANNBHAI MEHTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have accepted all the recommendations of the Tarkunde Committee for complete electoral reforms;

(b) if so, how many of them have so far been implemented;

(c) how many are still under the consideration of the Government;

(d) how many of them have been rejected;

(e) whether Government are considering to appoint a fresh committee on this question;

(f) if not, the reasons for the same; and

(g) by what time the Government are considering to implement the recommendation fully?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):** (a) to (d) and (g). The recommendations made by the Tarkunde Committee on Electoral Reforms are still under the examination of the Government. It will take some time before decisions are taken on these recommendations and legislation is introduced in Parliament in implementation of those decisions.

(e) and (f). No such Committee is under contemplation at present. Since the Government has already before it the recommendations made by the Joint Committee of Parliament on Amendments to Election Law, Report of the Tarkunde Committee, the recommendations made by the Election Commission, etc. it does not consider it necessary to appoint another Committee to examine the proposals for electoral reform.

**Amendments to the Constitution  
(Forty-Second) Amendment Act**

**8764. SHRI PRASANNBHAI MEHTA:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have not decided to introduce the amendments to Constitution Forty-second Amendment Act;

(b) whether any talks with the opposition parties have been started;

(c) whether in view of the oppositions attitude the amendment Bill is not being introduced in the present session; and

(d) what are the provisions on which agreement has been reached with the opposition parties?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):** (a) to

(d). Government has held talks with Leaders of various political parties in Parliament and proposes to introduce in the light of the discussions a Bill in the current Session to amend the Constitution. This would deal *inter alia* with the amendments made to the Constitution by the Constitution (Forty-Second Amendment) Act.

Details of the proposals would be available when the Bill is introduced in Parliament.

**Team of USSR experts to supervise the drilling in South Tripura**

**8765. SHRI CHITTA BASU:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have invited a team of Soviet experts to supervise the drilling at Gazalia, in South Tripura; and

(b) if so, the progress of the drilling and the prospects thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):** (a) and (b). The protocol of the Fourth Meeting of the Inter-Governmental Indo-Soviet Commission on Economic, Scientific and Technical Cooperation signed on the 6th March, 1978, provides for assistance by Soviet organisations for the drilling of a well in Tripura by the ONGC. The draft contract for this purpose is yet to be signed.

The well on the Gogalia structure in Tripura planned to be drilled by the ONGC with Soviet assistance is likely to be spudded in July 1978. The prospects would be known after the drilling of the well.

**Production of Raw Petroleum Coke  
by Barauni Refinery**

8766. SHRI CHITTA BASU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) total annual production of raw petroleum coke in the Barauni refinery during the years 1972-77 and the stock of raw petroleum coke at Barauni at the end of each of these years as also the present stock;

(b) the quantity of raw petroleum coke consumed by the calcination plant of Indian Oil Corporation at Barauni during the last five years and what has been the production of calcined petroleum coke in this unit during this period;

(c) whether inspite of their having huge surplus stocks of raw petroleum coke at Barauni the Indian Oil Corporation have refused to supply the same to a calcination unit situated at Budge Budge in West Bengal to whom they have been supplying regularly since 1971 till 1976 leading to the closure of the unit and loss of job for nearly 200 workers; and

(d) whether the Indian Oil Corporation have been supplying raw petroleum coke to new calcination plants set up at Haldia and Goa?

THE MINISTER OF STATE IN THE  
MINISTRY OF PETROLEUM AND

**CHEMICALS AND FERTILIZERS  
(SHRI JANESHWAR MISHRA): (a)**

(Fig. in '000 MTS.)

Year	Total raw petroleum coke production at Barauni Refinery	Stock of raw petroleum coke at the end of the year at Barauni Refinery
1972-73 . .	89.4	33.9
1973-74 . .	83.5	57.2
1974-75 . .	92.8	57.2
1975-76 . .	107.5	72.3 76.8
1976-77 . .	112.0	81.6
Present Stock (1-4-1978)		

(b)

Year	Production of calcined petroleum coke at Barauni Refinery	Consumption of raw petroleum coke at Barauni Refinery's calcination Plant
1972-73 . .	22.5	31.3
1973-74 . .	22.7	31.8
1974-75 . .	32.5	44.9
1975-76 . .	45.2	59.1
1976-77 . .	26.4	35.3

(c) The India Carbon Limited is already being supplied raw petroleum coke ex-Gauhati Refinery for its calcination plant at Gauhati under a long standing agreement. The Indian Oil Corporation has no such commitment to supply raw petroleum coke to India Carbon Limited for its calcination plant at Budge Budge. Even then, upto the end of 1976, supplies of raw

petroleum coke were being made ex-Barauni Refinery to the India Carbon limited plant at Budge Budge from time to time, but not on any regular basis. However, since January 1977 no supplies are being made to this party at Budge Budge from Barauni as the party can pool the available raw petroleum coke for meeting the requirements of both Gauhati and Budge Budge units from the supplies they receive from the Gauhati Refinery and Assam Oil Company, Digboi. In spite of the contractual obligation to uplift the entire raw petroleum coke ex-Gauhati Refinery M/s. India Carbon Limited, Gauhati, have not been lifting the entire quantity.

(d) Supplies of raw petroleum coke to the calcination plant of Petrocarbon & Chemicals at Haldia are being made. Supplies to the plant of Goa Carbon at Goa were being made till February 1977 when this plant was shut down.

#### **Proposal for changes in recommendation of Hathi Committee**

8767. SHRI D. AMAT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether Hathi Committee recommended 1:5 bulk drug/formulation production ratio for foreign companies with more than 40 per cent equity;

(b) what are the reasons for proposing change in the recommendations of the Hathi Committee; and how far this is an improvement on those recommendation;

(c) whether Government have considered recommendation No. 45 of Chapter V of Hathi Committee Report; and whether by giving concession to foreign companies, growth of Indian and small scale sector would be curtailed; and

(d) how do Government propose to get the over production of foreign companies regularised and its effect on Indian/small scale units?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) No, Sir.

(b) to (d). While the Hathi Committee had proposed the regularisation of excess production, they had stipulated only one condition, viz., that 50 per cent of the total production should be made available to non-associated formulators, subject to this being allowed if the Indian or the public sector were not manufacturing such items or there was no scope of such items being manufactured in the near future. Government have, however, imposed the further condition of a bulk: formulation ratio of 1:5. The overriding condition suggested by the Hathi Committee has not been adopted with a view to preventing non-utilisation of additional capacity physically available in respect of authorised items as also to preventing shortage of drugs and formulations needed in the country. The condition of parting with a substantial percentage of the bulk drug production to non-associated formulators is also expected to help the Indian and the small scale sector. The conditions for regularisation of capacity are contained in paragraphs 27 to 36 of the Statement laid on the Table of Lok Sabha on 29.3.1978. The Indian and the small scale sector will be further protected by the decisions that:

(i) the excess production in household remedies by the foreign sector will not ordinarily be regularised;

(ii) the small scale sector will be a prohibited area for foreign companies;

(iii) Existing foreign companies will be given formulation licences in future only if linked with the

production of high technology bulk drugs from the basic stage;

(iv) no foreign company will be given loan licences for operating in the drugs field;

(v) excess production in formulations not falling within the de-controlled category will not ordinarily be regularised; and

(vi) no unauthorised production shall be regularised or expected to sub-serve the interests of the Indian and small scale sector substantially.

#### **Production of bulk drugs by foreign drug firms**

8768. SHRI D. AMAT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Statement laid on the Table of the House on 29th March, 1978 refers to bulk drugs produced by foreign sector as worth 63 crores and formulations worth 292 crores;

(b) if so, details of bulk drugs produced by foreign sector, import content in each bulk drug, quantity manufactured, CIF price and internal price allowed; and

(c) is it a fact that most of these bulk drugs were manufactured with high import content and high prices were declared for bulk drugs; and how Government would control foreign sector to manufacture bulk drugs with less than 5 per cent import content and ask them to make technology available to Indian sector?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The names of some of the major bulk drugs produced by the foreign companies are as follows:

#### **A. Antibiotics**

- (1) Streptomycin
- (2) Chloramphenicol
- (3) Tetracycline and Oxytetracycline, their salts and derivatives
- (4) Neomycin

#### **B. Sulpha Drugs**

- (1) Sulphadiazine
- (2) Sulphaphenazole
- (3) Sulphamethoxazole
- (4) Sulphasomidine

#### **C. Vitamins**

- (1) Vitamin A
- (2) Vitamin B-12

#### **D. Anti-Amoebic**

- (1) Metronidazole
- (2) Diloxamide Furoate
- (3) Intestopan substance
- (4) Di-iodohydroquinoline

#### **E. Anti-diabetic**

- (1) Glybenclamide
- (2) Chlorpropamide
- (3) Tolbutamide
- (4) Insulin

#### **F. Anti-T.B.**

- (1) Sodium P.A.S.
- (2) I.N.H.

#### **G. Anti-Malarial**

- (1) Amodiaquin
- (2) Chloroquin Phosphate

#### **H. Analgesics**

- (1) Phenylbutazone
- (2) Oxyphenbutazone

# I. Other Drugs

- (1) Bephenium Hydroxy Naphthoate
- (2) Diethyl Carbamazine Citrate
- (3) Procaine Hcl
- (4) Xylocaine
- (5) Trimethoprim

The information on other points would be collected to the extent possible and laid on the Table of the House.

(c) (i) It is likely that in certain bulk drugs manufactured by foreign companies, the import content in the form of raw materials used in the indigenous production may be high. It is with a view to preventing the continuance of such a situation that Government have, in the new drug policy, decided that foreign drug companies producing drug formulations based on imported bulk or producing bulk drugs from penultimate stage will have to manufacture, within a period of two years the bulk drugs concerned from the basic stage. In all cases foreign companies have to apply for an Industrial Licence which will be considered on merits.

(ii) So far as provision for transfer of technology is concerned, the decisions of Government are contained in paras 39 and 40 of the Statement laid on the Table of Lok Sabha on 29-3-78.

## Details regarding giving of formulations to foreign drug firms

8769. SHRI D. AMAT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Statement laid on the Table on 29th March, 1978 in point 22 refers that existing foreign companies will be given formulations connected with bulk drugs from basic stages;

(b) the bulk drugs produced by foreign firms in last three years;

(c) whether these would be allowed to them in future also;

(d) what are the details of giving formulations to foreign companies in future; and

(e) whether companies with 40 per cent foreign equity would be treated as foreign or Indian company?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The names of some of the major bulk drugs produced by the foreign companies during the last three years are as follows:

### A. Antibiotics

1. Streptomycin
2. Chloramphenicol
3. Tetracyclines
4. Neomycin

### B. Sulpha drugs

1. Sulphadiazine
2. Sulphaphenazole
3. Sulphamethoxazole
4. Sulphasomidine

### C. Vitamins

1. Vitamin A
2. Vitamin B12

### D. Anti-Amoebic

1. Halogenated Oxyquinolines
2. Metronidazole
3. Diloxamide Furoate
4. Intestopan Substance

### E. Anti-diabetic

1. Glybenclamide
2. Chlorpropamide
3. Tolbutamide
4. Insulin

### F. Anti T.B.

1. Sodium PAS
2. INH

### G. Anti-Malarial

1. Amodiaquin
2. Chloroquin Phosphate

### H. Analgesics

1. Phenylbutazone
2. Oxyphenbutaxons



**Miscellaneous**

- (1) Bephenium Hydroxy Naphthoate
- (2) Diethyl Carbamazine Citrate
- (3) Procaine Hcl
- (4) Xylocaine
- (5) Trimethoprim

(c) Foreign companies will be allowed to manufacture their existing range of bulk drugs provided (i) they hold valid approvals of the Government to manufacture such items; and (ii) bulk drugs being produced by them from penultimate stages are manufactured from the basic stage within a period of two years.

In future foreign drug companies will be allowed to undertake the manufacture of only those drugs which involve high technology and are not earmarked for exclusive manufacture in the Public/Indian Sector of drug Industry.

(d) Existing foreign companies will be given formulation licences in future only if they are linked with the production of high technology bulk drugs from the basic stage.

(e) Companies with foreign equity upto 40 per cent would be treated on par with Indian Companies.

**Labour Court Directives**

8770. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) is it correct that a Labour Court has directed the Railway Authorities to pay full wages to those whose orders of removal/dismissal/termination have been quashed by the High Courts;

(b) if so, in how many cases and whether payment of full wages has been made as directed;

(c) whether any representation has been received by the Government for taking policy decision to pay full wages to all whose orders for remo-

val etc. were set aside by the High Courts; and

(d) if so, what is the decision of the Government?

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

(c) Yes.

(d) A decision will be taken after examining the legal position.

**Representation from workers for loading and unloading of coal**

8771. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any representation from the workers employed for loading and unloading of Coal and clearance of ashes in Loco-shed for being treated as Railway Workers;

(b) whether the RLT Award states that such job is of permanent nature and employment of casual labour is not permissible;

(c) if so, why these workers are not being treated as permanent Railway workers; and

(d) if the Government has received any complaint that casual labour is still being employed for this job?

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

(b) While examining the issue relating to the rates of wages payable to casual labour the Railway Labour Tribunal, 1969 made an observation in its Report that loading coal in engine tenders in Loco-sheds did not come within the concept of casual labour.

(c) Since the receipt of coal traffic in Loco-sheds is not uniform on all the days round the year, for the work is dependent on receipt of coal wagons by each Shed, contract labour have generally been found suitable for such work. However, wherever this work is done departmentally the employment of a certain number of casual labour to handle such fluctuating nature of work is unavoidable. Also, the pattern of traction is undergoing rapid changes from steam to Electric/Diesel traction. Accordingly, it is not feasible to employ regular Railway staff on coal handling and cinder picking which is a diminishing activity in all Railway Loco-Sheds.

(d) Yes.

#### **Implementation of Contract Labour Act, 1970 in Railways**

**8772. SHRI KRISHNA CHANDRA HALDER:** Will the Minister of RAILWAYS be pleased to state:

(a) the action taken by Government for implementation of the Contract Labour (Regulation and Abolition) Act, 1970 in the Railways;

(b) whether the Government have received any complaints about turning over of job from departmental labour to contract labour during 1977 and 1978; and

(c) if so, the action taken by Government thereon?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) The following steps have been taken by the Railways for implementation of the provisions of the Contract Labour (Regulation and Abolition) Act, 1970:—

(i) Principal Employer in respect of various Contract Works on Railways have been specified;

(ii) Railway Establishments employing contract labour have secured registration as required under the Act;

(iii) Instructions have been issued to the authorities concerned to ensure that the contractors make regular payment to workers engaged by them in presence of the authorised representative of the Principal Employer, who shall certify all such payments; and

(iv) Instructions have also been issued to incorporate a suitable clause, in each contract executed by a contractor, requiring him to comply with all relevant provisions of the Act and the Rules framed thereunder

(b) Yes.

(c) Matter is under investigations.

#### **उत्तर प्रदेश में रेल लाइन**

**8773. श्री गंगा बल्लु सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश में रेल की पटरी बिछाने से सम्बन्धित योजनाएँ कितने वर्षों से लम्बित पड़ी हैं;

(ख) किन योजनाओं का काम पहले प्रारम्भ किया गया था परन्तु बाद में बंद कर दिया गया था तथा ऐसी योजनाएँ किन स्थानों पर प्रारम्भ की गई थीं; और

(ग) क्या सरकार का विचार उन पर काम प्रारम्भ करने का है तथा उन्हें कब पूरा किया जायेगा?

**रेल मंत्रालय में राज्य मंत्री (श्री सिद्ध नारायण) :** (क) से (ग). एक विवरण संलग्न है ।

**विवरण**

नई लाइन/लाइन का आमान परिवर्तन परियोजनाओं जिन पर काम हो रहा है।

(करोड़ रुपये में)

क्रम सं०	विवरण	प्रारम्भ करने की तारीख	कि० मी० में सम्बाई	अनुमानित लागत (करोड़ रुपये में)	पूरा होने की निर्धारित तारीख	1978-79 के दौरान परियोजना (करोड़ में)	टिप्पणी;
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1.	शाहदरा-सहारनपुर बड़ी लाइन रेल सम्यक	23-1-74	157.80	25.05	1-4-80	3.82	शाहदरा से बागपत रोड (35 कि० मी०) पूरा हो गया है और 8-4-77 को खोल दिया गया है। बागपत से शामली तक का खंड 1978-79 के दौरान खोलने की योजना है।
2.	मुजफ्फरपुर के रास्ते बाराबंकी-समस्तीपुर मीटर लाइन का बड़ी लाइन में बदलाव और कतरनिया घाट-कौड़िया घाट के बीच नवी मीटर लाइन की व्यवस्था (प्रकृत: उत्तर प्रदेश में)	1971-72	603.00	69.00	1980	12.97	5-2-77 को कतरनिया घाट कौड़िया घाट खोल दिया गया है। समस्तीपुर-मुजफ्फरपुर-सोनपुर (111.21 कि० मी०) खंड को भी बड़ी लाइन यातायात के लिए खोल दिया गया है।

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
3.	छिन्नीनी-बगहा बड़ी लाइन को फिर से चालू करना	9-11-73	28.41	6.74	अभी निश्चित नहीं किया गया है।	0.0001	गंडक पुल के लिए नदी के नियंत्रण के काम को अन्तिम रूप देने के लिए वित्तीय व्यवस्था होने के बाद यह काम प्रारम्भ होगा।
4.	मुरादाबाद और रामपुर से रामनगर और काठगोदाम तक बड़ी लाइन सम्पर्क की व्यवस्था।						
	(क) चरण-I मुरादाबाद-रामनगर मीटर लाइन खंड का बड़ी लाइन में शामिल परिवर्तन।	1974-75	77.50	7.51	1985	0.18	(चरण-I मिट्टी डालने का काम कर दिया गया है। उत्तर प्रदेश सरकार से परियोजना की विभिन्न चरणों की प्राथमिकता की सिफारिश प्राप्त होने पर आगे काम शुरू किया जाएगा।
	(ख) चरण-II रामपुर से न्यू हल्द्वानी नयी बड़ी लाइन	1974-75	78.40	12.98	अभी निश्चित नहीं किया गया है।	0.0001	
	(ग) चरण-III काशीपुर-लालकुंआ छोटी लाइन का बड़ी लाइन में शामिल परिवर्तन और लालकुंआ और न्यू हल्द्वानी के बीच समा-नंतर बड़ी लाइन	1974-75	60.75	9.08	1988	0.02	
5.	वाराणसी-भटनी का बड़ी लाइन में शामिल परिवर्तन	1977-78	150.00	13.91	1985	0.0001	वाराणसी-समस्तीपुर परियोजना की ठोस प्रगति होने पर प्रस्तावित काम प्रारम्भ होगा।

वर्ष 1977-78 में बिना टिकट यात्रा करने वाले यात्री

8774. श्री गंगाभक्त सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या वर्ष 1977-78 में बिना टिकट यात्रा करने वाले यात्रियों की संख्या में वृद्धि हुई है;

(ख) मार्च, 1977 से मार्च, 1978 तक के दौरान उत्तर प्रदेश में बिना टिकट यात्रा करने वाले यात्रियों की संख्या क्या थी;

(ग) इससे सरकार को कितनी हानि हुई; और

(घ) इसके कारण क्या थे और इसमें कमी करने के लिए क्या उपाय किये गये हैं?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) 1-4-1977 से 28-2-1978 की अवधि में बिना टिकट यात्रा करने वालों के विरुद्ध 99,442 विशेष जांच पड़तालें की गयी थीं जबकि पिछले वर्ष की तदनुसूची अवधि में 88,737 जांच-पड़तालों की गयी थीं, इन केन्द्रीयकृत अभियानों के फलस्वरूप, 1-4-77 से 28-2-78 तक की अवधि में टिकटों की बिक्री और उनसे वसूल की गयी आमदनी में पिछले वर्ष तदनुसूची अवधि के आंकड़ों की तुलना में पर्याप्त वृद्धि हुई है।

(ख) बिना टिकट यात्रा के आंकड़े रेलवे क्षेत्रवार के आधार पर रखे जाते हैं राज्यवार नहीं। अतः, अपेक्षित सूचना उपलब्ध करना सम्भव नहीं है।

(ग) 1976-77 के दौरान सभी भारतीय रेलों में नमूने के रूप में की गयी जांच-पड़तालों के आधार पर, बिना टिकट यात्रा के कारण प्रति वर्ष 18 करोड़ रुपये की हानि का अनुमान लगाया गया था।

(घ) बिना टिकट यात्रा की बुराईयों की रोकथाम के लिए निम्नलिखित कदम उठाये गये हैं :—

- (1) बिना टिकट यात्रा करने के विरुद्ध वरिष्ठ रेलवे अधिकारियों के पर्यवेक्षण में टिकट जांच कर्मचारियों, रेलवे सुरक्षा दल, सरकारी रेलवे पुलिस और स्थानीय पुलिस का बड़ा दल संघटित करके विशेष व्यापक जांच पड़तालों शुरू की जा रही हैं।
- (2) राज्य सरकारों के साथ समन्वय करके बिना टिकट यात्रा करने के विरुद्ध संयुक्त अभियान चलाये जाते हैं।
- (3) निरन्तर गहन जांच-पड़ताल करना, विशेषकर सड़क परिवहन द्वारा जांच-पड़ताल करने वाली पार्टियों को गतिशील बनाना जिनके साथ रेलवे सुरक्षा दल/पुलिस और रेलवे दंडाधिकारी रहते हैं।
- (4) चलटिकट निरीक्षकों द्वारा माधारण वर्दी में गुप्त जांच पड़ताल करना।
- (5) मुख्यालय और मंडल टिकट जांच दस्तों द्वारा मध्य-खंडों में गाड़ियों को शोककर दलों को अदल-बदल कर जांच पड़ताल।
- (6) एक रेलवे के टिकट जांच कर्मचारियों को दूसरी रेलवे पर भेजने की व्यवस्था।
- (7) यात्रा करने वाली जनता विशेषकर विद्यार्थी वर्ग के बीच बिना टिकट यात्रा करने के विरुद्ध शिक्षा प्रद प्रचार करना।

बिना टिकट यात्रा करने वालों के विरुद्ध अभियान में कोई डील नहीं दी गयी है बल्कि टिकटों की जांच करने की गतिविधियां और तेज की गयी हैं।

### दिल्ली में राजपत्रित सुरक्षा अधिकारियों की संख्या

8775. श्री सुरेन्द्र बिक्कम : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे विभाग में ऐसे कितने राजपत्रित सुरक्षा अधिकारी हैं जो 10 वर्षों से अधिक की अवधि से दिल्ली में कार्य कर रहे हैं;

(ख) इन अधिकारियों का स्थानान्तरण न करने के क्या कारण हैं; और

(ग) क्या यह सेवा नियमों के अनुसार है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) एक।

(ख) इस अवधि के दौरान, इस अधिकारी की सेवाओं का उपयोग विभिन्न ओहदों में किया गया और प्रशासनिक दृष्टि से उसे दिल्ली में रोक़ा गया था।

(ग) जी हां। सुरक्षा अधिकारियों के एक स्थान पर बने रहने के बारे में किसी कार की विशिष्ट अवधि सेवा नियमों में निर्धारित नहीं की गयी है।

### 'TDPL Plans Unit in Calcutta'

8776. SHRI SUKHDEV PRASAD VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government's attention has been drawn to a news-item published in Calcutta's *Business Standard* dated the 7th April, 1978 under the caption 'TDPL plans unit in Calcutta';

(b) if so, the facts thereof and reaction thereto;

(c) what steps have been taken to expedite the setting up of the unit as referred to therein; and

(d) the expected time-schedule for the proposed unit along with the reaction of the State authorities?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a): Yes, Sir.

(b) to (d). Indian Drugs and Pharmaceuticals Limited have a tentative proposal to set up a unit in Eastern India for the manufacture of bulk drugs and formulations. The question whether a new public sector unit would be established or in the alternative, expand and consolidate the facilities available in the nationalised undertaking of M/s. Smith, Stainstreet and Company Limited and integrate these with facilities of such other drug units as have come or may come under Government control in future will be examined in due course.

**Philips India Limited**

8777. SHRI SUKHDEV PRASAD VERMA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total paid up and subscribed capital, unit value of each share with class thereof and assets of Philips India Limited a unit of multinational firm operating in India;

(b) the composition of the Board of Directors of the Company;

(c) whether the Company has preferred applications for its expansions and/or for regularisation of utilisation of its unauthorised capacities under the provisions of MRTTP Act;

(d) if so, the facts thereof and action taken;

(e) total number and percentage thereof in Company's share-capital being held by foreigners;

(f) whether Government received reports and complaints against Management personnel/Directors alleging contravention of various provisions of Companies Act; and

(g) the facts thereof and action being initiated?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The total subscribed and paid up capital of M/s. Philips India Limited, according to latest information, is Rs. 16,29,60,000 consisting of 1,62,96,000 equity shares of Rs. 10 each and the total value of assets of the company as per balance sheet as at 31st December, 1977, is Rs. 55,64,05,064.

(b) The composition of the Board of Directors of the company is as follows:—

Shri W. Mac. Lain Pont—Chairman and Managing Director.

Shri S. Pandit

Shri N. S. Phatarpekar

Shri V. Ramamrutham

Shri M. K. Varma

Shri B. A. Samson

Shri S. Venkataraman

Shri G. de Ruiter

(c) and (d). A statement indicating the details of the proposals submitted by the company under Section 21/22 of the Monopolies and Restrictive Trade Practices Act, 1969 for expansion and establishment of new undertaking from 1st June, 1970 to date and the action taken thereon is enclosed.

Proposals for regularisation of utilisation of unauthorised capacities are considered under the provisions of the Industries (Development and Regulation) Act. It is understood that some proposals of this company for such regularization have been considered by the Department of Industrial Development and Department of Electronics as the administrative Ministries concerned.

(e) 98,13,803 equity shares of Rs. 10 each, constituting 60.22 per cent of the total paid-up share capital of the company, are presently held by non-residents.

(f) No such report or complaint has been received in the recent past.

(g) Does not arise.

## Statement

Sl No	Item of manufacture	Date of receipt of application	Annual capacity before expansion	Annual capacity after expansion	Project cost (Rs. lakhs)	Decision of the Govt / Date of Order	Main grounds for the Government decision.
1	2	3	4	5	6	7	8
Section 21							
1	Diamond Drawing Dies . . . . .	31-1-74	800 Pcs.	5000 Pcs.	3.73	Approved on 17-6-75	(1) Item of manufacture open to Large Houses/foreign majority companies. (2) Need for creation of additional capacity. (3) Item being in short supply and imports being allowed to the actual users on a restricted scale.
2	GLS Lamps . . . . .	28-3-74	8.00 million Pcs.	17 million Pcs.	166.60	Rejected on 5-5-76	After enquiry, the MRTTP Commission had recommended the proposal of the company with certain conditions. But the proposal was rejected mainly on the following grounds :—
	Flourescent Tub Lamps.		1.50 million Pcs.	3.75 million Pcs.			(1) Item of manufacture not open to Large Houses/foreign majority companies unless 60% export obligation is imposed. The company was not willing to accept the export obligations as proposed by the Government in regard to existing production including excess production as well as future expansion. (2) Company already enjoying Monopolistic position in this field (3) No scope for creation of additional capacity for domestic market unless substantially export-oriented.





## Production of Diesel Engines and Locomotives

8778. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any collaboration agreement for production of diesel engines and locomotives in D.L.W., Varanasi;

(b) if so, the name/names of the firm/firms with which such collaboration agreements entered into, the date and period and salient features of the agreement;

(c) whether any global tender was called for before entering into such agreements and if so, whether the terms and conditions offered were the lowest and most beneficial and if not, the reasons for acceptance of terms more than the lowest;

(d) whether the agreements were renewed and if so, whether any global tender was called for before renewal and if not, the reasons therefor; and

(e) the total amount of Engineering fee and Royalty paid under the collaboration agreements so far?

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

(b) Two agreements, as under, were entered into with ALCO Products Inc., U.S.A. :—

(i) For the manufacture of diesel locomotives.

(ii) For the manufacture of diesel engines. The above agreements were effective from 12th February, 1962 and operative for a period of 10 years. The salient features of the agreements are as per details furnished in the attached Statement.

(c) and (d). No.

(e) \$ 13,46,986.19.

## Statement

The salient features of the agreements regarding technical association for the manufacture of diesel locomotives and engines are as under:

1. The Government shall have an exclusive right to manufacture in India and non-exclusive right to sell and use in India, Alco locomotives/engines of such designs as have been obtained by Government in pursuant to the agreement.

2. The Agreement will come in force on 12th February, 1962, and were to continue for 10 years.

3. Alco were to provide technical assistance to the Government in the manufacture at DLW or any other workshop, of Alco locomotives/engines to such annual target as set up by the Government. This technical assistance *inter-alia* include the following:—

### 3.1 A Project Report

3.2 Assistance for the purpose of establishing manufacture of components and assembly and erection of locomotives/engines.

3.3 Full technical information and advice including manufacturing data, technical know-how, working drawings, improvements, specifications and material schedules and all details thereof for the manufacture of locomotives/engines.

3.4 Designs for Jigs, Fixtures and Tools required in the manufacture of Alco locomotives/engines.

3.5 Time schedules, estimation of production costs, cost accounting and statistics.

3.6 Training of selected Indian personnel in Alco's workshops in U.S.A.

3.7 Procurement of raw materials, castings, components, finished and Semi-finished parts, machine tools, press blocks, dies, jigs and fixtures as may be required by DLW.

3.8 Advice on technical questions that may be referred to and send the literature of Alco locomotives to India.

4. The Government had the right to export from India products manufactured under these agreements.

5. The agreements gave the Government the following rights:—

5.1 Manufacture in India of various components.

5.2 Assemble and manufacture of complete Alco locomotives/engines in accordance with the Alco designs.

5.3 Manufacture of customers' tools in accordance with the Alco designs.

5.4 Manufacture of dies, jigs and fixtures in accordance with the Alco designs.

5.5 Selling and using in India and abroad, Alco locomotives/engines and components.

6. Whenever Alco were to print a new or revised bulletin or manual concerning any of the Alco locomotives built in India, Alco were to furnish copies to Government.

7. As a remuneration for the assistance rendered to the Government, Alco were to be paid the sums specified below:

7.1 An initial engineering fee of \$25,000/\$20,000 as applicable for each type of locomotive for the supply of designs, drawings manufacturing drawings, and drawings for jigs and tools, dies, fixtures for different types of locomotives.

7.2. The engineering fee equal to 1.5 per cent of value of the Alco locomotive for each of the first 500 Alco locomotives built to Alco designs.

7.3 An engineering fee equal to 1.5 per cent of the value of the Alco locomotive for each Alco locomotive in excess of 250 nos. built during the 12 month period immediately following the completion of 500th locomotive or during any succeeding year-ly period.

7.4. An initial engineering fee of \$50,000/45,000/40,000 as applicable for each different type of engines.

7.5 Engineering fees and Royalties are as under:—

7.5.1 Engineering fee of 3 per cent and royalty of 2 per cent for components manufactured for maintenance spares upto the date the 500th engine is despatched and thereafter royalty at 2 per cent only.

8. In case of non-extension of the agreements, royalty of 2 per cent on the value of each such engine manufactured in the course of further period of 5 years only, was payable to Alco.

#### Recommendations of Hathi Committee in respect of Indian and Small Sector of Drug Industry

8779. SHRI R. L. P. VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the recommendations made by Hathi Committee for Indian and small sector of drug industry; which of them have been accepted by Government according to statement laid on the Table on 29th March, 1978 and which are not accepted or accepted with amendments, reasons for non-acceptance or acceptance with amendments;

(b) is it a fact that Indian and small scale sector of industry has been crushed between public sector and foreign sector, if so, how Government would like to save it; and

(c) will Government agree to announce concessions for completely Indian and small scale sector, in the interest of growth of Indian drug industry, if not, why?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):** (a) The recommendations of the Hathi Committee on the development of Indian Sector including Small Scale Sector of the Drug Industry and also the restrictions on the activities of the foreign firms in the drug industry, which would operate in favour of the development of the Indian sector are contained in chapter V of the Report of the Committee on Drugs and Pharmaceutical Industry. An explanatory statement showing the recommendations not accepted or accepted with modifications has been furnished in reply to Lok Sabha Unstarred Question No. 8063 dated the 25th April, 1978.

(b) No, Sir.

(c) The decisions of the Government in this regard are contained in the Statement laid on the Lok Sabha on the 29th March, 1978 and are expected to take care of the Indian and Small Scale Sector.

#### Terms of reference of Hathi Committee

8780. SHRI R. L. P. VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether terms of reference of Hathi Committee was to see that public sector of drug industry attained leadership role;

(b) whether according to statement laid on the Table of the House on 29th March, 1978 (page 3) public sector manufactures bulk drugs worth Rs. 45 crores, if so, the details of bulk drugs produced indigenously,

imported and distributed through public sector and whether bulk drugs imported and distributed through them are considered as indigenously manufactured; if so reasons for doing so; and

(c) how many industrial licences were issued, how many letters of intent, converted into industrial licences, how many not converted but are valid, how many industrial licences expired without manufacture of bulk drugs, how much capacities of bulk drugs are blocked by IDPL/other public sector units and would Government accommodate Indian Sector to manufacture bulk drugs, approved for public sector, if not, why?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):** (a) Yes, Sir.

(b) The share of the public sector in the production of bulk drugs during 1976-77 has been indicated at Rs. 48 crores. The following bulk drugs are in the production range of public sector companies:

#### IDPL, RISHIKESH

1. Potassium Penicillin
2. Sodium Penicillin
3. Procaine Penicillin
4. Streptomycin Sulphate
5. Tetracycline
6. Oxy-Tetracycline
7. Griseofulvin

#### IDPL, HYDERABAD

1. P. Phenetidine (T)  
P. Phenetidine (D)
2. Analgin
3. Amidopyrin
4. Sulphanilamide (F.P.)
5. Sulphaguanidine
6. (a) Sulphadimidine  
(b) Spd. Sulphadimidine

7. (a) Sulphacyl
- (b) Spd. Sulphacyl
8. Sulphaphenazole
9. Phthalyl Sulphathiazole
10. Vitamin B 1
  - (a) Hcl
  - (b) Ampoule
  - (c) Mononitrate
  - (d) Propyl Disulphide
11. (a) Vitamin B 2
- (b) Vit-B2-5-Phosphate
12. Folic Acid
13. Sodium PAS
14. Piperazines
  - (a) Hydrate
  - (b) Adipate
  - (c) Citrate
  - (d) Phosphate
15. Acetazolamide
16. (a) Phenobarbitone
- (b) Sod. Phenobarbitone
17. Nitrofurantoin
18. Nitrofurazene
19. Chlorpropamide
20. Metronidazole
21. Sod. Ascorbate
22. Nicotinamide
23. Thiacetazone
24. Malonic Ester
25. Phenytoin Sodium
26. Sulphamethizole
27. Diethyl Carbamyl Citrate
28. Diazepam

#### HAL

1. Penicillin
2. Streptomycin Sulphate
3. Ampicillin
4. Vitamin C

The value of imported drugs distributed through the public sector drug manufacturers is not included in the value of their indigenous production.

A list of 18 bulk drugs which have been permitted to be imported into the country through public sector is

given at Appendix-9 of the Import Policy 1978.

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

#### Service Life of Rail Engines

8781. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) the normal service life of an Y.P./Y.G. engine on the Railways; and the number of engines that have completed their service life on the N.E. Railway;

(b) whether service life expired engines are being run on the N.E. Railway with express and passenger trains with incomplete repairs;

(c) the total number of accidents attributed to the failure of the engines and rolling stock individually in the last three years on the N.E. Railway;

(d) wagons which are over due for periodical repairs are put on the rail causing major accidents on the N.E. Railway in the last three years;

(e) steps being taken to enforce proper inspection and care at various train and engine examining points; and

(f) the action taken against staff/officers responsible and also to replace those engines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) the normal life of a YP/YG steam locomotive is 40 years. There are no YP/YG locos on N.E. Railway which have completed their normal life.

(b) No.

(c) The total number of accidents attributed to the failure of locos and Rolling Stock equipment individually

during the last three years on N.E. Railway is as under:—

	1975-76	1976-77	1977-78
Engines.	3	..	1
Coaches	3	4	3
Wagons	17	27	13

(d) Nil.

(e) All trains are being examined by trained staff at originating and terminating stations and also at some specified intermediate stations to ensure safe running.

(f) Each case of train accident is investigated in detail and any person held responsible is taken up suitably. Only fit locomotives are allowed in service.

#### Sanction of Staff amenities at Lalkua, N. E. Railway

8782. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any guide lines have been laid for the General Managers of the Zonal Railways in regard to the sanction of Staff amenities such as Playgrounds, Stadiums, Institutes and Schools, etc.;

(b) the reasons for the sanction given by the General Manager, North Eastern Railway recently for the construction of a stadium at Lalkua, a way-side Station with negligible staff, at a huge cost; and

(c) what steps are being taken to stop such wastage of public money?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Staff amenities, such as playgrounds, stadia and institutes are provided by Railway Administrations duly taking into account

the demands of the railway staff at places where there are concentrations of Railway employees, to promote esprit de corps among them and to encourage them to participate in cultural programmes and sports. Regarding provision of railway schools, although education is a State subject, Railways provide some schools as a staff welfare measure at places where the schooling facilities provided by the State Government or other agencies are inadequate or totally non-existent.

(b) No sanction has been given for construction of a stadium at Lalkua.

(c) Does not arise.

#### रेलवे बोर्ड द्वारा संचालित कैंटीन

8783. श्री दया राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेल मंत्रालय के प्रतिरिक्त ऐसे अन्य कौन-कौन से मंत्रालय और कार्यालय हैं जिनमें रेलवे बोर्ड द्वारा कैंटीन चलाई जा रही हैं और ऐसी कितनी कैंटीन चलाई जा रही हैं और सरकार को गत 2 वर्षों में इन कैंटीनों से कितना लाभ हुआ;

(ख) क्या यह सच है कि कुछ कैंटीन लगातार घाटे पर चल रही हैं और क्या उससे पूर्व ये कैंटीन गैर सरकारी ठेकेदारों द्वारा चलाई जा रही थीं और सरकार को उनसे लाभ हो रहा था; और

(ग) यदि हां, तो क्या सरकार का विचार घाटे में चल रही कैंटीनों को बन्द करने और उन्हें गैर सरकारी पार्टियों को ठेके पर देने का है?

रेल मंत्रालय में राज्य मंत्री (श्री सिध नारायण) : (क) रेल प्रशासन किसी मंत्रालय अथवा कार्यालय में कैंटीन नहीं चला रहा है। यहां तक कि रेल मंत्रालय की कैंटीन भी कर्मचारियों की समिति द्वारा चलायी जा

रही है। लेकिन संसद भवन में खान-पान की व्यवस्था रेल प्रशासन द्वारा चलायी जा रही है।

(ख) और (ग) प्रश्न नहीं उठता।

#### **Railway line between Daya Basti and Naya Azadpur**

8784. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to have a rail link between Daya Basti and Naya Azadpur station (Delhi);

(b) if not, the reasons thereof;

(c) have the railway authorities received any representation from the public in this matter; and

(d) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The following two rail links between Daya Basti and New Azadpur Stations already exist:

(i) Direct link via the Delhi avoiding line between Daya Basti and New Azadpur; and

(ii) via Delhi and Subzimandi.

(b) Does not arise.

(c) No.

(d) Does not arise.

#### **Appointment of Members of MRTF Commission**

8785. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what are the procedures for filling up vacancies in the Monopolies

and Restrictive Trade Practices Commission and what are the minimum qualifications for the membership of the said Commission;

(b) how many seats in the Commission are vacant and what steps are being taken to fill them; and

(c) how will Government ensure that experts close to the high business houses are not appointed as members of Commission?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Under sub-section (2) of section 5 of the Monopolies and Restrictive Trade Practices Act, 1969, the Members of the Monopolies and Restrictive Trade Practices Commission are required to be persons of ability, integrity and standing who have adequate knowledge or experience of, or have shown capacity in dealing with, problems relating to economics, law, commerce, accountancy, industry, public affairs or administration. The selection of the Members is made, after considering the names of various persons who satisfy the requirements mentioned above.

(b) At present one post of Member is vacant and necessary action to select a suitable person is in progress.

(c) As per sub-section (3) of section 5 of the Monopolies and Restrictive Trade Practices Act, 1969, it is ensured that the person selected for the post of Member of the Commission does not and will not have any such financial or other interest as is likely to affect prejudicially his functioning as a Member.

#### **Railway station between Shakur Basti and Daya Basti**

8786. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to have a railway station or a rail

halt between Shakur Basti (Delhi) and Daya Basti on SPR Section;

(b) have the railway authorities received any representation in this connection; and

(c) if so, the action taken on it?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Representations were received for opening of a halt station between Shakurbasti and Dayabasti stations. The proposal was examined by the Railway Administration but was neither found operationally feasible nor commercially justified. As such, there is no proposal to open a halt station at this point.

#### Production of Fertilizers

8787. SHRI DHARMA VIR VASISHT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total production of fertilizers in India during the period 1975-76, 1976-77, 1977-78 together with the names of producing centres and the kind of fertilizer;

(b) the total imports for the above said years together with same details; and

(c) the expected position, stocks, production, imports in the first year of the Rolling Plan?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Statement I giving the required information is laid on the Table of the House. [Placed in Library. See No. LT-2222/78].

(b) Statement II giving the required information is laid on the Table of the House. [Placed in Library. See No. LT-2222/78].

(c) Production during 1978-79 is expected to be 25 lakh tonnes of Nitrogen and 8 lakh tonnes of P<sub>2</sub>O<sub>5</sub>. It is not in the public interest to give the information regarding expected stocks and imports in the first year of the Rolling Plan.

#### Platforms at Faridabad

8788. SHRI DHARMA VIR VASISHT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there are no platforms at the Central Railway Station of new township Faridabad with the result that old passengers, women and children are put to great trouble; and

(b) the action if any taken or proposed to be taken on requests from the public?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). There are three rail-level platforms at this station and these are considered adequate for the present level of passenger traffic.

#### Second Bridge at Faridabad

8789. SHRI DHARMA VIR VASISHT: Will the Minister of RAILWAYS be pleased to state whether the proposal of a second bridge at the new township railway station at Faridabad is under consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): There is no proposal at present to provide a second foot over-bridge at Faridabad new township station.

रेलवे के देय एक लाख रुपए की धनराशि

8790. श्री बजराम सिंह : क्या रेल मंत्री राज-का-साहसपुर रेलवे स्टेशन पर स्थित डिस्टिलरी पर बकाया राशि के बारे में



20 दिसम्बर, 1977 के प्रस्तावित प्रश्न सं० 4644 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) इस सम्बन्ध में क्या कार्यवाही की गई है;

(ख) क्या रेलवे को देय लगभग एक लाख रुपये की धन राशि इस बीच वसूल कर ली गई है; और

(ग) इस धनराशि को वसूल करने के क्या साधन उपलब्ध हैं और स्टेशन मास्टर के विरुद्ध क्या कार्यवाही की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) रेलवे भूमि पर कोयला एकत्र करने के कारण मैसर्स अयोध्या डिस्टिलरी पर स्थान शुल्क के रूप में 1,33,088.00 रुपये बकाया दिखाये गये थे ।

(ख) यद्यपि रेलवे के अभिलेखों के अनुसार जिस भूमि पर कोयला एकत्र किया गया था रेलवे की है किन्तु राजस्व अभिलेखों की जांच से पता चला था कि प्लाट पर रेलवे का हक स्पष्ट नहीं है। इस प्लाट पर मलकियत इस स्थापित करने के लिए कार्रवाई की गयी है और मामला न्यायाधीन है ।

क्योंकि मैसर्स अयोध्या डिस्टिलरी से इस विवाद-स्पद भूमि के टुकड़े पर कोयला एकत्र करने के कारण स्थान शुल्क लेने का मामला उचित नहीं था, इसलिए इस स्थान शुल्क को समाप्त करने का विचार है ।

(ग) प्रश्न नहीं उठता ।

**बैंगनों और टैंकरों की सप्लाई**

8792. श्री धर्मे सिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिसम्बर, 1977, जनवरी 1978, फरवरी, 1978 और मार्च, 1978 में, महीने-वार, गुजरात के सौराष्ट्र क्षेत्र के

घोराजी, उपलटा, भायावदर, पोरबंदर, जाम जोधपुर, माणावदर, राणाबाब, पानेली-मोटी, बंधली बांटवा और अन्य रेलवे स्टेशनों में विभिन्न वस्तुओं के लिये, वस्तु-वार, कितने बैगन और टैंकरों की मांग की गई थी;

(ख) उनमें से, महीने-वार, कितने बैगन और टैंकर सप्लाई किये गये थे और कितने बैगनों और टैंकरों की मांग बकाया है और उसके क्या कारण हैं और बाकी व्यक्तियों को बैगन और टैंकर कब तक सप्लाई किये जायेंगे;

(ग) क्या प्रत्येक स्टेशन मास्टर को इन बैगनों तथा टैंकरों को सप्लाई करने का अधिकार दे दिया गया था और यदि हां, तो क्या यह अधिकार भावनगर रेलवे डिवीजन से वापस ले लिया गया है और उसके क्या कारण हैं;

(घ) क्या बैगनों और टैंकरों की सप्लाई में बहुत समय लगता है और इनकी आसानी से सप्लाई के लिये प्रत्येक स्टेशन मास्टर को यह अधिकार कब बहाल कर दिया जायेगा; और

(ङ) भावनगर डिवीजन में कितने बैगन और टैंकर हैं और दिसम्बर, 1977 से मार्च, 1978 तक की अवधि के दौरान महीने-वार यह कितने सप्लाई किये गये थे ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) सौराष्ट्र क्षेत्र अंशतः पश्चिम रेलवे के भावनगर मंडल और अंशतः पश्चिम रेलवे के राजकोट मंडल द्वारा सेवित है, इस क्षेत्र के सम्बन्ध में कोई सूचना अलग से संकलित नहीं की जाती है। नवम्बर, 1977 के अन्त तक के बकाया पंजीकरणों को मिला कर इन दोनों मंडलों के स्टेशनों पर दिसम्बर, 1977 से मार्च, 1978 की अवधि के दौरान मुलम किये गये मास डिब्बों की कुल संख्या 1,34,643 है। जिम्सवार सूचना तत्काल उपलब्ध नहीं है ।

(ख) दिसम्बर, 1977—मार्च, 1978 की अवधि के दौरान ग्वाल्कोट और भावनगर मंडलों पर सप्लाई किये गये और लादे गये माल डिब्बों की संख्या 1,22,003 है जो पिछले वर्ष की तदनुकूपी अवधि की तुलना में 6218 माल डिब्बे अधिक है। बकाया मांगों को पूरा करने के लिए माल डिब्बों की सप्लाई प्राथमिकता के आधार पर तथा परिचालनिक प्रतिबन्धों को ध्यान में रखते हुए की जाती है।

(ग) और (घ) माल डिब्बों की सप्लाई मंडल कार्यालय द्वारा जारी किये गये आवंटन आदेशों के अनुसार स्टेशन मास्टरों द्वारा की जाती है।

(ङ) माल डिब्बे किसी विनिष्ट मंडलों के लिए नियत नहीं किये जाते हैं। भावनगर मंडल में 445 माल डिब्बा प्रतिदिन के लक्ष्य की तुलना में माल डिब्बों का लदान दिसम्बर, 1977, जनवरी, 1978, फरवरी, 1978 और मार्च, 1978 में क्रमशः 445, 484, 450 और 473 माल डिब्बे प्रतिदिन रहा।

#### Purchase of Shares by Companies

8793. SHRI KANWAR LAL GUPTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) names of these companies which have applied to purchase share of more than one crore of other companies in the last one year;

(b) in how many cases permission was given and in how many cases permission was refused;

(c) in how many companies Government purchased shares in the last one year; and

(d) what was the name of those companies and what was the total amount?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). A statement is attached.

(c) and (d). The Government is not required to take any approval under the provisions of the Companies Act, 1956, for the purchase of shares in the companies and as such the Department of Company Affairs has no information about shares purchased by different Ministries and Departments of the Government of India.

#### Statement

During the year 1977 the following companies made applications to the Central Government under Section 372 of the Companies Act, 1956 for purchasing shares of more than Rupees one crore in other companies.

Sl. No.	Name of the applicant companies	Name of the company whose shares were proposed to be purchased	Amount of investment	Whether approved or not
1.	Mysore Power Corporation Limited.	Nagargali Cement Company Limited.	Rs. 1.50 crores	Approved.
2.	Spencer & Co. Ltd.	Spencer International Hotels Private Ltd.	Rs. 2.50 crores	Approved.
3.	I.T.C. Limited.	Bhadrachalam Paper Boards Limited.	Rs. 3.40 crores	Approved.
4.	Plantation Corporation of Kerala Ltd.	Oil Palm India Limited.	Rs. 1.02 crores	Approved.
5.	Ballarpur Industries Limited	P.T. Ganesha Ballarpur Paper Industries Ltd.	Rs. 3.25 crores	Pending.
6.	Ballarpur Industries Limited	Meghalaya Papers Limited.	Rs. 2.40 crores	Pending.
7.	Ballarpur Industries Limited	Andhra Pradesh Rayons Limited.	Rs. 3.60 crores	Pending.
8.	Modipon Limited	National Rayon Corporation Ltd.	Rs. 5.25 crores	Pending.

**Companies owned by Indians outside the Country**

8794. SHRI KANWAR LAL GUPTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Companies owned by the Indians outside the country and how much amount has been invested by the Indians in all the companies;

(b) is Government aware of the fact that many such companies have opened subsidiary Companies in other countries;

(c) what steps Government propose to take to keep a watch over the functioning of these companies; and

(d) give the total number of such companies in each country and how many of them are owned by monopoly houses?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) There are 89 Indian joint ventures abroad under production and 97 such ventures under implementation. The estimated Indian investment in joint ventures abroad which have gone into production is approximately Rs. 23 crores.

(b) Yes, Sir. Subsidiary companies have been allowed to be set up abroad by Indian companies.

(c) Indian companies have been advised to submit to the Ministry of Commerce annual performance reports furnishing details, such as commercial and financial results of exports generated, repatriation of funds to India etc. by the joint ventures.

(d) The number of Indian joint ventures abroad under production

and under implementation in the different countries is as follows:-

	In Production	Under Imple- menta- tion
Malaysia . . . . .	25	11
Indonesia . . . . .	7	9
Thailand . . . . .	5	4
Philippines . . . . .	3	2
Fiji . . . . .	1	2
Mauritius . . . . .	6	3
Nigeria . . . . .	4	5
Singapore . . . . .	4	3
Sri Lanka . . . . .	3	2
Hong Kong . . . . .	2	..
Uganda . . . . .	1	..
Kenya . . . . .	6	5
U. K. . . . .	4	3
West Germany . . . . .	1	..
France . . . . .	1	..
Afghanistan . . . . .	1	2
U.A.E. . . . .	4	16
Iran . . . . .	2	4
Oman . . . . .	2	3
USA . . . . .	5	3
Canada . . . . .	2	1
Nepal: . . . . .	..	6
Bahrain . . . . .	..	1
Hungary . . . . .	..	1
Kuwait . . . . .	..	3
Libya . . . . .	..	1
Zambia . . . . .	..	3
Spain . . . . .	..	1
Saudi Arabia . . . . .	..	3
<b>TOTAL</b>	<b>89</b>	<b>97</b>

Monopoly houses in India have set up 31 joint ventures abroad which are in production and 21 such ventures which are under implemmentation.

#### **Savings out of Reduction of Facilities to Officers**

8795. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) total savings expected during 1978-79 from reducing the facilities of the Railway officers like bungalow, peon, traveling with family members and use of saloon etc.;

(b) has Government received any representation in this connection; and

(c) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The quantum of savings through withdrawal of the Bungalow peon facility, cannot be assessed at this stage as the matter is under detailed examination. Restrictions on use of Inspection Carriages and on travel of family members on duty passes in train services will not secure direct savings but are expected to generate additional revenue through alternative use of the released capacity.

(b) Yes.

(c) The Federation of Railway Officers Associations have represented that keeping in view the intensive nature of duties of the railway officers which involve round the clock working, intensive field inspections, accident and emergency duties, etc., the proposed measures would have adverse repercussions on the administrative efficiency of the Railways and on the morale of the management cadre. The matter is under consideration of the Government.

#### **Tenders for Submarine Pipeline**

8796. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the ONGC has invited tenders for submarine pipeline from Bombay High to its ports and from trunk linking lines from Salaya-Viramgam-Koyali-Mathura;

(b) what is the total length of existing pipelines in the country constructed and functioning by Oil India Limited and other public sector undertakings; and

(c) in view of the importance of pipeline prospects for the future, systematic maintenance, expertise and technical supervision, do the Government propose to establish Pipeline Corporation of India to co-ordinate and co-include all the pipelines existing and planned for the future, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The ONGC invited tenders for laying sub-sea pipelines for transportation of oil and gas from Bombay High to Uran. The order was placed on September 13, 1977. The Salaya-Koyali-Mathura pipeline project is handled by the Indian Oil Corporation.

(b) The information is being collected and will be laid on the Table of the Sabha.

(c) There is no such proposal.

#### **Issue of Instructions for Release of Individual Canalised Drugs**

8797. SHRI R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) details of instructions issued by his Ministry for release of individual

canalised drugs to individual units on different dates with quantities during 1977;

(b) under what provisions of ITC policy were these instructions issued and whether in issuing such instructions any care was taken of the licensed capacity of various units; and

(c) what are the reasons for canalisation and policy of canalisation of drugs; and whether it has served the desired results?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):** (a) and (b). During 1977-78 the Department of Chemicals & Fertilizers issued allocation orders only in respect of L-Base to individual units, in accordance with the Ministry of Commerce Notification No. 42-ITC(PN)/77 dated the 2nd July 1977. The Department laid down parameters for distribution of other canalised drugs within the framework of the Import Trade Control Policy to small-scale and D.G.T.D. units. Clarifications arising out of the application of the distribution policy were also given as and when sought.

(c) The following are the main objectives of the Government in canalising the import of bulk drugs, which have by and large been achieved:—

- (i) To bulk the requirements of all manufacturing units to arrive at a sizeable demand which could be made use of as a bargaining counter in world markets to secure advantageous prices and concessional terms of supply;
- (ii) To regulate the import/introduction of newer sophisticated drugs in such manner as not to disturb the indigenous production of drugs of similar therapeutic value;

(iii) To protect the indigenous production of drugs, especially when the production is inadequate to meet the internal demand;

(iv) To ensure the equitable supply of raw materials at uniform prices, eliminating the middle-man's profit so that the formulations based on such raw materials are priced at a particular and uniform level; and

(v) To help the Small Scale Sector of the drug industry whose requirements are small, thereby rendering import by individual firms uneconomic and impracticable in some cases.

#### **Profits by Manufacturers within the ceiling**

8798. **SHRI R. K. AMIN:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) how would Government ensure that overall ceiling of profits would be followed by manufacturers;

(b) what steps are proposed to be taken to ensure that manufacturers do not waste profits so as to remain within the ceiling; and

(c) what are the basis of arriving at 40 per cent to 50 per cent ceiling of mark-up of category 1 and 2 formulations and whether Government have any proposals to abolish the system of sole selling agents; if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA):** (a) and (b). Apart from the normal fiscal controls on permissible company expenditure Government will notify from time to time the norms of (a) process loss, (b)

conversion cost of bulk drugs into formulations, and (c) packing charges. Norms of packaging will also be laid down to prevent extravagant packaging not commensurate with the need to protect shelf life of the medicines. The excess over the ceiling shall be funded. Such norms will be kept in view while fixing the prices of drugs and formulations.

(c) (i) Formulations have been divided into four categories out of which Categories I & II consist of essential and life saving formulations. The mark-up of 40 per cent and 55 per cent respectively for Category I and II has been fixed keeping in view the fact that these mark-ups together with the ceiling mark-up of 100 per cent for Category III and decontrol of Category IV will, on an overall analysis, result in a fair return to the manufacturers while containing the prices of essential and life-saving formulations.

(ii) Government have decided that sole selling agencies for drugs and formulations, where such arrangements exist, should ultimately disappear. It has also been decided that where existing leader prices are based on sole selling agency commissions of more than 5 per cent, Bureau of Industrial Costs & Prices shall review such leader prices, whereafter these would be reduced appropriately.

#### **Safeguards for New Units Producing Bulk Drugs**

8799. SHRI R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether according to para 48 of the Statement laid on the Table of the House on 29th March, 1978 Government have provided that where indigenous bulk drug is produced by more than one manufacturers, the com-

mon sales price for sale to all formulators will be fixed initially on the basis of average cost of relatively more efficient firms which account for large percentage of output;

(b) if so, on what basis the price to new units who enter the field of production of bulk drugs would be fixed; and

(c) what safeguards have been provided for the new units producing bulk drugs with details and full mechanism to be followed?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) and (c). The price of the concerned bulk drug produced by a new manufacturer would be fixed after due cost-examination and within the parameters indicated in the new pricing policy.

#### **Railway Ticket**

8800. SHRI ANANT DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is true that some stations like Bhachau etc, are not having the railway ticket for Ahmedabad and Bombay also;

(b) whether any complaints have been received so far; and

(c) if yes, what actions taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) At Bhachau, the stock of tickets for Ahmedabad and Bombay Central got exhausted during the period January, 1978 to 14th April, 1978. At other stations, the stock of tickets for Ahmedabad and Bombay Central is adequate. The ticket stock at Bhachau has since been replenished.

(b) No.

(c) Does not arise.

**Policy and Planning Committee under New Drug Policy**

8801. SHRI NATVERLAL B. PARMAR: Will the Minister of PETROLEUM, CHEMICAL AND FERTILIZERS be pleased to state:

(a) whether it is a fact that High Level Group on Drugs & Pharmaceuticals is proposed to be replaced by Policy Planning and Committee under the new policy;

(b) if so, what are the terms of reference of this Committee vis-a-vis High Level Group; and

(c) whether the recommendations of Policy and Planning Committee would be binding on his Ministry and whether this Ministry has made any analysis of recommendations of the High Level Group in so far as they were discriminatory for certain Indian companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. The Government have set up a Committee on Policy and Planning for Drug Industry vide Order dated March 31, 1978.

(b) and (c). The matters which would be considered by the Committee on Policy & Planning for Drug Industry are as follows:

(1) Policy measures with a view to achieving the objective of self-reliance in terms of indigenous production;

(2) Measures for promoting domestic research and development;

(3) Need for import and transfer of technology and conditions therefor;

(4) Policy on pricing and approval of prices of drugs;

(5) Policy to govern the import-canalisation/distribution of raw materials.

The High Level Group which was appointed on April 16, 1974, and which has now been replaced by the above Committee was also appointed with a view to achieving a close co-ordination in the field of drugs and pharmaceuticals between the Ministry of Petroleum, Chemicals & Fertilizers, the Ministry of Health and Family Welfare and other concerned Ministries/Organisations.

**Production by M/s Warner Hindustan Limited**

8802. SHRI NATVERLAL B. PARMAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Warner Hindustan Limited are producing number of items without industrial licence and one of the items is Tederal C;

(b) whether it was not known to Government at the time of grant of price approval that the company do not hold any industrial licence for this drug; was Law Ministry consulted, if not, why;

(c) when the opinion of Law Ministry first become available to his Ministry on such type of cases and when this company procured Prednisolone from Wyth and State Chemicals and Pharmaceuticals Corporation of India Ltd.

(d) whether his Ministry ever issued instructions to State Chemicals and Pharmaceuticals Corporation of India Ltd. okaying release of Prednisolone and if so, details of instructions issued with dates?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR

MISHRA): (a) and (b). (i) M/s. Warner Hindustan Ltd. applied to the Government in 1975 for price approval for the manufacture of Tedral C tablets. The company were already manufacturing Tedral tablets and it was considered that the party could take up the manufacture of Tedral C tablets on the authority of the industrial Licence obtained by them on the 14th December, 1962. The price approval was, therefore, granted to the company on the 15th October, 1976. The need to consult the Ministry of Law was not felt in this case as the composition of Tedral C was the same except for the addition of a miniscule quantity of Prednisolone and no new Trade Mark was also proposed. Hence, it was held that it was not a "new article".

(ii) No other case has come to the notice of the Government where M/s. Warner Hindustan Ltd., are manufacturing drug items without Industrial Licence. Price approval in respect of Coakin E and Waterbury Vapour Rub was, however, refused at the composition of these was substantially different from their existing products so as to bring them within the definition of "new article".

(c) (i) The opinion of the Ministry of Law, Justice & Company Affairs on the interpretation of the definition of 'new article' as given in the Industries (Development and Regulation) Act, 1951, was received on the 17th February, 1977, in a reference made in another case. Since there were a number of cases in which the interpretation of the definition of 'new article' was involved, all such cases including the case of Tedral C have been sent to the Ministry of Law for their final opinion.

(ii) After obtaining price approval in October, 1976 for Tedral C, M/s. Warner Hindustan Ltd. procured 4 kgs of Prednisolone from M/s. Wyeth Labs upto the 31st December, 1976.

(d) In May 1977 the question of making release of Prednisolone to M/s. Warner Hindustan Ltd. was considered. It was found that in 1976 M/s. Warner Hindustan Ltd. produced 9.36 crore of Tedral tablets and they had a spare capacity of 13 crore tablets in their plant. It was, therefore, decided in June 1977 to release 15 kgs. of Prednisolone to this company subject to the condition that they would produce Tedral C tablets within their 1976 production level of all tablets. The company was not satisfied with this condition and their representation against this decision was rejected and the company did not lift this quantity.

Subsequently the Company approached the Government requesting that they might be supplied Prednisolone on the basis of their past consumption as was being done in respect of other actual users. After examination of this representation the State Chemicals and Pharmaceuticals Corporation of India Ltd. were asked to release in favour of M/s. Warner Hindustan Ltd. during 1977-78 a quantity of 1.5 kgs. representing 40 per cent of their 1976-77 consumption of Prednisolone (1 kgs.) obtained from Wyeth Labs. Ltd. This decision was in line with the general decision to allow releases amounting to 40 per cent of the consumption in 1976-77 to all other concerned units from the State Chemicals and Pharmaceuticals Corporation of India Limited, due to closure of M/s. Wyeth Laboratories Limited's plant for about 4½ months.

**Smuggling of Trimethoprim and Sulphamethoxazole by M/s Roche and Borroughs Welcome**

8803. SHRI NATVERLAL B. PARMAR: Will the Minister of



**PETROLEUM, CHEMICALS AND FERTILIZERS** be pleased to state:

(a) whether it is a fact that sulphamethoxazole and Trimethoprim combination figures nowhere in Annexure II A, B, C, & D of the Statement laid on the Table of the House on 29th March, 1978;

(b) whether it is also a fact that M/s. Roche and Burroughs Wellcome smuggled Trimethoprim and Sulphamethoxazole immediately after they were licenced formulations of these items without manufacturing bulk drug and if so, what action Government have taken against these firms;

(c) is it a fact that brand-names are utilised by both companies even though licencing Committee don't allow use of international brand-names; and

(d) if so, steps Government propose to take to rectify the position?

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

(a) Yes, Sir.

(b) M/s. Roche & M/s. Burroughs Wellcome are reported to have purchased some quantity of Sulphamethoxazole and Trimethoprim respectively from local sources for their production of formulations based on Sulphamethoxazole and Trimethoprim: as against the condition in their Industrial Licence which, *inter alia*, provided that the formulations will be based on their own production of Sulphamethoxazole (in the case of Roche) and Trimethoprim (in the case of M/s. Burroughs Wellcome).

These violations of conditions contained in the Industrial Licences by these companies have been examined in detail by the Deptt. of Industrial Development in consultation with the

Ministry of Law and it is found that that Rules framed under the IDR Act do not provide for imposition of a particular condition in the Industrial Licence. The contravention of the same, therefore, is not punishable under Section 24 of the IDR Act because it will not amount to violation of the Rules. They have reached the conclusion that, if the violation of condition imposed in the Industrial Licence cannot be penalised under the present provisions of the IDR Act and Rules framed thereunder, it would be necessary to amend the said Rules so that it attracts penal provisions contemplated in the Act for contravention or abetting contravention of any direction, order, condition of any certificate of registration, licence or permission issued or made thereunder. The Deptt. of Industrial Development are understood to be considering suitable amendments of the provisions of the IDR Act to provide for powers to deal with such violations.

(c) and (d) Septran the Trade name under which the formulation of Trimethoprim and Sulphamethoxazole being marketed by M/s. Burroughs Wellcome as intimated by the Joint Director of Trade Marks, Bombay, was originally registered in the name of M/s. Wellcome Foundation Limited, a British Company, and later on had been assigned in favour of M/s. Burroughs Wellcome. This trade mark is not being used anywhere else in the world.

Bactrim is the brand name for the Roche Product. The Deptt. of Industrial Development have intimated that the Letter of intent in respect of M/s. Roche was converted into an Industrial Licence without the condition regarding use of foreign brand names for internal sales, because it was felt that the activities of the company would come up for scrutiny under the FERA and the decision taken in regard to the FERA

would take care of this aspect of the matter. No separate condition in this behalf was, therefore, imposed in the Industrial Licence.

### Recommendations of ARC on Speed of Goods Trains

8804. SHRI SUBHASH AHUJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the target of 45 kilometers per hour recommended by Administrative Reforms Committee during 1970 has been achieved in respect of speed of Goods Trains; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The information is being collected and will be laid on the Table of the House.

### Scales of Pay of Guards 'C'

8805. SHRI SUBHASH AHUJA: Will the Minister of RAILWAYS be pleased to state:

(a) Is it a fact that scales of pay of Guards 'C' were improved from 19th December, 1976 after Anomaly Committee's recommendations with retrospective effect from 1st January, 1973;

(b) It is a fact that new selection Grade was introduced in the category of Guards as soon as special grade during 1976 with retrospective effect from 1st January, 1975; and

(c) if so, were not the staff concerned paid arrears up-till now and if paid how does it figure in the Budget Speech of the Railway Minister?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). As a result of implementation of Anomalies

Committee's recommendations instructions were issued on 12th August, 1976 to improve the scale of pay of Guards 'C' from Rs. 280-480 to Rs. 290-530 with retrospective effect from 1st January, 1973. Special Grade for Guards, designated as Guards, Special Grade, working Mail/Express Trains introduced in scale Rs. 425-640 was to have effect from a prospective date, i.e. the date of filing of the posts. Therefore, the question of payment of arrears with retrospective effect from 1st January, 1975 did not arise. In the Budget Speech, mention was made of some of the improvements in general, effected in the case of Running Staff.

### Strength of Personnel Branch

8806. SHRI SUBHASH AHUJA: Will the Minister of RAILWAYS be pleased to state:

(a) Is it a fact that the yard stick for deciding strength of Personnel Branch has been under the consideration of the Railway Board for the last over 20 years;

(b) if so, what further period is required to arrive at a decision; and

(c) How many new items of work have been introduced by way of increased facilities to employees during the relevant period and what steps were taken to provide relief to existing staff of Personnel Branch to meet the additional burden?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. The Railways have evolved their own guidelines for provision of staff depending on local conditions.

(b) Does not arise.

(c) It is correct that some new items of work such as giving temporary status and other facilities to casual labour, reservation for Scheduled Castes and Scheduled Tribes, additional allowances/advances etc. have

come up. Simultaneously workload has been lightened by simplification/computerisation.

It is admitted that on most Railways the strength of the Personnel branches requires some augmentation which could not be effected fully because of the bans on creation and filling up of posts imposed by Government. However, recently after a review of the position the following decisions have been taken:—

(1) As an interim measure 155 clerical posts for Personnel branches have been sanctioned.

(2) The efficiency Bureau has been asked to study the requirements of clerical staff for the Personnel Branches and draw up guidelines for creation of posts.

(3) It has been decided that the earlier orders permitting only 75 per cent of vacancies being filled, will be withdrawn and the Railways will be allowed to fill all vacancies.

#### **Release of Canalised Bulk Drugs to M/s. Pfizer**

8807. SHRI S. S. SOMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) how many canalised bulk drugs are being released in favour of Pfizer in excess of their licensed capacity;

(b) details of licensed capacity of each formulation and what canalised bulk drug are used, quality-wise during last three years, year-wise, authority/basis of each release, details of instructions issued by his Ministry for release of canalised bulk drugs; and

(c) whether Government have any proposal to restrict the release of raw materials to this company upto the level of licensed capacity, if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b): Upto 1976-77 all drug manufacturing units in the organised sector, including M/s. Pfizer Ltd., were being released canalised raw materials to the extent of the best of the past two years' consumption or the quantity recommended by the State Drug Controllers, whichever was less. On 20th October, 1977, however, it was decided that in respect of their requirement of canalised raw materials for 1977-78 such units would be released these raw materials on the basis of their 1976-77 releases of individual items or entitlement as per licensed capacity for formulations, whichever was higher.

In 1977-78, the release of items like Cresylic Acid, Citric Acid, Folic Acid, Iodine, Beta-Picoline, Vitamin B2 (including Riboffavin 5-Phosphate Sodium), Vit. B 1 and Tartaric Acid was put under Direct Allotment Procedure and their releases were made by the canalising agencies without the requirement of release orders as per provisions contained in paragraphs 90 to 96 of the ITC Policy, 1977-78 (Vol. I). Thus the releases of various canalised raw materials to M/s. Pfizer and other DGTD units during the last three years were not made on the basis of entitlements as per licensed capacities of each drug formulation. Secondly, the formulation-wise capacities of DGTD units including those of M/s. Pfizer have yet to be fixed as part of the exercise relating to issue of a consolidated industrial licence to each DGTD unit in pursuance of the Government decisions on the Hathi Committee recommendations, a statement on which was laid on the Table of the House on 29th March, 1978. It is, therefore, not possible to work out data relating to release of canalised raw materials to M/s. Pfizer in excess of their licensed capacity.

However, a statement indicating the quantities of different canalised raw

materials released by canalising agencies to M/s. Pfizer during the last three years is attached.

(c) For the first six months of year 1978-79 the canalised materials are to be released to DGTD units on the following basis:

(i) In the case of licence, etc., specifying the capacity, 50 per cent of the releases thereof made by the CPC during 1977-78 or the licensed capacity, in either case subject to a

ceiling of 50 per cent of the entitlement as per licensed capacity;

(ii) In case of the licence, etc., not specifying the capacity, 30 per cent of the releases therefor made during 1977-78 by the canalising agencies.

It is proposed to restrict the releases of canalised drugs to DGTD units including M/s. Pfizer to the level of their entitlements as per licensed capacities after consolidated industrial licence issue to them specifying such capacities.

### Statement

*Quantities of different canalised raw materials released by canalising agencies to M/s Pfizer Ltd. during last 3 years*

(Figs. in Kgs.)

Product	1975-76	1976-77	1977-78
1. Streptomycin Sulphate . . . . .	27,695	12,000	2,000
2. Sulphadimidine . . . . .	11,050	11,150	10,000
3. Piperazine Hexahydrate . . . . .	..	5,000	13,185
4. Oxytetracycline Hcl . . . . .	..	..	5,000
5. Vitamin B <sub>1</sub> Hcl. . . . .	..	..	150
6. Vitamin B <sub>1</sub> Amp. . . . .	120	100	50
7. Vitamin B <sub>1</sub> Mono . . . . .	5,579	6,124	8,800
8. Vitamin B <sub>2</sub> . . . . .	2,736	2,998	3,550
9. Folic Acid . . . . .	226	236	250
10. Vitamin B <sub>2</sub> -5-Phos. . . . .	93	..	..
11. Vitamin B <sub>6</sub> . . . . .	1,205	880	1,505
12. Chloroquin Phosphate . . . . .	465	550	775
13. Calcium-D-Pantothenate . . . . .	3,175	3,445	3,821
14. D-Panthenol . . . . .	80	78	75
15. Vitamin C . . . . .	38,755	40,575	45,430
16. Citric Acid . . . . .	worth Rs. *40,337	worth Rs. *34,778	..
17. Tartaric Acid . . . . .	worth Rs. *37,905	worth Rs. *11,970	worth Rs. *39,273
18. Prednisolone . . . . .	..	265	203.5

\*Quantity released against 'Release Orders' within their values.

### Violation of Regulations by M/s Pfizer

8808. SHRI S. S. SOMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to Half an Hour discussion re: expansion of foreign drug companies held on 15th March, 1978 and state:

(a) whether it is a fact that M/s Pfizer have been indulging in violation of Industries (Development and Regulation), F.E.R.A. ITC policy, DPCO etc., respect of Oxytetracycline Protinex and if so, details of violations involved;

(b) Details of formulation shown as being manufactured by the company under Registration Certificate; applications of 1952, Price list of 1955 and 1977; and

(c) whether Government have verified details of formulations manufactured by this Co. without industrial licence; the names of formulations and action proposed to be taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) The position regarding violation of the Industries (Development and Regulation) Act, 1951, etc., by M/s. Pfizer by manufacturing "Protinex" without a specific licence has been explained while replying to part (a) of Lok Sabha Unstarred Question No. 2845 answered on 6.12.77.

As regards Oxytetracycline, M/s. Pfizer are producing this item in excess of their licensed capacity. The question as to whether they have violated any provisions of the I (D & R) Act etc., will be considered at the time of regularisation of their excess production in terms of the new drug policy.

As regards violation of the Foreign Exchange Regulation Act, 1973, by this party, it may be stated that all the FERA applications which were hitherto kept in abeyance for want of Government's decision on the recommendations of the (Hathi) Committee on Drugs and Pharmaceuticals Industry will now be processed.

(b) and (c). The names of formulations being manufactured by the Company under Registration Certificate have been furnished in reply to part (c) of Lok Sabha Unstarred Question No. 2845 answered on 6.12.77. The exercise that would be done at the time of granting consolidated licences to the drug units, as per new policy, will enable the Government to scrutinize the items being manufactured by M/s. Pfizer at the time of submission of application for grant of Registration Certificate and also the items being manufactured by them without a specific approval obtained from the Government.

No unauthorised production (that is, production not authorised by Industrial Licence, COB Licence, Permission Letter or Registration with DGTD) shall be regularised in terms of the new drug policy.

### Investment of Three Associate Companies of M/s. Wyeth

8809. SHRI S. S. SOMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to Half an Hour discussion re: expansion of foreign drug companies held on 15th March, 1978 and state:

(a) what is the investment of these associate companies of Wyeth operating in India, details of their activities including bulk drug/formulations manufactured by each of them during last three years, item-wise, year-wise;

(b) what are the remittances of each of these companies, profits earned by each and imports of raw materials including canalised raw materials

utilised by them during last three years, year-wise; and

(c) whether Government have taken any decision on the question of dilution of foreign equity of any of these companies, if so, details of the same and when the decision would be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). Wyeth Group of Companies comprises the following four companies:

Sl. No.	Name of Company	Foreign equity
1	2	3
1.	M/s Geoffrey Manners & Co. . . .	45% held by American Home Products Corporation U.S.A. (Total paid up equity Rs. 192 lakhs)
2.	M/s Wyeth Labs. Ltd. . . .	74% held by American Home Product Corporation, USA. (Total paid up equity Rs. 90 lakhs)
3.	M/s Wyeth (I) Pvt. Limited . . .	100% held by American Home Product Corporation, USA and M/s Wyeth Laboratories Limited as nominee of American firm. (Total paid up equity Rs. 5 lakhs)
4.	M/s John Wyeth & Brother Ltd. . . .	This is a branch of John Wyeth & Brother Limited England, which is a subsidiary of American Home Products Corporation.

The position about the nature of their activities is indicated as under:

(a) *M/s Geoffrey Manners & Co.*

The Company is engaged in the manufacture of basic bulk drugs, pharmaceutical formulations, cosmetics and toiletries and consumer goods.

(b) *M/s Wyeth Laboratories Ltd.*

The Company is engaged in the manufacture of drugs and pharmaceuticals.

(c) *M/s Wyeth (I) Pvt. Ltd.*

The Company rents out its plant and machinery for manufacturing activity to other drug manufacturing units and thus acts as a landlord only.

(d) *M/s John Wyeth & Brother Ltd.*

The Company is engaged in the business of getting various drug formulations manufactured by Geoffrey Manners Limited and marketing them in its own name.

Since it does not have any manufacturing activity of its own, it is considered to be engaged purely in trading activity.

Other details asked for, to the extent available, are indicated in the Statement attached.

(c) No final decision has been taken so far by the Government on the applications submitted by these companies under FERA, 1973.

## Statement

(Rs. in lakhs)

S. No.	Name of company	Item of manufacture	Production			Year	Value of Production		Cif value of total imports	Net-profit.	Remittances
			£(in tonnes)				Bulk	Drugs/Formulations			
			1974	1975	1976						
1	2	3	4	5	6	7	8	9	10	11	12
1. M/s. Geoffrey Manners											
		<i>Bulk Drugs</i>									
		(1) Aluminium Hydroxide Gel	487.41	407.62	500.83	1974 1975 1976	137.89 154.98 204.81	441.20 557.84 592.29	56.59 63.67 78.62	59.76 56.60 73.29	9.49 6.03 20.32
		(2) Benzathine Penicillin G	3.87	5.14	6.99						
		(3) Mephentermine	76 (kgs)	2 (kgs)	..						
		(4) Meprobamate	4.42	0.55	2.60						
		(5) Promazine Hcl	..	6 (kgs.)	49 (kgs.)						
		(6) Pharmaceutical Alumina	31.95	36.76	36.60						
		(7) Foralen	40 (kgs.)	56 (kgs.)	70 (kgs.)						
		(8) Phenacetin Plus various drug formulations.	..	..	..						

1	2	3	4	5	6	7	8	9	10	11	12
2.	M/s. Wyeth Labs. Ltd.	Bulk Drugs in kgs.									
		(1) Prednisolone/ Prednisolone Acetate									
		(2) Prednisone/ Hydrocortisone Acetate	997.94	1049.15	1186.60		1974 1975	N.A. 238.63	20.30 23.26	23.45 24.40	8.16 4.45
		(3) Methyl Testosterone	56.90	45.40	21.05		1976	285.68	24.28	31.48	11.09
		(4) Testosterone	143.19	144.57	100.15						
		(5) 17 Alpha Hydroxy Pro- gesterone Caproate	309.30	331.00	525.65						
		(6) Estrogene	0.72	0.067	-						
		(7) Miscellaneous (including progester- ogens & Misc. Inter- mediates etc. Plus various drug formulations.	2.87 (Tonnes)	2.73 (Tonnes)	3.41 (Tonnes)						
3.	M/s. Wyeth (1) Ltd.										
4.	M/s. John Wyeth & Bros. [ ]										

Not available.



**Representations regarding changed timings of Maharashtra Express**

8810. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) Whether Government have received representations from various organisations regarding the change in timings of Maharashtra Express and also suggestions for speeding up of this train and provision of better amenities and facilities for passengers travelling by Maharashtra Express; and

(b) if so, the details of the important suggestions received by the Railway authorities and the action taken/proposed in respect of the suggestion/proposals received?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes, the demands were for speeding up, provision of stoppages, and additional accommodation on 83/84 Kolhapur-Nagpur Maharashtra Express and earlier arrival of 83 Express at Pune and provision of dining car on this train.

In April, 78 Time Table 83 UP/34 Dn Express has been speeded up by 2'15" and 2'20" respectively. An earlier departure of 83 Express from Kolhapur will result in missing its connection with 207 Bangalore-Miraj Express at Miraj and also detention to through coaches running between Kolhapur and Bombay by 83/84 and 323/324 Expresses.

An additional stoppage has been provided at Bhilvadi from 1.4.78. Provision/restoration of other stoppages will be considered depending on traffic justification.

Augmentation of this train is not possible at present for want of room as these trains are running full load on Miraj Pune section. Provision of

a dining car will result in the reduction of the accommodation available at present.

**Decision on Recommendation of Hathi Committee**

8811. SHRI VASANT SATHE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have taken decisions on various recommendations of the Hathi Committee; and

(b) if so, details thereof important recommendations-wise and the progress made in regard to the follow up action on implementation of the decisions taken?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) A Statement containing Govt.'s decisions on the recommendations of the Hathi Committee was laid on the Table of Lok Sabha on the 29th March, 1978. Necessary steps for the implementation of the decisions have been initiated.

**Shortage of Wagons on Central Railway**

8812. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received complaints regarding shortage of Wagons and malpractices/corruption in allotment of wagons by the Authorities on Central Railway; and

(b) if so, details thereof and the action taken/proposed in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Despite loading

improving to approximately 17.332 million tonnes during 1977-78, against 17.272 million tonnes during 1976-77, some complaints have been received regarding short supply of wagons on Central Railways. Some representations imputing malpractices/corruption in allotment of wagons have also been received.

(b) Due to substantially higher loading of coal (663 wagons per day in 1977-78 as against 544 wagons per day during the previous year) there was some shortage of wagons for lifting commodities like Limestone and Silica Sands. The demands for other commodities like lime, charcoal, oil seeds, oil cakes, grains and pulses were at a higher level and could not be cleared fully despite overall better loading during the year 1977-78. Efforts are being made to clear these demands. Essential traffic like raw material for industries is cleared on ad-hoc basis whenever necessary with a view to avoid closure of industries.

Two complaints of irregularities in supply of wagons had been received from Jabalpur Division. These were of general nature. These had been investigated and it was found that the complaints had arisen out of some misapprehension. In one case an enquiry was ordered by Divisional Superintendent on an allegation against the Allotment Clerk but the complainant did not present himself for the enquiry.

#### **Kshtra Nagzari Railway Station**

8813. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received representations for provision of certain facilities/amenities at Kshtra Nagzari Railway Station Central Railway;

(b) if so, details thereof;

(c) the reaction of Government to the amenities/facilities sought therein; and

(d) action taken/proposed in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) 6 representations requesting for provision of the following passenger facilities/amenities at Kshtra Nagzari Railway station were received by the Central Railway Administration:—

(a) Raising of passenger platforms.

(b) Provision of cover over passenger platforms.

(c) Provision of electric lights.

(d) Provision of drinking water.

(e) Stoppage of Mail & Express trains.

(f) Increase in halt for passenger trains from 2 minutes to 7 minutes & express trains from 2 minutes to 5 minutes.

(c) and (d) Works pertaining to raising of platforms provision of cover over the platforms and electrification of Kshtra Nagzari Railway Station will be considered for inclusion in Railways future years Works programme subject to clearance by the Railway Users' Amenities Committee and availability of funds.

At present, the source of supply of drinking water is from an open well. Water is stored in chatties located on the platform and supplied to the passengers by a railway employee. During summer season one more waterman is employed.

Shri Kshtra Nagzari is at present served by 3 pairs of passenger trains which adequately cater to the needs of traffic. The present level of traffic does not justify provision of stoppage of Mail/Express trains or increase in the duration of halts of passenger trains at this station.

# Shed Construction at Palwal Station

8814. SHRI RAJENDRA KUMAR SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at Palwal Station (Central Railway) there are no sheds over the platforms at which UP and DN trains stop whereas thousands of passengers get down and board the trains therefrom;

(b) if so, whether Government propose to construct sheds there so as to remove the inconvenience experienced by the passengers during summer, winter and rainy seasons;

(c) whether it is a fact that approval had also been accorded earlier for the construction of a shed over the platform at which DN trains stop and if so, the reasons for not constructing it; and

(d) the proposal of Government for the construction of these sheds and the time by which these will be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A Platform shelter measuring about 215 sq. mts. is provided on the platform at Palwal Station on which two Up and two Down trains are dealt with. This covered area of shelter is considered adequate for the present. Provision of Platform shelters on other platforms will be considered for inclusion in the Railway's Works Programme after the same has been approved by the Zonal Users' Consultative Committee and when funds become available.

(c) no.

(d) Does not arise.

पलवल स्टेशन के यात्री और माल यातायात :  
से वार्षिक आय

8815. श्री राजेन्द्र कुमार शर्मा क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे के झांसी डिवीजन के पलवल स्टेशन पर यात्री और माल यातायात से एक वर्ष में कितनी औसत आय होती है;

(ख) पलवल रेलवे स्टेशन के एक प्लेटफार्म के नीचे स्तर पर होने के कारण वहां से चढ़ते उतरते समय गत पांच वर्षों में कितनी दुर्घटनाएं हुईं; और

(ग) क्या सरकार इस प्लेटफार्म को ऊंचा करने पर विचार कर रही है और यदि हां, तो इसकी व्यवस्था कब हो जायेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) यात्री और माल यातायात से औसतन क्रमशः 8.16 लाख और 29.5 लाख रुपये की वार्षिक आय हुई।

(ख) कोई नहीं।

(ग) जी नहीं।

## Trains Stopping at Loop Lines at Palwal Station

8816. SHRI RAJENDRA KUMAR SHARMA: Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that at Palwal Station (Central Railway) UP and DN shuttle trains are stopped at loop lines;

(b) whether it is also a fact that in the absence of a over bridge on the said loop lines the passengers have to reach the platform by crossing the lines which is illegal and this causes great inconvenience to them; and

(c) if so, the time by which Government propose to construct an over bridge on the said loop lines and when the construction of the bridge will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Out of 6 shuttle

trains running from New Delhi/Delhi Hazrat Nizamuddin upto Palwal, two trains namely 368 Up and 374 Up Delhi-Palwal shuttles are received on the Rail Level Platform located on the Eastern side of Palwal Station which is not connected by the existing foot over bridge. Two down shuttles namely 365 DN and 367 DN worked by the same rakes leave Palwal from the same platform.

(b) and (c). The existing foot over bridge at this station does not connect the Rail Level Platform and the passengers have to cross the tracks for approaching this platform. Work of extending the foot over bridge to connect the Rail Level Platform is in hand and is likely to be completed by about the end of 1978.

### जंजीर खींचने के मामले

8817. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष में जंजीर खींचने के कितने मामलों की जानकारी सरकार को मिली है;

(ख) उनमें से कितने मामले उपयुक्त पाये गये;

(ग) अनुचित रूप से जंजीर खींचने के कारण कितने व्यक्तियों को पकड़ा गया और उनको जुर्माना करके कितनी धनराशि वसूल की गई; और

(घ) चेन खींचने के दुरुपयोग को रोकने के लिये क्या उपाय करने का विचार है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). अप्रैल, 1977 से फरवरी, 1978 तक की अवधि में खतरे

की जंजीर खींचे जाने के 90821 मामले हुए थे इनमें से, 3783 मामले यथार्थ थे। अनुचित रूप से खतरे की जंजीर खींचे जाने के शेष मामलों में 486 व्यक्तियों को गिरफ्तार किया गया था और जुर्माने के रूप में उनसे 10,471/- रु० की राशि वसूल की गयी।

(घ) मुख्य रूप से असामाजिक तत्वों द्वारा उत्पन्न इस बुराई को समाप्त करने के लिए रेल प्रशासनों द्वारा निम्नलिखित उपाय किये गये हैं :—

1. गाड़ियों में चल टिकट परीक्षकों, रेल सुरक्षा दल सरकारी रेलवे पुलिस के कर्मचारियों को साही पोशाक में तैनात करना;
2. खतरे की जंजीर निरोधी दस्तों द्वारा अचानक जांच करना जिनमें चल टिकट परीक्षक और रेलवे सुरक्षा दल के कर्मचारी शामिल रहते हैं;
3. अनुचित जंजीर खींचे जाने के लिए नोट किये हुए स्थानों पर अचानक घात लगाकर जांच करना;
4. पोस्टरों के माध्यम से अखबारों में सिनेमा स्लाइडों आदि और महत्वपूर्ण स्टेशनों पर जन सम्बोधन प्रणाली पर उद्घोषणाओं द्वारा शैक्षणिक अभियान चलाना;
5. शैक्षणिक संस्थानों में सेवा निवृत्त या सेवा में लगे हुए वरिष्ठ रेल अधिकारियों द्वारा वार्ता आयोजित करके विश्वार्थियों में खतरे की जंजीर खींचने की बुराई के बारे में चेतना उत्पन्न करना;
6. खतरे की जंजीर खींचने वालों को पकड़ने वाले व्यक्तियों को पारितोषिक प्रदान करना;

7. बदनाम क्षेत्रों में चुनी हुई गाड़ियों पर खतरे की जंजीर के उपस्कर को निष्क्रिय करना।

इसके प्रतिरिक्त रेल प्रशासन उन बदनाम स्थलों पर निगाह रखते हैं जहां घनाधिकृत जंजीर खींचने की घटनाएं बार-बार होती हैं और उनके द्वारा इस बुराई को समाप्त करने के लिये किये जा रहे आवश्यक उपायों के लिए सम्बन्धित राज्य सरकार के साथ इस मामले पर बातचीत करते हैं।

### Martin Light Railway

8818. SHRI SHYAMAPRASANNA BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) was any assurance given to the employees of Martin Light Railways (Howrah-Amta-Siakhal) that they will be absorbed in East and South Eastern Railways.

(b) if so, why were they sent to far off places;

(c) whether a further assurance was given to them that they would be brought back to station in and around Calcutta as soon as vacancies are available;

(d) if so, how many of these employees are yet to be brought back to Calcutta area; and

(e) what steps Government are taking to expedite their transfer?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) and (e). It was initially decided on 16-12-70 that the staff of Howrah-Amta and Howrah-Siakhal Light Railways would be absorbed on the Eastern and South Eastern Railways. There were however, some difficulties on these two Railways regarding absorption of the staff of the ex. Martin Light Railway due to the opposition from the casual labourers who were waiting for absorption in regular posts and the recognised unions. The matter was reconsidered and it was decided that

these staff should be screened by the Eastern Railway and those found fit sent to other Railways except Eastern, South Eastern and Northeast Frontier Railways.

The requests for transfer from staff of ex. Martin Light Railway to Calcutta area are given due consideration. In August, 1975 both Eastern and South Eastern Railway Administrations were told that having regard to the difficulties faced by ex. Martin Light Railway staff and with a view to mitigate the hardship to such staff, their requests for transfer should be given some preference over the requests received from other staff. It was also enjoined upon them that the requests from such staff for transfer should also be expeditiously dealt with. Certain difficulties were expressed by the Railway Administrations for taking these staff on transfer.

However, the matter has recently been reviewed and instructions were issued to both Eastern and South Eastern Railways on 13.4.78 that the employees of ex. Martin Light Railway who are seeking transfer to these railways should be taken on these Railways, such transfers being not necessarily restricted to Calcutta area. They have also been told that their applications should be given top priority and their cases finalised quickly.

(d) The details regarding the number of employees of ex. Martin Light Railway who have sought transfer to Eastern and South Eastern Railways and the number amongst them who have been transferred to these Railways are being collected and will be placed on the Table of the House.

### New Unit to Manufacture Drugs Around Calcutta

8819. SHRI R. K. MHALGI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal to start a new unit around Calcutta to manufacture drugs;

(b) whether the new establishment will be a subsidiary of Smith Stanistreet & Co.; and

(c) if so, the details of the new realignment in the production of drug in these two units?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) to (c). Indian Drugs and Pharmaceuticals Limited have a tentative proposal to set up a unit in Eastern India for the manufacture of bulk drugs and formulations. The question whether a new public sector unit would be established or, in the alternative expand and consolidate the facilities available in the nationalised undertaking of M/s Smith, Stanistreet & Co. Ltd., and integrate these with facilities of such other drug units as have come or may come under Government control in future will be examined in due course.

### Bridge over Ajay River

8820. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chittaranjan Locomotive Works Employees who are residing in nearby villages have represented to the authorities for construction of a Bridge on the Ajay River adjoining Chittaranjan Township; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes a representation has been received from the employees of the Chittaranjan Locomotive Works residing in the neighbouring villages in Bihar, for the construction of a bridge over Ajay River which forms the inter-state boundary between Bihar and West Bengal.

(b) Bihar State Govt. have already been approached and reminded in this regard. This will also be taken up with the West Bengal State Govt. The matter will be pursued with both the State Govts.

### Staff Benefit Fund at C.L.W.

8821. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that special fund has been granted for the supervisors alone through staff benefit fund at Chittaranjan Locomotive Works;

(b) if so, what is the amount granted for supervisors and from which date; and

(c) whether it has been granted for the Class-IV staff also and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). In March, 1975, annual contribution of Re. 1/ per capita was made to the Staff Benefit Fund for providing recreational facilities exclusively to supervisors and officers. Accordingly a sum of Rs. 1,250/- was sanctioned by C.L.W. for provision of recreational facilities to supervisors in 1975-76.

(c) As regards Class IV employees, these facilities, among other activities are also financed from the Staff Benefit Fund out of the contribution of Rs. 7/- per capita made to the Fund.

### Policy of Division by C.L.W. Administration

8822. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that C.L.W. Administration have started policy of further division even in the sphere of sports and cultural lives at C.L.W. by establishing Senior and Junior

Institutes which were introduced during British Rules in the Railways;

(b) whether any such Senior or Junior Institutes have established in C.L.W. by the authorities during last three years; and

(c) if so, the reasons thereof and under what circumstances?

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

(b) and (c). Institutes are set up and extended to meet the recreational facilities required by railway employees, taking into account the growth of staff strength as well as establishment of additional staff colonies in different areas. At present, C.L.W. have provided four Institutes including the two which were added in 1975, for the use of all non-gazetted employees only. These facilities provided to non-gazetted staff are financed from Staff Benefit Fund out of an annual contribution of Rs. 7/- per capita made to the Fund.

Further, since 1975 a separate annual contribution of Re. 1/- per capita was made to Staff Benefit Fund for recreational facilities to supervisors and officers. Out of this additional provision alone, C.L.W. Administration is arranging to provide a separate Institute to cater to the gazetted and supervisory staff.

#### **Casual Labour in Civil Engineering Department**

8823. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government assured that Casual Labour will not be employed in permanent nature of jobs in various departments other than the Civil Engineering Department;

(b) if so, whether any circular has been issued in this regard;

(c) whether there are any complaints about non-implementation of the orders in this respect; and

(d) if so, action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Instructions already exist that normally casual labour should not be engaged in works of regular nature. To facilitate their absorption against regular vacancies Railways have been asked to make cadre reviews so as to create regular posts where casual labour sanctions have existed for three years or more.

(c) Some complaints are received from time to time.

(d) These are looked into and remedial action taken wherever warranted.

#### **Loco Sheds eliminated**

8824. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some loco sheds are being eliminated; and

(b) if so, the number to be eliminated Zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes. Some Steam Loco Sheds stand to be progressively placed out consequent upon the progress of Diesellisation/Electrification.

(b) So far, proposals are there for 2 sheds on Northeast Frontier Railway and one shed on Southern Railway.

### **Planning Commission working group on Transport requirements**

8825. SHRI P. RAJAGOPAL NAI-DU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have participated in the working group set up by the Planning Commission for an assessment of rail transport requirements in the next five years and for formulating the requisite development plans; and

(b) if so, the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NRAIN): (a) and (b). The Working Group on Railways set up by the Planning Commission have since made their recommendations regarding the different programmes to be taken up in the 1978-83 Plan. These recommendations were taken into consideration while formulating the draft Plan 1978-83 and will also be taken into account while finalising the Plan.

### **I.P.C.I. Complex at Baroda**

8826. SHRI P. RAJAGOPAL NAI-DU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether I.P.C.I. complex has been set up at Baroda; and

(b) the products which it is producing?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI JANESHWAR MISHRA): (a) and (b). The Indian Petrochemicals Corporation Limited's petrochemical complex has been set up near Baroda and it consists of:

1. Aromatics Project.
2. Olefins Project.

### **3. Downstream Units:**

- (a) Low Density Polyethylene.
- (b) Polypropylene.
- (c) Polybutadiene Rubber.
- (d) Detergent Alkylate.
- (e) Ethylene Glycol.
- (f) Acrylonitrile.
- (g) Acrylic Fibre.
- (h) PVC.
- (i) Acrylates.

The aromatics project has been completed and commissioned and is producing the following items:—

1. DMT.
2. Orthoxylene.
3. Mixed xylene.
4. Paraxylent (for captive conversion into DMT).

The Olefins project and the downstream units listed at (a) to (e) above are already for start-up. The start-up of Naphtha Cracker plant has been taken up and the downstream units will follow after operations of the cracker are stabilised. The Acrylonitrile and Acrylic Fibre plants are at the advance stage of construction. The Acrylates and PVC projects are in the initial stages of development.

### **‘बाम्बे हाई’ में जलाई गई गैस**

8827. डा० लक्ष्मी नारायण पांडेय : क्या पेट्रोसियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ‘बाम्बे हाई’ में भारी मात्रा में गैस जलाई जा रही है जिसके परिणाम-स्वरूप प्रतिदिन लाखों रुपये की हानि हो रही है और इस कारण अब तक अनुमानित हानि की राशि क्या है ;



(ख) यदि हां, तो उसके क्या कारण हैं और इस गैस के उपयोग की व्यवस्था कब तक कर दी जायेगी; और

(ग) इस बारे में अब तक व्यवस्था न करने के क्या कारण हैं ?

**केटोलियम तथा रसायन और उर्वरक संश्लेषण में राज्य मंत्री (श्री जनेश्वर मिश्र) :**

(क) से (ग) बम्बई हाई से उत्पादन की जाने वाली सम्बद्ध गैस इस समय जलाई जा रही है । वाणिज्यिक उत्पादन के आरम्भ से 15 मार्च, 1978 तक कुल सम्बद्ध गैस लगभग 262 मिलियन क्यूबिक मीटर तक जलाई गई । गैस का मूल्य इसके विभिन्न उपयोग करने के अनुसार होगा ।

**चरण I और चरण II बम्बई हाई का विकास** तेल के शीघ्र उत्पादन पर आधारित है । इसलिये माल उतारने चढ़ाने की सिगल व्वाय मूरिंग प्रणाली के एक टैंकर भंडार को अपनाया गया था । इस दृष्टि से तेल के साथ उत्पादित सम्बद्ध गैस को जलाना पड़ा । इसके पश्चात् बम्बई हाई और नार्थ बसीन से यूरान तक गैस को ले जाने के लिए अन्तःसागरीय ट्रंक पाइप-लाइन की बिछाना और स्थानान्तरण लाइन को यूरान से ट्राम्बे तक बिछाना आरम्भ किया गया और इसके मई, 1978 के अन्त तक पूरा होने की सम्भावना है ।

#### **Extension of Delhi-Khurja Train upto Aligarh**

8828. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken steps to extend Delhi-Khurja passenger train upto Aligarh Jn, which was at a time extended to that station;

(b) whether Government have also received representations from the daily commuters as well as MPs. to

extend the passenger train upto Aligarh Jn. to cater to the needs of daily commuters and other passengers; and

(c) if so, the action taken by the Government in this regard if not by when a decision is likely to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Extension of 2 DGK/1 KGR shuttle train running on Delhi-Khurja section to and from Aligarh is, at present, not operationally feasible without affecting punctuality of certain Mail/Express trains and also goods operations. Suitable and alternative morning/evening services are already available between Aligarh and Delhi.

#### **Running Time of Tinsukhia Mail**

8829. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that running time of Tinsukhia Mail between Barhowrah and New Bongaingaon is much more than the other mail/express trains on the same track; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The running time of 156 Tinsukhia Mail from Barhorwa to New Bongaingaon is slightly more to suit the arrival at New Bongaingaon at 5.25 hrs. for the convenience of transshipment of passengers into the corresponding metre gauge Tinsukhia Mail and later departure of 156 Tinsukhia Mail from New Delhi being operationally not feasible. However, the running time of 155 Tinsukhia Mail from New Bongaingaon to Barharwa compares favourably with that of other fast trains on this route.

### Survey by ONGC for oil in North Bengal

8830. SHRI AMAR ROYPRADHAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether ONGC have so far conducted any survey for oil drilling in North Bengal; and

(b) if not, the reasons therefor and have any intention to survey in future; if so what are the details?

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

(a) and (b). Geological and geophysical surveys have been carried out by the ONGC in North Bengal in the past. The results of these geological and geophysical investigations, however, did not favour further surveys.

### Charter of Demands

8831. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have so far initiated any bilateral negotiation with the representatives of the Trade Unions of the Railwaymen on the charter of demands submitted by the different trade unions;

(b) if so, the progress thereof; and

(c) details of the negotiations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). There have been discussions with both the recognised Federations and the Government's stand on the various issues raised by them has been explained to them in great detail.

Discussions have also been held by the Minister for Railways with some Members of Parliament and certain other representatives of staff.

It has been made clear to the representatives of the employees that consideration of some issues like bonus, need-based minimum wages etc. should await the report of Boothalingam Committee which has undertaken an indepth study of National incomes, wages and prices, while other issues like subsidised foodgrains, dearness allowance formula etc. cannot be considered for railway employees in isolation and whatever decision is taken for the Government as a whole, this will be adopted for railway employees also.

### Memorandum from O.N.G.C Workmen's Association, Calcutta

8832. SHRI CHITTA BASU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government have since received a memorandum from the O.N.G.C. workmen's Association, Calcutta recently;

(b) if so, essential features of the memorandum; and

(c) action taken thereon?

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

(a) Yes, Sir. Recently a Memorandum dated 22-3-1978 has been received from the ONGC Workmen's Association, Calcutta.

(b) The Memorandum has, *inter alia* raised two points: one relating to the shifting of the headquarters of the Assam geological/geophysical field parties from Calcutta to Mezanga in Assam and the other about various aspects of exploration activities of the ONGC in West Bengal.

(c) The matter is being looked into.

बरास्ता पटना, नई दिल्ली से कलकत्ता तक  
तेज रफ्तार वाली एक रेल गाड़ी  
चलाने का प्रस्ताव

8833. श्री रामानन्द तिबारी : क्या  
रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बरास्ता पटना नई दिल्ली  
से कलकत्ता तक यथा-शीघ्र तेज रफ्तार वाली  
एक रेलगाड़ी चलाने के प्रस्ताव पर सरकार  
विचार कर रही है क्योंकि बरास्ता पटना  
कलकत्ता जाने वाली रेलगाड़ी सप्ताह में केवल  
एक है ;

(ख) यदि हां, तो उसकी रूपरेखा  
क्या है ; और

(ग) यदि नहीं, तो इसके क्या कारण  
हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव  
नारायण) : (क) से (ग) जी नहीं । 103/  
104 दिल्ली-हवड़ा वातानुकूल एक्सप्रेस  
गाड़ियां पटना के रास्ते दिल्ली और हवड़ा  
के बीच सप्ताह में दो बार चलती हैं जिससे  
तेज रफ्तार वाली गाड़ियों की व्यवस्था हो  
जाती है । इसके अलावा पटना के रास्ते  
दिल्ली और हवड़ा/सियालदह के बीच यात्रा  
के लिए 4 जोड़ी एक्सप्रेस गाड़ियां और सुलभ  
हैं । दिल्ली/नयी दिल्ली/हजरत निजामुद्दीन  
स्टेशनों पर पर्यन्त सम्बन्धी यथेष्ट सुविधाओं  
के अभाव में दिल्ली नयी दिल्ली और हवड़ा  
के बीच एक तेज गाड़ी और सुलभ करना  
अभी परिचालनिक दृष्टि से भी व्यावहारिक  
नहीं है ।

#### Demand for increase in Commission by Petrol Pump Dealers

8834. SHRI MANORANJAN BHAK-  
TA: Will the Minister of PETRO-  
LEUM, CHEMICALS AND FERTI-  
LIZERS be pleased to state:

(a) whether the petrol pump dea-  
lers have placed a demand for in-

crease in their commission in petro-  
leum products in view of the recent  
increase in their prices by Govern-  
ment; and

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

THE MINISTER OF STATE IN  
THE MINISTRY OF PETROLEUM  
AND CHEMICALS AND FERTILIZ-  
ERS (SHRI JANESHWAR MISHRA):  
(a) and (b). Petrol prices were last  
increased by the Central Government  
on 1-3-1978 by about 11 paise per litre  
following the Budget proposals and  
prior to that w.e.f. 1-3-1975 by about  
10 paise per litre also due to Budget  
proposals. If the reference is to the  
last increase, there has been no re-  
presentation from the dealers for  
higher commission since 1-3-1978.  
However, the dealers have, for some-  
time, been making representations on  
this subject. In the recent past, Gov-  
ernment have allowed increases in  
the rates of commission on two occa-  
sions, namely, first time w.e.f. 1-7-1976  
and again from 1-4-1977. Further in-  
creases in the rates of commission and  
charging commission on an advalore-  
m percentage basis on sales, as  
demanded by the Dealers' Associa-  
tions, has not been accepted by the  
Government.

#### Parcel Handling Work at Allahabad

8835. SHRI N. K. SHEJWALKAR:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) the number of workmen for  
which the Society had obtained Lic-  
ence for employment of contract  
labour for performing Parcels hand-  
ling work at Allahabad Railway  
Station with effect from 1st August,  
1975;

(b) whether workmen engaged for  
handling work are paid their wages  
in presence of the authorised repre-  
sentative of 'Principal Employer' as  
required under the Contract Labour  
(Regulation and Abolition) Act, 1970;

(c) if so, the details of wages disbursed to workmen during the period August, 1975 to July, 1977 month-wise, separately;

(d) whether paid 'weekly rests' are allowed by the Society to its workmen; and

(e) if not, the reasons therefor?

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

### 219 अजमेर पैसेंजर के साथ लगने वाले डिब्बे

8836. डा० बसन्त कुमार पंडित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) अप्रैल, 1977 से मार्च, 1978 तक की अवधि के दौरान दिल्ली से प्रातः चलने वाली 219 अजमेर पैसेंजर रेल गाड़ी के साथ लगने वाले डिब्बों की औसत संख्या क्या थी दूसरी श्रेणी के कितने डिब्बे लगाए गए और कितने व्यक्तियों ने यात्रा की और कितने यात्रियों के लिये स्थान उपलब्ध था;

(ख) क्या सरकार का ध्यान इस बात की ओर दिलाया गया है कि कम डिब्बे होने और दिल्ली से रिवाड़ी तक जाने वाली पहली गाड़ी होने के कारण यात्रियों के जीवन को खतरे में डाल कर छत पर यात्रा करनी पड़ती है ; और

(ग) यात्रियों की कठिनाइयों को देखते हुए सरकार उसमें कम से कम 12 अतिरिक्त डिब्बे लगाएगी, और यदि नहीं, तो अतिरिक्त डिब्बे लगाने और अन्य उपाय करने में जिनसे तुरन्त राहत मिल सकती हो, क्या कठिनाइयाँ हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 219 अजमेर दिल्ली-मेहसाना पैसेंजर की औसत डिब्बा भार क्षमता 12 सवारी डिब्बे हो गयी है जिसमें 5 दूसरे दर्जे के डिब्बे, एक पहले तथा दूसरे दर्जे का मिलाजुला डिब्बा, 2 दूसरे दर्जे के सामान ब्रेकयान और एक दूसरा दर्जा एवं डाकयान शामिल है। इनमें दूसरे दर्जे के लगभग 500 यात्रियों के बैठने के स्थान की व्यवस्था है।

(ख) दिल्ली से रेवाड़ी की ओर जाने वाली पहली गाड़ी। बी डी एस पैसेंजर 5 बजकर 25 मिनट पर छूटती है। तथापि, 219 दिल्ली मेहसाना पैसेंजर में गड़गांव के बाद कुछ भीड़ हो जाती है।

(ग) टर्मिनल की कमी और इंजन की सीमित वर्षण क्षमता के कारण इस गाड़ी में 12 अतिरिक्त सवारी डिब्बे जोड़ना परिचालनिक दृष्टि से उचित नहीं है फिर भी रेलवे को यह आदेश दिया गया है कि वह इस गाड़ी को 14 बोगी के सामान्य भार के साथ चलाये।

### बीकानेर मेल के साथ यात्री डिब्बों का जोड़ा जाना

8837. डा० बसन्त कुमार पंडित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली से रात 9 बजे चलने वाली 91-बीकानेर मेल के साथ प्रथम श्रेणी, दो टायर, तीन टायर और सामान्य श्रेणी के कितने-कितने यात्री डिब्बे जोड़े जाते हैं ;

(ख) क्या दिल्ली में कार्य करने वाले रिवाड़ी के व्यक्तियों के लिये यह आखिरी गाड़ी है तथा इस गाड़ी के साथ सामान्य श्रेणी के कम डिब्बे जोड़े जाने के कारण रास्ते में घाने वाले स्टेशनों से इस गाड़ी में चढ़ने वाले यात्रियों को कोई स्थान नहीं मिलता तथा उन्हें गाड़ी की छत पर बैठना पड़ता है ;

(ग) यदि हाँ, तो सरकार द्वारा क्या उपचारार्थ कार्यवाही करने का विचार है तथा क्या इस ग डी के प्रोटेंटों को यह आदेश दिया जायेगा कि इन यात्रियों को बैठने की सुविधा दिये बिना दो टयर और तीन टयर के डिब्बों में रिक्वाड़ी तक यात्रा करने की अनुमति दी जाये; और

(घ) यदि नहीं तो उसके क्या कारण हैं तथा इस समस्या का किस प्रकार समाधान किया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) एक विवरण संलग्न है ।

(ख) जो हाँ, इस गाड़ी में भीड़-भाड़ रहती है ।

(ग) और (घ) दिल्ली-रेवाड़ी-लोहाक खण्ड पर अधिकतम अनुमेय भार 15 यात्री डिब्बों का है, जबकि 91 अप मेल में 3 दिन 15 यात्री डिब्बे और सप्ताह के शेष 4 दिन 14 यात्री डिब्बे चलाये जाते हैं । इस प्रकार नियमित आधार पर इस गाड़ी में अतिरिक्त डिब्बे लगाने के लिए कोई स्थान नहीं है । 91 अप मेल के उपरन्त दिल्ली और रेवाड़ी के बीच दैनिक यात्रियों के लिए एक शटल गाड़ी आरम्भ करने की सम्भावनाओं की जांच की गयी थी लेकिन दिल्ली-रेवाड़ी खण्ड पर सीमित लोडन क्षमता और दिल्ली और रेवाड़ी में टर्मिनल सुविधाओं की कमी के कारण इसे व्यवहारिक नहीं पाया गया । लेकिन, इन सुविधाओं के उपलब्ध हो जाने पर इस बारे में विचार किया जायेगा ।

दूसरे दर्जे के 2-टियर/3 टियर गायनयान पूरी तरह आरक्षित रहते हैं और इस सवारी डिब्बों में बिना आरक्षण वाले यात्रियों को यात्रा करने की अनुमति देना वांछनीय नहीं है, अन्यथा आरक्षित स्थान पाने वाले यात्रियों को इससे असुविधा होगी । तथापि, बिना आरक्षण प्राप्त यात्री सामान्य प्रचारों का भ्रगतान करके रिक्त सीटों/गायिकाओं को प्राप्त कर सकते हैं ।

## विवरण

### 91-अप दिल्ली—बीकानेर मेल का संयोजन

91 अप बीकानेर मेल, जो दिल्ली से 21-00 बजे बीकानेर के लिए रवाना होती है, का डिब्बा भार नीचे दिया गया है :—

दिल्ली- बी०पी० (पार्सल यान) 1

बीकानेर एस०एल०आर० दूसरे दर्जे का मिलाजुला सामान

और डिब्बा (ब्रेक यान) 2

जी एस सी एन (3टियर गायनयान) 1

जी एस (दूसरा दर्जा) 3

जी एस सी एन डब्ल्यू

(3 टियर एवं 2 टियर गायनयान) 2

एफ सी (पहला दर्जा) 2

जी एस सी डब्ल्यू (2

टियर गायनयान) 1

(सप्ताह

में तीन

बार)

एस पी पी सी (दूसरे

दर्जे एवं डाक यान) 1

दिल्ली— एफ एस (पहले और

दूसरे दर्जे का मिला

जुला डिब्बा) 1

सिकर — जी एस सी जी (अंशिक

3-टियर गायनयान) 1

15

(सप्ताह

में 3

दिन)

14

(सप्ताह

में 4

दिन)

### Electronic-Interlocking System

8838. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Electronic Interlocking system for Railways have been introduced at some places;

(b) if yes, give the details thereof and the total expenditure incurred on that; and

(c) what are the advantages for introducing this system?

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

(b) Does not arise.

(c) Electronic Interlocking System is still in an experimental stage in some of the Railways abroad. It is expected to minimise the need of Electro-Mechanical Relays which have moving parts and as such, are prone to failure. Like all Electronic Systems, it can be made very compact and manufactured in the modular form, making it easier to maintain.

### Checks against ticketless travel in Central Railway

8839. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of special checks conducted against the ticketless travel on the Central Railway from 1st January, 1978 to 31st March, 1978;

(b) the number of persons prosecuted and fine realized from them together with the number of persons sent to jails;

(c) whether the amount realized by way of fine is earmarked for any special purpose if so, the name thereof; and

(d) what special measures Railway Administration are adopting to reduce the number of ticketless travel?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). 4,998 special checks were conducted against ticketless travel on the Central Railway during the period 1-1-'78 to 31-3-1978. During these checks, 78,153 persons were detected travelling without tickets or with improper tickets and a sum of Rs. 13,25,208/- was realised as railway dues. 6,329 persons were prosecuted out of whom 4,719 were sent to jail. A sum of Rs. 29,915/- was realised as judicial fine.

(c) The judicial fine realised is credited to the State Governments.

(d) The railway administration are taking the following steps to contain ticketless travel:—

(1) Special massive checks against ticketless travel are being conducted by mobilising a large force of ticket checking staff, Railway Protection Force, Government Railway Police and local police personnel under supervision of Senior railway officers.

(2) Joint drives against ticketless travel in co-ordination with the State Governments.

(3) Frequent concentrated surprise checks, especially by moving the checking parties accompanied by Railway Protection Force/Police and Railway Magistrates by road transport.

(4) Incognito checks by travelling ticket examiners in plain clothes.

(5) Replacement checks by headquarters and divisional ticket checking squads by intercepting the trains in mid-sections.

(6) Deployment of ticket checking staff of one railway system for ticket checking on another system.

(7) Educative propaganda against ticketless travel is carried out among the travelling public particularly among the student community.

There has been no let-up in the drive against ticketless travellers. The ticket checking activities have been further intensified.

अप्रैल, 1978 में रेलवे दुर्घटनाएँ

8840. श्री केशव राव धोंगडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में अप्रैल, 1978 में कितनी रेल दुर्घटनाएँ हुई ;

(ख) दुर्घटनाओं के क्या कारण हैं; और

(ग) उनको रोकने के लिए क्या सुरक्षात्मक उपाय किये जा रहे हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव भारावण) : (क) 1-4-78 से 25-4-78 तक अर्थात् सूचना उपलब्ध होने की तारीख तक भारतीय रेलों पर टक्कर, पटरी से उतरने, समप रों पर होने वाली दुर्घटनाओं तथा गाड़ियों में भ्रग लगने की कोटियों में आने वाली 52 दुर्घटनाएँ हुई हैं ।

(ख) इन दुर्घटनाओं के प्रत्यक्ष कारण इस प्रकार हैं:—

कारण	रेल दुर्घटनाओं की संख्या
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1. रेल कर्मचारियों की गलती	12
2. रेल कर्मचारियों से भिन्न व्यक्तियों की गलती	6

3. उपस्कर की खराबी	13
4. आकस्मिक	3
5. ऐसे मामले जिनके कारणों का पता नहीं चल सका	18
कुल	52

(ग) रेल संचालन से सम्बद्ध कर्मचारियों की संख्या की प्रेरणा उत्पन्न करने के नियमों का उल्लंघन रोकने तथा छोटा रास्ता अपनाते से रोकने आदि के बारे में रेलों के संरक्षा संगठनों द्वारा लगातार अभियान चलाये जा रहे हैं । गाड़ियों की जांच और यात्री तथा माल डिब्बों की घटना-स्थलों पर जांच के कार्य तेज कर दिये गये हैं तथा रेल पथ के अनुरक्षण की ओर भी अधिक ध्यान दिया जा रहा है ।

मानव तत्व पर निर्भरता को कम करने की घंटे से पहियों एवं पटरियों, रेल पथ परिपथन, धुरा कांडरों, स्वचल चेतावनी प्रणाली आदि के लिए परिष्कृत यंत्र जैसे अल्ट्रासोनिक फलों डिटेक्टरज का प्रयोग धीरे धीरे बढ़ाया जा रहा है ।

इगतपुरी रेलवे स्टेशन पर कलकत्ता मेल में हुई घटना

8841. श्री केशव राव धोंगडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 23 मार्च, 1978 को महाराष्ट्र में इगतपुरी रेलवे स्टेशन पर कलकत्ता मेल में महाराष्ट्र विधान सभा के सदस्यों ने हुंगामा खड़ा किया और रेलवे कर्मचारियों के साथ दुर्व्यवहार किया ;

(ख) क्या उपरोक्त कर्मचारियों ने सरकार के पास शिकायत की है और यदि हाँ, तो उसका मजमून क्या है ;

(ग) उपरोक्त घटना के सम्बन्ध में सरकार द्वारा क्या कार्यवाही की गई है; और

(घ) इस घटना तथा गाड़ी के विलम्ब से चलने के क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (घ). 23-3-78 को बम्बई वी टी से छूटने वाली 1 डाउन मेल में बिना प्रारक्षण के यात्रा कर रहे 22 सदस्यों में से कुछ विधान सभा सदस्य/विधान परिषद सदस्यों ने कन्डक्टर गार्ड पर दबाव डाला कि गाड़ी में उनके लिए स्थान की व्यवस्था की जाये। इगतपुरी स्टेशन पर एक विधान सभा सदस्य ने खतरे की जंजीर खींच दी और जिद्द की कि उन्हें गाड़ी में स्थान दिया जाये। अन्य सदस्यों ने भी उसका साथ दिया और गाड़ी कन्डक्टर से बहस करने लगे। सहायक स्टेशन मास्टर इगतपुरी और 1 डाउन गाड़ी के गार्ड ने उनसे अनुरोध किया कि वे गाड़ी को न रोकें रखें। गाड़ी कन्डक्टर ने नासिक जाने वाले दो यात्रियों को विधान सभा सदस्यों/विधान परिषद सदस्यों को शायक्यों देने के लिए प्रेरित किया परन्तु उन्होंने यह कहकर ऐसा करने से इन्कार कर दिया कि इन सदस्यों ने प्रारक्षण भी नहीं कराया हुआ है। कन्डक्टर ने जंजीर खींचने वाले विधान सभा सदस्य से कहा कि वह उन्हें नासिक रोड पर स्थान दे देगा जबकि ये दो यात्री शायक्यों खाली कर देंगे। गाड़ी इगतपुरी स्टेशन पर रोकें जाने के 25 मिनट बाद छूटी परन्तु ठीक समय पर पहुंची। जांच से पता चलता है कि इस सम्बन्ध में रेल कर्मचारियों से कोई विशिष्ट लिखित शिकायत नहीं मिली है। इस घटना की सूचना महाराष्ट्र सरकार को इस अनुरोध के साथ दे दी गयी है कि इस प्रकार की घटनाएँ न होने देने के लिए उचित कार्रवाई की जाये।

Rising trend in cost of construction of MTP (Railway), Calcutta

0842. SHRI SUKHDEV PRASAD VERMA:  
SHRI R. D. RAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that cost of construction of underground railways, Calcutta under Metropolitan Transport Project (Railways), Calcutta has been showing a rising trend;

(b) if so, what has been the cost of construction of Diaphragm Wall & Box concreting without the cost of supply of materials by the Department in various sections of the Project including sections 10, 11 & 12 individually;

(c) what rate of constructions of Diaphragm Wall & Box concreting has been accepted by the MTP(R), Calcutta on the same basis of costing in the recently opened tenders for sections 13, 14, 15 & 16 of the Project including who are the tenders for these sections and have been awarded contracts;

(d) what has been the percentage of increase in rates of these recently opened sections compared to sections mentioned in part (b); and

(e) efforts being made to execute the project within time schedule?

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

(b) Does not arise.

(c) The rate per square meter for diaphragm wall construction and



names of tenderers who have been awarded Contracts are as follows:—

Name of Section	Cost per meter	Names of the tenderers whom contracts have been awarded
13A 13B 13C	Rs. 373 } Rs. 391 } Rs. 404 }	M/s. Asia Foundation and Construction Co. (P) Ltd.; Bombay.
14A 14B	Rs. 411 } Rs. 404 }	M/s. Gammon Nirman Ltd; Calcutta.
14C	Rs. 449	M/s. Asia Foundation and Construction Co. (P) Ltd; Bombay.
15A-I	Rs. 413	M/s. Cementation Co. Ltd; Calcutta.
15A-II	Rs. 381	Do.
15B	Rs. 437	Do.
15C	Rs. 342	M/s. Hindustan Construction Co. Ltd.
16A	Rs. 465	M/s. Cementation Co. Ltd. Calcutta.

Contracts for box concreting are yet to be awarded in these sections.

(d) There is no increase on an average in the diaphragm wall rates between the sections in (c) above as compared to sections 10, 11 and 12 mentioned in (b) above. Comparison of box concreting rates is not possible at present.

(e) Works are being taken up to the full extent of availability of funds and site.

#### Irregularities found in the accounts of Synthetic and Chemical Limited, Bareilly

8843. SHRI SURENDRA BIKRAM:  
Will the Minister of LAW, JUSTICE  
AND COMPANY AFFAIRS be pleased  
to state:

(a) the number of times accounts of Synthetic and Chemical Limited, Bareilly were audited during the period from 1st January, 1968 to 1st January, 1978 and the irregularities found therein and whether the management was found guilty; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). The Accounts of the company were audited every year in respect of its financial years ended on 31st December 1968 to 31st December, 1977. The Auditors have qualified their report only in respect of the financial year ended on 31-12-1969. The qualification was in regard to the payment of commission to the Selling Agents and is as under:

"In our opinion, there has been an over payment to the Sole Selling Agents viz., Kilachand Devchand & Co. Pvt. Ltd., on account of commission in respect of the two quarters ended 30th September, 1968 to the extent of Rs. 67,496/- as the rates taken are those of 6th November, 1967 instead of 5th November, 1967 as agreed in the Sole Selling Agent's letter dated 4th April 1968.

Counsel, whose opinion is referred to in the Directors' Report under the

heading "Selling Agency Commission", has, also opined that it is our duty to report this matter.

Consequently, Rs. 12,86,328/- shown as Contingent Liability in respect of Company's Liability to Selling Agents in the note No. 5 forming part of the Accounts would be Rs. 10,78,249/- if the prices prevailing on the 5th November, 1967 were taken after taking into consideration Rs. 20,39,985/- shown as Provision for Re-imbursement of Expenses and Compensation in the Profit & Loss Account."

2. In the Directors' Report it was explained that the Company obtained the opinion of an eminent counsel Mr. R. J. Kolah suggested by the Auditors and according to the opinion given by the counsel, in computing the commission payable to the Selling Agents from 6th November, 1967, the price prevailing on and from the 6th November, 1967 was to be taken into consideration. The Directors stated that they decided to abide by the opinion of the counsel and the amount of contingent liability shown on the notes on the Balance Sheet was on the basis of the price prevailing on 6th November, 1967. No action was, therefore, called for.

### Railway Service Commission

8844. SHRI RAMANAND TIWARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry had vide its order No. E/74/RCV/11/RB-2, dated the 1st September, 1975, 7th/8th November, 1975 and the 23rd December, 1974 asked the Northern Railway and the Railway Service Commission, Calcutta to regularise the services of Class III employees appointed by the Railway Board in 1973 on ad hoc basis and whether the

services of these employees have been regularised at above places and if so, their particulars;

(b) whether the ad hoc Class III employees in the Railway Board were selected by competent authority Secretary, Railway Board) and if so, the reasons for not regularising their services so far and if not, the reasons why notices were not served on them like employees of zonal railways; and

(c) whether there are rules of the Finance and Home Ministries whereunder employees with one year continuous temporary service are treated as regular employees and if so, whether these orders are being implemented and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) It is true that in 1973, Lower Division Clerks were recruited on purely temporary and ad-hoc basis through the Employment Exchange. As under the statutory rules, they could not be absorbed in the Railway Board's Office, these Lower Division Clerks who continued to work in this office for about two years were sent to the Railways for absorption in 1975. The exact position about the regularisation of their services in their parent offices is being collected and will be placed on the Table of the House.

(b) Presumably the reference is to another set of ad-hoc employees viz., 8 Hindi typists who were recruited in 1975 through the Employment Exchange, out of whom 5 are still serving in the Board's Office. Their services cannot be regularised unless they qualify through the Staff Selection Commission and are nominated by the Department of Personnel.

(c) There are no such instructions.

### Appointment of a Karnataka Judge as Chief Justice of Rajasthan High Court

8845. SHRI G. S. REDDI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state;

(a) whether a judge of the Karnataka High Court has been appointed as Chief Justice of Rajasthan High Court;

(b) whether this is in accordance with previous practice in the appointment of Chief Justices; and

(c) if not, reasons thereof?

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

(b) The appointment has been made in accordance with the provisions of the Constitution. Earlier also on several occasions, a puisne judge of one High Court has been appointed as Chief Justice of another High Court.

(c) Does not arise.

### Allegations against Vigilance Inspectors

8846. SHRI RAM PRAKASH TRIPATHI: Will the Minister of RAILWAYS be pleased to state;

(a) It is a fact that the Chief Inspectors Tickets of the N.R. has reported against the Vigilance Inspectors of the Railway Board bringing out serious allegations of corrupt activities while on duty in train quoting several instances during December, 1977;

(b) if it is correct what is the hitch in removing such element when men of even disputed integrity are not retained in such organisation;

(c) when the allegation and attitude of the vigilance organisation has been challenged why the enquiry is not entrusted to an independent authority other than the vigilance; and

(d) whether it is a fact that tenure of Vigilance Inspectors is six years if so how many Vigilance Inspectors are working for over six years and why?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). The letter dated 8-12-1977 from the Chief Ticket Inspector, New Delhi bringing out allegations of corrupt activities of an Investigating Inspector of the Railway Board was received in the Ministry on 24-1-78. After verifying its genuineness on 10-2-78 an investigation into the matter has been ordered by an officer of Vigilance Directorate, but who does not directly control the concerned Investigating Inspector. This has been done to enable an independent and impartial enquiry. Based on the results of the investigation, action against the concerned Inspector will be taken, if necessary. As the complaint arose after a check by this Inspector which resulted in major penalty disciplinary action against the involved ticket checking officials it was necessary to have the investigation completed to remove any doubts about the complaint being a motivated one.

(d) The tenure of the Investigating Inspector beyond six years is extended in case of exceptional merits. At present there are two Inspectors only out of the total strength of 24 in the Directorate who have crossed six years of their stay in Vigilance Organisation.

### Transworld manufacturing services

8847. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any collaboration agreement with Transworld Manufacturing services;

(b) if so, the date, period of operation and salient features of the agreements;

(c) if any global tender was called for before entering into an agreement and whether the terms offered were the lowest;

(d) if not, the reasons for entering into the agreement;

(e) whether the said agreement was renewed in the meanwhile and if so, whether global tender was called for before renewal and if it was ensured that the terms were the lowest;

(f) how many persons have been seconded to India under the agreement and for what period and the average expenditure per month per such personnel, including leave salary, air passage, travelling allowance, cost for living quarters, medical treatment, automobile and other facilities;

(g) whether approval of the Parliament was obtained before the agreement was entered into;

(h) if so, when and if not, the reasons therefor;

(i) whether the payment to the personnel as well as to M/s. Transworld Manufacturing Services was shown separately and specific approval for such payment was obtained every year; and

(j) if not, the reasons therefor?

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

(b) The agreement was effective from 12-2-1962 for a period of 10 years. The salient features of the agreement are furnished in statement.

(c) No.

(d) Diesel Electric Locomotive development was highly advanced in the U.S.A. It was therefore desirable to select a collaborator from that country. There were three leading manufacturers of Diesel electric locos in U.S.A. viz. M/s. Alcos, M/s. International General Electrics and M/s. General Motors. Of these M/s. International General Electrics were somewhat new in the field of manufacture of locomotives of the range of 2400

and 2600 H.P. Their locomotives not being sufficiently tried, the Railway Board did not want to go in for them. M/s. General Motors had a good reputation but the Railway Board found that they were not enthusiastic about the collaboration in the manufacture in India. Thus the only party whom the Railways found to be willing to collaborate in the manufacture of these locomotives were M/s. Alcos Products Inc. Consequently, agreement of supply of personnel was entered into with M/s. Transworld Manufacturing Services Inc. who were a subsidiary of M/s. Alco Products Ltd.

(e) The agreement was not renewed.

(f) Information is furnished in statement.

(g) No.

(h) Approval of the Competent authorities of Government of India as laid down under rules, was obtained.

(i) and (j). The payment to personnel as also to M/s. Transworld Manufacturing Services Inc., formed part of overall expenditure of D.L.W. and was not separately indicated. Since these payments were in terms of the agreement, there was no need of taking specific approval for such payment every year.

#### Statement A

1. Transworld Manufacturing Services Inc., New York were required to arrange for the services of experienced Alco trained professional engineers, not exceeding 4 in number at one time if and when required by the Government. This team was to provide guidance in all phases of locomotive and engine manufacturing following the methods in use by Alco engineers in their own facilities, including the selection of appropriate machinery, equipment, personnel and installation of manufacturing procedures, testing procedures etc.

2. Salaries and emoluments to be provided were as under:—

2.1 Salaries of such personnel, ranging from \$ 12,000—\$ 20,000 per year, free of income tax.

2.2 Free passage from America to India and back.

2.3 Suitable furnished living quarters free of charge at D.L.W.

2.4 Facilities for medical treatment and hospital services as admissible to Railway Officers

2.5 Car and driver for their official use.

2.6 Allowance and travelling facilities as admissible to Class I officers while travelling on duty.

3. For the services rendered and obligations undertaken by the Trans-world Manufacturing Services Inc., as detailed in the Agreement, the Govt. was to make a lumpsum payment in respect of each technical personnel only once during his employment, the sum equivalent to 1/24th of his total yearly emoluments in U.S. dollars.

#### Statement B

A total of 7 technicians were seconded to India out of which one left on medical ground before expiry of the term and was replaced by another technician. Period of the technicians is as under:—

One from 30-9-63 to 29-9-64

One from 30-9-63 to 29-9-65

One from 18-6-64 to 6-12-65

One from 3-3-66 to 14-3-67 (on replacement)

One from 23-9-64 to 29-9-66

Three from 19-4-64 to 17-4-67

The average expenditure per month towards salary for these technicians works out of Rs. 60,681. Towards

leave salary total amount paid Rs. 26, 986 in Indian currency and \$ 9045.99 (U.S. dollars) towards inward air passages \$ 21,178.27 and for outward passages Rs. 1,32,834. As per terms of appointment the technicians were provided free furnished Type IV-A Bungalows at the cost of Rs. 3,91,231 and furnishing at a cost of approx. Rs. 45,000. The proforma rent of these 7 Bungalows comes to Rs. 420 p.m. without furnishing. Free medical facilities were also admissible to these Technicians like Railway Officers.

One chauffeur driven automobile was placed at their combined disposal and charges per month for this automobile facility were Rs. 600 p.m.

#### Switchmen of Vijaywada Division

8848. SHRI DINEN BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has received any representation from the Switchmen of Vijayawada Division of South Central Railway about their grievances;

(b) what are the grievances; and

(c) what steps Government propose to take to ameliorate the grievances?

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

(b) A statement is attached.

(c) In accordance with Government's policy, staff representations received from any source are given due consideration and action is taken. The demands of all categories of staff are considered and solved through the various tiers of the Permanent Negotiating Machinery and the Joint Consultative Machinery.

#### Statement

1. Six hours work in Vijayawada-Gudur Section.

2. Re-introduction of six men link for better rest.

3. Promotion to the grade of A.S.Ms. and 'C' Class Guards.

4. Re-fixation of scale in Rs. 290—500.

5. Upgradating of post by 40 per cent.

6. Change of designation as Cabin A.S.M. or Block Operator.

7. Periodical Transfers of Switchmen.

8. Provision of control phones in cabins.

9. Filling up of vacancies.

10. Provision of Assistance for manual work.

#### Inspection of Accounts of Swadeshi Polytex Limited

8849. SHRI K. LAKKAPPA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether by now the investigation and inspection of statutory books and books of accounts have been completed in respect of the Swadeshi Polytex Limited, Ghaziabad, Uttar Pradesh;

(b) if so, the results of such Inspection and investigations;

(c) whether it is also a fact that the Management of the company has not extended its cooperation to officials and concealed important documents and papers;

(d) whether any application under section 408 of Companies Act has been decided; and

(e) if not, the reasons therefor and action being initiated against the company for concealing books, papers and documents?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). Yes, Sir. An inspection of the books of account and other records of the company under section 209A of the Companies Act has been completed recently. The report is under preparation and has not yet been received.

(c) No such report has been received from the officers who have conducted the inspection.

(d) No, Sir.

(e) (i) The Company Law Board will consider the application under section 408 of the Companies Act, 1956 after receipt of the inspection report.

(ii) In view of the position stated in answer to part (c), the question of initiating any action does not arise at present.

#### RE. POLICE FIRING IN AGRA

12.00 hrs.

SHRI JYOTIRMOY BOSU (Diamond Harbour): I have given notice of an adjournment motion. There was a police firing in Agra... (Interruptions) A procession was taken by Scheduled Caste persons, shoe makers, on the occasion of the Jayanti of Dr. Ambedkar and there was indiscriminate firing resorted to by the police, killing three Scheduled Caste persons and injuring many others. It is a serious matter. The Home Minister may kindly make a statement.

Secondly, about 1500 junior doctors have gone on total strike and today, in Delhi, the hospitals have been practically immobilised. I would like the Health Minister to make a statement. (Interruptions)

श्री छवि राम शर्मा (मुरा) : अध्यक्ष महोदय, आगरा में जो प्रभु गैस छोड़ी गई है और जो गोलियां जाटवों और मंड्यूल

कास्टस पर चलाई गई हैं उससे 7 व्यक्तियों की मृत्यु हो गई 200 घायल हैं, हजारों लापता हैं और जो डा० अम्बेदार की जयन्ती के समय पर पुलिस द्वारा लाठी प्रहार किया गया था उस सब की वजह से देश भर के जाटवों में असन्तोष व्याप्त हो गया है और हजारों लोग लापता बताए जाते हैं। इसके बारे में जो ध्यानाकर्षण प्रस्ताव दिया गया उसको अपने स्वीकार नहीं किया है। दिल्ली में दूध के भाव पच्चीस पैसे बढ़ जाते हैं और उस पर ध्यानाकर्षण प्रस्ताव आ जाता है तो उसको आप स्वीकार कर लेते हैं लेकिन मैंने जो इस घटना के बारे में ध्यानाकर्षण प्रस्ताव की सूचना दी थी उसको आज आप नहीं ले रहे हैं। मेरी प्रार्थना है कि सरकार का जवाब इसके बारे में आना चाहिये। सारे देश के हरिजनों को ले कर असन्तोष व्याप्त है। आज ही इसका जवाब हाउस में आना चाहिये। मैंने इस घटना के बारे में कलिंग मूवमेंशन नोटिस दे दिया है। मैं मांग करता हूँ कि आई० जी० पुलिस एस० पी० ए० व डी० एम० को डिसमिस किया जाये।

MR. SPEAKER: I am considering the motions that are before me. They have come only today. They are being considered.

SHRI JYOTIRMOY BOSU: I have written to you about seeking your guidance in the matter of laying of papers....

MR. SPEAKER: I am going to look into the matter.

श्री भगत राम (फिलर) : अध्यक्ष जी, छोटी मोटी बातों पर यहां काल मूवमेंशन एडमिट हो जाता है, और तरीके से मदद में वह बात आ जाती है, लेकिन आग के बारे में कुछ नहीं कहा गया है ?

MR. SPEAKER: When the calling attention is being considered, please sit down.

12.05 hrs.

### MATTERS UNDER RULE 377

#### (i) LIKELY WINDING UP OF CENTRAL FISHERIES CORPORATION LIMITED

SHRI CHITTA BASU (Barasat): I rise to call the attention of the hon. Minister of Agriculture and Irrigation under Rule 377. The Central Fisheries Corporation Ltd., a Government of India Undertaking, is likely to be wound up. It is reported that the Ministry of Agriculture has so far recommended for its closure.

The closure of the Corporation will render its 500 employees jobless.

This would adversely affect the exchequers of many States, namely, Tamil Nadu, Andhra, Orissa, Uttar Pradesh, Himachal Pradesh, Gujarat, Rajasthan for the Central Fisheries Corporation purchases fish from these States and markets them in other States, particularly West Bengal. The Government of West Bengal has also asked the Government of India not to wind up this Corporation.

The Government is understood to have prepared a massive programme for the distribution-cum-production of essential items of daily uses through public distribution system. Fish constitutes an essential item for the people of certain States.

In view of this, may I request the hon. Minister to make a statement saying that the Government propose to revise its decision already taken. He is here.

#### (ii) INDIAN RUPEE REPORTEDLY AT A DISADVANTAGE COMPARED TO POUND STERLING, ESPECIALLY IN AIR FARE STRUCTURE OF AIR INDIA

SHRI JYOTIRMOY BOSU (Diamond Harbour): Today the pound sterling is one of the weak and unstable currencies. Our Government claims that Indian rupee is a stable and dependable currency. But in many spheres specially in the sphere of air fare structure of Air India

[Shri Jyotirmoy Bosu]

our public sector national carrier, rupee stands at a great disadvantage compared to the pound sterling. In fact, what one pound sterling can purchase from Air India one requires about 3 times Indian rupees for the same.

I was told that if one pays a price of air ticket in pound sterling then he can buy a return ticket from London to Delhi at about 265 pounds which works out a little over Rs. 4000 whilst when it is paid in Indian rupee it is over Rs. 1,000. And in case of certain other airlines it is over 11,000 rupees.

This is wholly against the interests of the Indian rupee, its prestige and the country's national interest. As a result of this, our national carrier, namely, Air India has immensely helped other international airlines in getting business from Indian passengers. Moreover it has encouraged a tremendous amount of improper remittance of Indian rupees to foreign countries, to obtain sterling and dollar for payment of air fare for Indians living abroad.

In many of the routes Air India often go empty, they indirectly decline rupee paying passengers (who are Indians). But many smaller airlines get their aircraft filled every time. One thing I do not understand is why Air India cannot afford to do what certain other airlines can. They purchase the aircraft from the same source as we do. Many of them purchase fuel from the same source as we do. Yet Air India passengers are required to pay more fare and particularly more so if it is paid in Indian rupee; it is double or more. I draw the attention of the hon. Minister who is here. If you want to make a reply, I shall be grateful.

(iii) NEED FOR NOMINATION OF DIRECTORS BY GOVERNMENT ON THE BOARD OF SYNTHETIC AND CHEMICALS LTD., BAREILLY

**SHRI SURENDRA BIKRAM (Shah-jahanpur):** With your kind permission, I raise the following matter under Rule 377 of urgent public importance:

In view of large shareholding of Life Insurance Corporation of India, Nationalised Banks and General Insurance and huge loans by L.I.C., I.C.I.C.I. and I.F.C.I. the Government of India should place two nominees as Directors on the Board of Synthetic & Chemicals Limited, Bareilly (U.P.).

Synthetics & Chemicals Limited, a private sector synthetic rubber producing industry having its monopoly in the country is having large shareholding of Life Insurance Corporation of India, Nationalised Banks and General Insurance Companies. L.I.C., I.C.I.C.I. and I.F.C.I. have also advanced huge amounts as loans to this company. Since the affairs of the Company are not free from doubts and excessive extravagance prevails in this Company which the Company justifies by increasing the prices of its synthetic rubbers, it is of paramount importance that the Government of India should take immediate steps to place at least two nominees on the Board of this Company to ensure that the Government and about 25,000 shareholders get proper returns and unjustified and harmful ways of increasing prices of synthetic rubbers are stopped immediately which costs the rubber consuming industry and the public very much. Also, the prices of synthetic rubbers be immediately reduced and a committee to go into prices be appointed and reasonable prices be fixed by the Government and proper controls on prices be exercised in the interest of the people of the country.

इस कम्पनी में बड़ा घोटाला है। मैंने इस विषय में एक प्रश्न भी किया था लेकिन वह आ नहीं पाया है। मैं इस बारे में आगे घंटे की चर्चा का नोटिस देता हूँ।



(iv) REPORTED POLICE LATHI CHARGE ON  
BUDDHIST DEMONSTRATORS AT AGRA  
ON 1st MAY, 1978

श्री कचकलाल हेमराज जैन (बालाघाट):  
अध्यक्ष महोदय, 14 अप्रैल, 1978 को पुलिस  
ने शिड्यूल्ड कास्ट्स, नियो-बुद्धिस्ट जनों,  
को लाठी द्वारा पीटा, जो वि: अम्बेदकर साहब  
के जन्म दिवस पर इलूस निकाल रहे थे।  
इस प्रकार की घटना 23 अप्रैल को भी हुई।  
पुलिस ने 1 मई को भी सत्याग्रहियों पर  
आगरा में लाठी चलाई, वि: वे: फलस्वरूप  
बड़ी आदमियों की मृत्यु हो गई तथा हजारों  
आदमी घायल हो गये। हालात गम्भीर हैं  
और कर्फ्यू लगा दिया गया है। इस बारे  
में गृह मंत्री को एक वक्तव्य देना चाहिए।

(v) REPORTED LOCK OUT AT I.T.I., NAINI

SHRI DHIRENDRANATH BASU  
(Katwa): I want to draw the attention  
of the hon. Minister of Commu-  
nications to the following matter of  
urgent public importance regarding  
lockout of I.T.I. Naini and possible  
lockout in other telephone industries:

The management of Indian Tele-  
phone Industries at Naini declared a  
lock-out on the 18th ultimo following  
labour unrest leading to a lathi-charge  
on agitating workers. Two thou-  
sand three hundred employees had  
been working there. As a result of  
the decision of the lockout, workmen  
of other units of Telephone Industries  
have also been agitating. This action  
may cause serious disturbances and  
dislocation of telephone services for  
want of instruments. A serious situa-  
tion has developed following unlawful  
activities by employees there. It is  
reported that the management was not  
willing to give a patient hearing to  
Union leaders about their grievances.

May I, therefore, request the Hon'ble  
Minister of Communications to look  
into the matter without any further  
delay and settle the disputes by nego-  
tiation so that telephone services are  
not disrupted?

12.13 hrs.

PAPERS LAID ON THE TABLE

ACCOUNTS OF ANIMAL WELFARE BOARD,  
MADRAS FOR 1976-77 ALONG WITH  
AUDIT REPORT THEREON

THE MINISTER OF AGRICUL-  
TURE AND IRRIGATION (SHRI  
SURJIT SINGH BARNALA): I beg  
to lay on the Table a copy of the  
Certified Accounts (Hindi and Eng-  
lish versions) of the Animal Welfare  
Board, Madras, for the year 1976-77  
and the Audit Report thereon, under  
sub-rule (4) of Rule 24 of the Animal  
Welfare Board (Administration)  
Rules, 1962. [Placed in Library. See  
No. LT-2216/78].

NOTIFICATIONS UNDER ESSENTIAL COM-  
MODITIES ACT, 1955

THE MINISTER OF AGRICUL-  
TURE AND IRRIGATION (SHRI  
SURJIT SINGH BARNALA) On  
behalf of Shri Bhanu Pratap Singh,  
I beg to lay on the Table a copy each  
of the following Notifications (Hindi  
and English versions) under sub-  
section (6) of section 3 of the Essen-  
tial Commodities Act, 1955:—

(1) The Sugarcane (Control)  
Second Amendment Order, 1978,  
published in Notification No. G.S.R.  
197(E) in Gazette of India dated  
the 28th March, 1978.

(2) G.S.R. 199(E) published in  
Gazette of India dated the 29th  
March, 1978 containing corrigendum  
to Notification No. G.S.R. 155(E)  
dated the 1st March, 1978.

[Placed in Library. See No. LT-  
2217/78].

NOTIFICATIONS UNDER CUSTOMS ACT,  
1962 AND UNDER CENTRAL EXCISE  
RULES, 1944

THE MINISTER OF STATE IN  
THE MINISTRY OF FINANCE  
(SHRI SATISH AGARWAL): I beg  
to lay on the Table:—

(2) A copy each of the following  
Notifications (Hindi and English

[Shri Satish Agarwal]

versions) under section 159 of the Customs Act, 1962:—

(i) Notification No. 91-Customs published in Gazette of India dated the 1st May, 1978.

(ii) Notification No. 92-Customs published in Gazette of India dated the 1st May, 1978.

[Placed in Library. See No. LT-2218/78].

(2) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944:—

(i) Notification No. 113-Central Excise published in Gazette of India dated the 1st May, 1978.

(ii) Notification No. 114-Central Excise published in Gazette of India dated the 1st May, 1978.

(3) An Explanatory Memorandum (Hindi and English versions) in regard to the notifications mentioned at (1) and (2) above.

[Placed in Library. See No. LT-2218/78].

MR. SPEAKER: Now, Calling Attention. Shri Lakkappa.

SHRI K. LAKKAPPA (Tumkur): Before that I would like to draw your kind attention to the constitutional breakdown in Haryana, which matter I had brought up by way of an Adjournment Motion. Of course you have rejected it, but since the Prime Minister is sitting here, with your permission I would request the Prime Minister to make a statement because there is a serious crisis going on in Haryana. There is absolutely no Government in Haryana and there will be a break-down of the constitutional machinery. The Chief Minister has also met the Governor....

MR. SPEAKER: Now let us come to the Calling Attention.

12.16 hrs.

## CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

DECISION OF DELHI MILK SCHEME TO INCREASE THE PRICE OF TONNED MILK AND DOUBLE-TONNED MILK.

SHRI K. LAKKAPPA (Tumkur): I call the attention of the Minister of Agriculture and Irrigation to the following matter of urgent public importance and request that he may make a statement thereon:—

"The reported decision of the Delhi Milk Scheme to increase from 2nd May, 1978 the price of toned milk from 65 paise to 90 paise per half litre and in the case of double-tonned milk from 35 paise to 45 paise per half litre".

THE MINISTER OF AGRICULTURE AND IRRIGATION (SHRI SURJIT SINGH BARNALA): The Delhi Milk Scheme (D.M.S.) was established as a departmental undertaking of the Government of India in November, 1959 to supply Wholesale milk to consumers at reasonable prices and at the same time ensure a reasonable return to the rural milk producers. The Scheme was intended to run on a "no profit no loss" basis. The initial capacity of the Central Dairy was 2.55 lakh litres of milk per day which has since been expanded to 3.75 lakhs litres of liquid milk/day and 0.60 lakh litres of milk/day for production of dairy products. The capital investment in the scheme as on 31-3-1977 was Rs. 426.41 lakhs. The annual turn over for the year 1976-77 was Rs. 18.41 lakhs.

Since its inception in 1959, the DMS has been running at a loss (except during 1969-70 and 1970-71) as indicated below:

Year	Loss (Rs in lakhs)	Profit
1959-61	5.02	
1961-62	4.16	

Year	Loss (Rs. in Lakhs)	Profit
1962-63 . .	10.64	
1963-64 . .	23.09	
1964-65 . .	97.77	
1965-66 . .	39.21	
1966-67 . .	14.66	
1967-68 . .	146.71	
1968-69 . .	76.42	
1969-70 . .		73.34
1970-71 . .		11.23
1971-72 . .	66.92	
1972-73 . .	83.89	
1973-74 . .	221.50	
1974-75 . .	414.31	
1975-76 . .	576.78	(Under certifi- cation estima- ted )
1976-77 . .	699.45	
24 03.45 lakhs		

The loss for the current year (1977-78) has been estimated to be Rs. 808.60 lakhs.

The selling price of D.M.S. both toned Milk and double toned milk has been revised from time to time. The last revision took place on 5-11-73 when the selling price of toned milk was fixed at Rs. 1.30 and double toned milk at Rs. 0.70 per litre.

Since 1973, there have been increase in the raw materials such as milk, skimmed milk powder and butter oil. Indeed, the cost of raw materials alone accounts for about 81 per cent of the total cost of production. Additionally, there has been escalation in the prices of petroleum products since 1973 which has also contributed to substantial increases in the cost of processing and distribution of milk by the D.M.S.

Due to upward revision of salaries and wages of employees, based on the Pay Commission's recommendations, there have been further increases in the cost of production.

The sale price of toned milk in large cities of Baroda, Calcutta and Madras ranges from Rs. 1.80 to Rs. 1.90 per litre and double toned milk from Rs. 1.26 to Rs. 1.42 per litre.

In order, therefore, to enable the Delhi Milk Scheme to run on a 'no profit no loss' basis, it has become necessary to revise the sale prices of milk as follows w.e.f. 2nd May, 1978:—

(1) Toned milk Rs. 1.80 per litre

(2) Double Toned milk Rs. 0.90 per litre.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, I have gone through the Minister's statement very carefully. The performance of the Delhi Milk Scheme during the last one year, i.e. 1977-78, when its losses are estimated about Rs. 8 crores, indicates how it has been functioning and how efficiently, the Ministry controlling it has been doing its job. This is the performance of the DMS during the last one year under the present Government.

Certain figures have been given by the hon. Minister, and he has given the losses and profits made by DMS right from the year 1959 when it was established. He has stated that the DMS, with the same set-up and the same organization made profit to the tune of Rs. 73.34 lakhs and Rs. 11.23 lakhs in the years 1969-70 and 1970-71. He has, however, not given out reasons for such profits. The reasons for losses having gone up in the various years have also not been given by him in his statement. The estimated loss of Rs. 8 crores in the year 1977-78 creates an impression that DMS is not working properly and in the interest of the consumers and this country.

[Shri K. Lakkappa]

The rise in the price of DMS milk has been resented by the various organizations and recently, the Delhi Corporation has also passed a resolution protesting against this rise. There has been scarcity of milk and mal-distribution of milk has been noticed for a long time. The pilferage system has also been operating in connivance with the DMS workers. The so-called expert, Dr. Kurien, who headed the Indian Dairy Corporation, wants to bring parity and uniformity in the rates for DMS and IDC milk. The consumer who is already hard-hit with the rising prices will have to pay more for DMS milk. For the benefit of the hon. Members, I would like to tell them that the pet theory of Dr. Kurien is: uniform rates for DMS and IDC milk which, according to him, will eliminate the malpractices in the DMS milk supply. The DMS procures the milk, which it supplies as toned and doubled-toned milk, through the cooperatives and sometimes from the individuals. The consumers are not paying the prices according to the amount paid for the milk by DMS. They are playing in the hands of the milk suppliers. In addition to that, the distribution of huge quantity of milk powder and other products is not being done properly. The administration is in a dilapidated condition.

MR. SPEAKER: This is not a debate; please come to the question.

SHRI K. LAKKAPPA: He must take notice of all these things and why losses are accumulating. He has not given out any reasons....

MR. SPEAKER: This is merely calling attention and you can make preliminary remarks.

SHRI K. LAKKAPPA: The organisers are looting money and there are a lot of corrupt practices in the DMS.

MR. SPEAKER: This is not a debate.

SHRI K. LAKKAPPA: Even nutritious milk to babies is not supplied and, therefore how can the consumer be asked to pay more? You are asking him to pay more because of your maladministration and corrupt practices prevailing in this organization? Even the transport cost has not been analysed in a proper manner and even the pilferages have not been set right by the Ministry. Even the total losses have been shown purposefully and added on to the losses. Therefore, the entire organizational set-up, administration and planning and everything is faulty. These are the reasons. I want to know whether the Minister will set right the whole thing, streamline the organization and see that the organization is run on a no-profit-no loss basis. The consumers are protesting and this is a very serious matter and the middle-class and the poor people are not able to get milk at reasonable prices. If you go on increasing the price by 10 paise, 20 paise and 30 paise, it will only impose an additional burden on the middle-class and the poor people and they will not be able to feed their children.

This is the alarming situation. I would like to know whether the Minister knows where the bottlenecks are, where the mal-administration exists, where the corrupt practices are and whether the Ministry will plug the leakages and set right the whole administration instead of taking such harsh measures as raising the prices.

I am also asking a pertinent question. How is it that the same DMS was able to earn profits in the years 1969-70 and 1970-71? I would like to know what are the steps this government is going to take and see that this kind of raising of prices of milk which means hardship to the consumers is not resorted to. Will the Minister kindly consider and re-organize the whole thing and streamline the administration to meet the needs of the consumers and see that the decision of raising the prices is shelved?

**SHRI SURJIT SINGH BARNALA:** I have given the figures of some of these years to show how the DMS has been functioning. As I have stated, in 1971-72 the loss was Rs. 66 lakhs but within a short period of 6 years that is from 1971-77, it went upto Rs. 7 crores—from Rs. 66 lakhs to Rs. 7 crores and it was due to their administration and we inherited a very poor state of things in DMS and we are trying to improve it.

He asked how in 1969-70 there was some profit and again in 1970-71 there were profits. That was because the prices of milk had been raised. On 22-2-69 the price of standardized milk as also cow's milk was raised from Rs. 1.04 to Rs. 1.16 and the toned milk from Re. 0.74 to Rs. 0.84. Therefore, there was a rise of 10—12 paise in the prices of milk. Again a price-rise took place in 1973, when the price of toned milk was raised from 84 paise to Rs. 1.30 which is continuing till to-day. That is the position.

**SHRI K. LAKKAPPA:** He has not answered all my questions.

**MR. SPEAKER:** Are you going to look into the mal-administration there?

**SHRI SURJIT SINGH BARNALA:** Yes, Sir, in a big way. We are going to improve the conditions in DMS. I am sure we will be able to do it.

**SHRI K. LAKKAPPA:** He should convince the House how he can do it. Should he not be responsible to this House? He must take the Parliament in a very serious manner. He is responsible to this House. What is the use of bringing this call attention motion? He has not explained properly.

**MR. SPEAKER:** He has said, 'We are going to take steps to streamline it':

**SHRI K. LAKKAPPA:** How?

**MR. SPEAKER:** He cannot give you all the details to-day.

**SHRI K. LAKKAPPA:** This shows that he is inefficient.

श्री कचर लाल हमराज जैन (बालाघाट):  
अध्यक्ष महोदय, दिल्ली दुग्ध योजना झूठा-चार, अनुशासनहीनता, बेईमानी और एक खर्चीला अड्डा बना हुआ है। दिल्ली दुग्ध योजना के बारे में जब से यह योजना बनी तब से संसद में अनेकों बार प्रश्न किए गए लेकिन इसके कार्यक्रम को सुधारने के लिए अभी तक कोई ठोस कदम नहीं उठाया गया है। इस योजना में अनेक घटनाएं हुईं जैसे कर्मचारी पैसे ले कर चले गये। लेकिन इनको सुधारने के लिए अभी तक कोई ठोस कदम नहीं उठाये गये। इसके कर्मचारी पैसे ले कर भाग गये हैं, दूध के डिपो पर समय पर दूध की सप्लाई का न होना, और डिपो मैनेजर द्वारा आम जनता से दुर्व्यवहार करना तथा डाइवरो द्वारा बोटलों के ढक्कन खोल कर पानी मिला कर उसी तरह पैक करना आदि अनेक ऐसी घटनाएं हैं जिनका अभी तक समाधान नहीं हो पाया है। इससे ऐसा प्रतीत होता है कि इसके पीछे कोई संगठित गिरोह काम कर रहा है। भारत का शासन तो एक वर्ष पूर्व बदला है परन्तु दिल्ली दुग्ध योजना का कार्यक्रम पहले की तरह है।

दिल्ली दुग्ध योजना में मोटी-मोटी तनख्वाह पर सैकड़ों अकमर रखे हुए हैं। इस बात को नोट कर लिया जाए। ऐसे ऐसे लोग मोटी-मोटी तनख्वाहों पर काम कर रहे हैं जिनकी कोई आवश्यकता नहीं है। एक व्यक्ति एक छांटे से काम के लिए जाता है तो महीनों चक्कर काटने पर भी किसी भी और से कोई संतोषजनक उत्तर नहीं मिलता। या तो वह मंत्री महोदय की सिफारिश ले जाए या अपने घर पर बैठे। अभी हाल ही में जो दिल्ली दुग्ध योजना ने जो 50 पैसे प्रति लीटर दाम बढ़ाये हैं उसका कोई भी औचित्य

[श्री कचह लाल हेमराज जैन]

कहीं नहीं बैठता है । इसके पहले दिल्ली दुग्ध योजना अपने अन्य उत्पादों जैसे घी और मक्खन के दाम भी बढ़ा चुकी है परन्तु हमने यह सोचकर कि शायद इनके दाम बढ़ाने की कोई आवश्यकता हो, हमने कोई आवाज नहीं उठाई । लेकिन इस बार दूध के दाम बढ़ा कर इस सरकार न जन माधारण की अपेक्षा एवं अकांक्षाओं का गला घोट दिया है ।

पिछली सरकार ने कभी भी एक समय में दूध के मूल्यों में इतनी बढ़ोतरी नहीं की थी । यह बढ़ोतरी कर के हमने जन आक्रोश को निमंत्रण दिया है । एक साधारण सी बात है कि चार-पांच व्यक्तियों के एक परिवार में चार बोतल दूध आने पर उस पर एक रुपया प्रति दिन बोझ बढ़ गया है । यह राशि एक महीने में तीस रुपये हो गई है । अध्यक्ष महोदय, एक ही मद पर तीस रुपये प्रति मास अतिरिक्त खर्च को क्या आप उचित समझते हैं ? क्या सरकार दिल्ली शहर में रहने वाले अतृप्त श्रेणी कर्मचारियों पर आये इस अतिरिक्त खर्च की भरपाई कर पायेगी ? एक ओर हमारे मंत्रिगण संसद में और संसद के बाहर अपने भाषणों में बड़ी-बड़ी दलीलें देते हैं कि आवश्यक वस्तुओं के मूल्य गिर गये हैं या गिराये जा रहे हैं दूसरी ओर दूध के मूल्यों में वृद्धि कर अपने वायदों का उल्लंघन कर रहे हैं ।

सरकार का यह कहना है कि मूल्यों में वृद्धि इसलिए की गई है कि दिल्ली में इसके दाम कम थे । जिस शहर से सरकार इन मूल्यों की तुलना करती है, उस तुलना करने से पहले दिल्ली शहर में रहने वाले गरीब लोगों का जीवन स्तर उस शहर के स्तर के बराबर किया जाए ।

दूध एक आवश्यक वस्तु है । यह कोई ऐसी वस्तु नहीं है कि दाम बढ़ने पर खपत कम कर दें । क्या दाम बढ़ा कर सरकार बच्चों

को स्वस्थ नहीं देखना चाहती है ? हमारे देश के बच्चे पहले ही कुपोषण से ग्रस्त हैं । दिल्ली दुग्ध योजना द्वारा दूध के दाम बढ़ाये जाने का असर मुझे बता लगा है कि मंदर डेयरी पर भी पड़ रहा है । मुझे मालूम हुआ कि मंदर डेयरी भी अपने दूध का दाम दो रुपये से बढ़ा कर ढाई रुपये करने जा रही है ।

मैं सरकार से आग्रह करता हूँ कि इस बढ़ोतरी को वापिस लिया जाए और दूध के मूल्यों को पुराने स्तर पर लाया जाए । यहां मैं एक चेतावनी भी देना चाहता हूँ : अगर इस बढ़ोतरी को वापिस नहीं लिया गया तो जैसे मैं दिल्ली में लोगों से मिल रहा हूँ वे मुझे बता रहे हैं कि एक ऐसा जन आन्दोलन होगा कि सरकार के लिए स्थिति को सम्भाल पाना कठिन हो जाएगा । मेरी समझ में नहीं आता है कि सरकार क्या कर रही है । कभी दूध के और कभी बसों के किराए वह बढ़ाती जा रही है । आखिर गरीब लोग कहाँ जाएँ । सरकार सब को भोजन दे दे, कपड़ा पहनने के लिए दे दे दवा दारू का सब के लिए इंतजाम कर दे, लोगों की सब जिम्मेदारियाँ सरकार लेले और उनका सब कुछ छीन ले, क्या वह इसके लिए तैयार है ?

श्री मुरलीत सिंह बरनाला : दिल्ली के पास अपना कोई मिल्क शीड नहीं है । दिल्ली में दूध बाहर देहातों से आता है, कुछ राजस्थान से, कुछ उत्तर प्रदेश से, कुछ हरियाणा से और पंजाब आदि से आता है । बाहर से जब दूध आता है तो खर्चा अधिक हो जाता है । दिल्ली में हिन्दुस्तान के सब शहरों से सस्ता दूध मिल रहा था । बम्बई में दूध का भाव 2 रुपये 60 पैसे फी लीटर है । मद्रास में 1 रुपये 80 पैसे । कलकत्ता में 1 रुपया 90 पैसे । सब से सस्ता दूध दिल्ली में मिल रहा था । यह सब बिसाईज

कर के खिचा जा रहा था। बाँध करोड़ का बसा हो रहा था।

We have to purchase milk from the growers who live in the country-side of Rajasthan, Punjab, Haryana, etc.

दूर दूर से, दो दो सौ मील से दूध दिल्ली के लिए लाया जाता है। किसानों ने वहाँ कुछ पैसे बढ़ा दिए हैं। दूध इस तरह से थोड़ा महंगा भी माने लगा है। इसलिए ज्यादा खर्च हो रहा है।

श्री राम बिलास पासवान (हाजीपुर) : किसी चीज के दाम बढ़ते हैं या नहीं यह इतना महत्वपूर्ण नहीं है जितनी महत्वपूर्ण नीति की बात है। इसी सदन में डा० राम मनोहर लोहिया ने कई बार कहा था कि सरकार के सामने जितनी समस्याएँ भ्राती हैं उनका निदान हो जाए अगर सरकार एक चीज पर धमक करे और वह दाम बाँधों की नीति है। यदि सरकार गारंटी कर दे कि आज जिस चीज का जो भाव है साल के अन्त तक उसमें ज्यादा से ज्यादा जो बढ़ोतरी होगी पहले वह एक रुपये के पीछे एक आना कहा करते थे और अब दस पैसे आप कह सकते हैं, उतनी ही होगी उससे अधिक नहीं। सरकारी कर्मचारियों के सम्बन्ध में अभी तक दिया गया है कि आपने दूध के दाम तो चालीस पैंतालीस प्रतिशत बढ़ा दिये हैं जब कि उनको आपने भत्ते में ढाई प्रतिशत की ही वृद्धि दी है। इससे जो भी लाभ उनको हुआ है वह सब खत्म हो जाएगा। जब तक आप दाम बाँधो नीति के आधार पर नहीं चलेंगे तब तक कुछ भी हासिल नहीं होगा, तब तक लाख आप कर्मचारियों का पैसा बढ़ाते रहें, लोगों के लिबिंग स्टैंडर्ड को आप चाहे जितना ऊँचा करते रहें वह सब खरम हो जाएगा और यह मूल्यों में अनावश्यक वृद्धि होती चली जाएगी।

मैं दो बातें कहना चाहता हूँ। प्रशासनिक ढाँचा आज वही है जो पहले हुआ करता था। खास हम उस पर अंकुश लगाते हैं, लाख हम

कानून बनाते हैं, लाख जन हित के काम करते हैं लेकिन जो प्रशासनिक ढाँचा तीन साल से चला आ रहा है उसमें जंग लग चुका है और उसका नतीजा यह होता है कि सारी जितनी भ्रष्टाचारियाँ हैं वे बुराईयों में परिणत हो जाती हैं। इस वास्ते पहली जरूरत यह है कि इस ढाँचे को बदला जाए। उसी के माध्यम से जो गड़बड़ियाँ हो रही हैं जिसकी झलक हमको भ्रष्टाचारों में दो दिन पहले देखने को मिली थी कि किसी ड्राइवर ने एक दो बोतलों में नहीं तेरह ड्रमों में बहुत अधिक मात्रा में पानी मिला दिया था और उस दूध को कहाँ जा कर दिया गया था, गरीबों की बस्तियों में जा कर दिया गया था, सब यमुना पार की बस्तियों में, कल्याणपुरी में, खिबड़ीपुर आदि में गरीबों को वह दूध दिया गया था। आप गरीबों को शुद्ध दूध भी नहीं दे सकते हैं। कहने के लिए ही यह दूध है, सारी चीज उसमें से निकाल ली जाती है। जिसको आप डबल टॉड कहते हैं वह सारा पाउडर से बनाया गया दूध होता है। उसके बावजूद भी उसमें पानी मिला दिया जाए तो मैं समझता हूँ कि इससे ज्यादा भयंकर स्थिति इस देश की दूसरी नहीं हो सकती है। इससे ज्यादा चिन्ता की बात नहीं हो सकती है जहाँ हमको खाने के लिये ठीक चीज नहीं मिलती है। आप पैसा बढ़ा दें, लेकिन इस बात की तो कम से कम गारंटी दीजिये कि लोगों को शुद्ध चीज मिलेगी।

दूसरी बात यह कि जो दाम बढ़े हैं और जो देश की आबादी है, इसके सम्बन्ध में डा० लोहिया ने कहा था कि हिन्दुस्तान में तीन आना रोज पर लोग गुजर करते हैं, उन्हें भी कभी दूध नसीब होगा कि नहीं? आप दूध बढ़ा रहे हैं हमें इस बात की खुशी है, जब एम०पी० पर सोधा प्रहार होता है तो हम लोग काफ़ी चिल्लाते हैं, क्योंकि दूध हम लोगों को भी चाहिये, लेकिन दूध चीज ऐसी है जिसकी सब को आवश्यकता पड़ती है, तो मैं जानना चाहता हूँ कि क्या गरीब को भी कभी

[श्री राम विलास पासवान]

दूध नसीब होगा कि नहीं। . . . (व्यवधान)  
जो दूध के दाम हैं वह इस प्रकार से बढ़े हैं कि उससे गरीब को कभी दूध नसीब नहीं होगा। इसलिये मैं जानना चाहता हूँ कि जो गरीब लोग हैं वह लोग भी दूध पा सकें उसके लिये सरकार की कोई योजना है?

दूसरी बात यह है कि जो डी०एम०एस० में प्रशासन में लगे हुए लोग हैं उनके ऊपर कितना खर्चा है सरकार का? और जिससे दूध लिया जाता है उसको कितना पेमेन्ट किया जाता है?

श्री सुरजीत सिंह बरनाला : कुछ पिछले सालों में दूध के दाम बढ़े हैं, लेकिन दिल्ली में जो दूध दिया जा रहा था, 1973 से उस वक्त जो दाम मुकर्रर हुए थे 1 रु० 30 पैसे लिटर, तब से वही दाम चले आ रहे थे। लेकिन दूध के दाम कैसे बढ़े, मैं बताता हूँ। 1973 में रा मिल्क, कच्चे दूध की कीमत जो थी वह 129 रु० थी, आज 1977 में 186 या 185 रु० हो गई है। इसलिये परसेंटेज इन्क्रीज हो गया है

45 per cent increase over 1973. Similarly, the price of one tonne of SMP was Rs. 8,300 in 1973; in 1977 it was Rs. 12,780

जिसका मतलब यह है कि 59 परसेंट उसमें भी वृद्धि हो गई। इतनी वृद्धि रा-मिल्क, कच्चे दूध में और एस०एम०पी० वगैरह में हो गई है, और उसके मुकाबले में जो आज बढ़ाया गया है यह कुछ बहुत ज्यादा नहीं है।

जैसा आपने कहा कि दूध में पानी मिला दिया तो हमारी तो यही कोशिश रहती है कि सील कर के दूध भेजा जाय, बोतल में भी और कैन में भी। अगर उसके बाद भी कोई मिलाता है तो जब भी ऐसी बात हमारी नोटिस में आयी या आयी तो हम उनको सजा देने के लिये तैयार हैं।

श्री मनीराम बागड़ी (मथुरा) : अध्यक्ष जी, मेरा पॉइंट आफ़्र आइडर है। हमारे मोहतरिम सभी ने यह सवाल उठाया था कि किस दाम पर दूध खरीदा जा रहा है और जो दूध पैदा करने वाला है उसको कितना पैसा मिलता है। . . . (व्यवधान)

अध्यक्ष महोदय : आपका पॉइंट आफ़्र आइडर क्या है?

श्री मनीराम बागड़ी : दो बुनियादी सवाल थे। एक यह था कि जो गरीब लोग गंदी बस्तियों में रहते हैं क्या उनके साथ कोई ऐसा व्यवहार होगा ताकि उनको सस्ते दर पर या पुराने दर पर दूध दिया जाए? इसका कोई जवाब नहीं आया।

श्री सुरजीत सिंह बरनाला : जो प्राइस हमने फिक्स की है वह सभी के लिये है। डबल टोन्ड 90 पैसे प्रति लिटर है।

MR. SPEAKER: You are speaking about the cost aspect; they are speaking about the effect on the poor man.

SHRI SURJIT SINGH BARNALA: The double toned milk prices have been increased by 20 paise only and the toned milk prices have been increased by 50 paise. It was probably because the double toned milk goes to the poor people. The prices that we buy at I have already mentioned. The price of raw milk now is Rs. 185 per quintal from U.P. with 35 paise per litre overhead charges. (Interruptions).

MR. SPEAKER: I do not know why everybody raises a debate on this?

SHRI SURJIT SINGH BARNALA: From Rajasthan, we get it at Rs. 175 per quintal and the transportation cost works out to Rs. 17.0. The overhead charges comes to about 4.2 per cent.

(Interruptions)



**SHRI AMRIT NAHATA (Pali):** The milk that they buy at Rs. 1.85 per litre has got 4 per cent fat content. They are selling this very milk at Rs. 3.0 per litre.

**SHRI KANWAR LAL GUPTA (Delhi Sadar):** What is the fat content in the milk that you supply to the people?

**MR. SPEAKER:** You kindly follow the rule. This is a Calling Attention. How do you come into the picture? I cannot understand this.

(Interruptions)

**श्री राम बिलास पासवान :** अध्यक्ष महोदय, मेरे प्रश्न का जवाब नहीं आया है। (अवधान)

**MR. SPEAKER:** He has given the cost aspect. He has said that he is going to look into the matter.

**श्री राम सेवक हजारी (रोसड़ा) :** अध्यक्ष महोदय, जब यह दूध 25 पैसे का मिलता था, तो उस समय उसमें टोटल फ़ैट का 70 परसेंट फ़ैट था। जब वह 35 पैसे का था, तो उस समय उसमें टोटल फ़ैट का 40 परसेंट फ़ैट था। जब वह 45 पैसे का था, तो फ़ैट 30 परसेंट, 53 पैसे दाम होने पर फ़ैट 10 परसेंट और अब जबकि 65 पैसे से रहे हैं, तो उसमें टोटल फ़ैट का 6 परसेंट फ़ैट है। मैं यह जानना चाहता हूँ कि यह जो बटर या मक्खन बचता है, उसका मुनाफ़ा कहाँ जाता है। मैं साफ़ तौर पर कहना चाहता हूँ कि यह दिल्ली मिल्क स्कीम पिछली सरकार के लाइलों की चरागाह बनी हुई थी। लेकिन दाम के बारे में उस समय जो छलांग लगाई गई थी, कृषि मंत्री की छलांग उससे भी लम्बी है—एक ही दफ़ा 25 पैसे की वृद्धि कर दी गई है, जबकि पहले सिर्फ़ 5, 10 पैसे की वृद्धि की जाती थी।

जब सरकार इस दूध के दाम बढ़ाती है, तो वह पैसा किसानों को मिलना चाहिए, जो मवेशियों को पालते हैं। लेकिन सरकार उनको अधिक दाम नहीं देती है। राजस्थान में हम देख रहे हैं कि किसान को 84 पैसे और 1.30 रुपये दिये जाते हैं, लेकिन जो दूध 1.30 रुपये में ख़रीदा जाता है, उसमें पानी और पाउडर मिला कर जो दूध बनाया जाता है, वह 2.60 रुपये में बेचा जाता है। हमने अपनी आंखों से देखा है कि यह जो दूध बनाया जाता है, उसमें पानी मिलाया जाता है।

हम एक बार डी०एम०एस० को देखने के लिये गये थे। वहाँ के कर्मचारियों ने स्ट्राइक करने की इच्छा व्यक्त की थी। अधिकारियों ने हम लोगों को इस तरह से अपने घेरे में रखा कि हमें कर्मचारियों से बात भी नहीं करने दी। बाद में कर्मचारियों ने हमें बताया कि उन लोगों को दबाया जाता है, ताकि वहाँ जो भी गोल-माल होता है, पानी मिलाया जाता है, वह बात बाहर न खुल सके। मंत्री महोदय इसकी जांच करायें। यह जो कीमत बढ़ाई गई है, उतनी कीमत नहीं बढ़ानी चाहिए। सरकार जितनी कीमत बढ़ाती है, उसी हिसाब से किसानों को भी ज्यादा दाम मिलना चाहिए, जो कि मवेशी पालते हैं।

जहाँ से दूध लिया जाता है, वहाँ से दूध रोड टैंकर्स में यहाँ लाया जाता है, जिसमें ज्यादा ख़र्चा पड़ता है। इसका फ़ायदा मवेशी पालने वाले किसानों को नहीं मिल रहा है। सिर्फ़ यातायात पर ज्यादा ख़र्च किया जा रहा है। अगर यह दूध रेल टैंकर्स से लाया जाये, तो कम ख़र्चा पड़ेगा और सरकार इसी कीमत पर लोगों को दूध सप्लाई कर सकती है, कीमत बढ़ाने की आवश्यकता नहीं होगी। और जो अभी आप कीमत दे रहे हैं उसकी उचित जांच कराकर किसानों को सही कीमत मिल सके इसके बारे में आप क्या व्यवस्था कर रहे हैं?

**MR. SPEAKER:** You now know the feelings of the House; would you not like to reconsider the matter?

**SHRI SURJIT SINGH BARNALA:** No, Sir; I have very clearly stated that formerly we were purchasing milk with fat content of 26 per cent and 24 per cent. I do not have any milk with 24 per cent fat content; we are getting now milk with 6.5 per cent fat content from various States and cow's milk is only 4.2 per cent fat content. About the working of the D.M.S. I am saying that I am looking into that, taking personal interest and trying to find out the problems, wherever they are.... (*Interruptions*) They were losing Rs. 7 crores per year; we have inherited it from them and we are trying to improve the position.... (*Interruptions*)

**SHRI VASANT SATHE (Akola):** At least during summer, step ice cream, khoya, mithai, etc. At least do this in summer. Why dont they do it?.... (*Interruptions*)

**MR. SPEAKER:** This is not a debate. Now, statement by the Minister.

**SHRI KANWAR LAL GUPTA:** It is a matter of exceptional importance.

**MR. SPEAKER:** We have taken up the other business now. The hon. Minister.

STATEMENT RE. CORRECTION OF CERTAIN INFORMATION GIVEN BY THE MINISTER OF AGRICULTURE AND IRRIGATION ON 25TH APRIL, 1978

12.50 hrs.

THE MINISTER OF AGRICULTURE AND IRRIGATION (SHRI SURJIT SINGH BARNALA): In reply to a Question by Shri Vasant Sathe, M.P., during the discussions

on Demands for Grants of the Ministry of Agriculture and Irrigation on the 25th April, 1978, I had mentioned that

"For M. Sc. Agriculture classes only a graduate who has done B. Sc. Agriculture is eligible; nobody else can go in for that. Similarly, for Ph. D. in Agriculture only those who have done M. Sc. in Agriculture can apply".

After ascertaining the facts, I regret to say that the correct position is slightly different. I have, therefore, to clarify that for M. Sc. in Agriculture (Agronomy, Horticulture and Agricultural Extension) only B. Sc. (Agriculture) graduates are admitted at IARI. In other disciplines, non-agricultural graduates from cognate branches of Natural and Social Sciences are eligible, though in practice most of the students admitted are agricultural graduates. For Ph. D. the actual intake of non-agricultural graduates is even smaller. The question of restricting the eligibility to agricultural graduates for admission to M. Sc. and Ph. D. at IARI is under consideration of the ICAR.

**SHRI KANWAR LAL GUPTA:** (Delhi Sadar): On a point of order. My submission is that we are elected by four lakhs of people.

**MR. SPEAKER:** What is the point of order.

**SHRI KANWAR LAL GUPTA:** Unless you allow us to air the feelings of the people here.... (*Interruptions*) I know the rules.

**MR. SPEAKER:** You have to follow the rules.

**SHRI KANWAR LAL GUPTA:** 377 is there. You can permit me to air the feeling of the people on that matter.... (*Interruptions*) Why have I been elected here, if I am not allowed to speak?

MR. SPEAKER: You know the rules. Under the rules only those whose names appear can speak.

SHRI KANWAR LAL GUPTA: You should permit me to speak. It is a serious matter.

(Interruptions)\*\*

MR. SPEAKER: Don't record. We shall now take up legislative business.

12.55 hrs.

### ELECTRICITY (SUPPLY) AMENDMENT BILL

THE MINISTER OF ENERGY  
(SHRI P. RAMACHANDRAN): Sir, I beg to move:

"That the Bill further to amend the Electricity (Supply) Act, 1948 be taken into consideration."

Hon. Members are aware of the power development programme in the country for the next five years during which an installed capacity of 18,500 MW is proposed to be added. This will be almost two-thirds of the total capacity available today. Naturally, the challenge to the institutions responsible for executing the programme is enormous. The power sector alone will account for utilising as much as 23 per cent of the total public sector outlay in the next five years. For an investment of this magnitude, hon. Members will appreciate that the State Electricity Boards will have to be fully geared up as they are the main instruments for generation as well as distribution of power in the country. The Bill which is before this House for consideration envisages the improvement which we propose to bring about in the financial working of the State

Electricity Boards. The Electricity (Supply) Act, 1948 which is now sought to be amended prescribes the broad structure of the electricity industry and particularly of the State Electricity Boards.

This Act has provided the framework for the growth of the electricity industry since 1948 and no major amendments had taken place till 1976 when the amendments introduced and enacted at that time defined the role of the Central Electricity Authority and gave it additional responsibilities.

The amendments of 1976, however, did not make any changes in the financial provisions governing the structure of the State Electricity Boards, the norms for their financial working, or with the manner in which they would prepare and furnish their accounts.

The capital investment by the State Electricity Board is made available to them today entirely in the form of loans, a part from what they are themselves able to generate from their internal resources. The bulk of the loans again has been made available by the State Governments though, in recent years, the Boards have been able to obtain significant financial support from lending institutions such as, the Life Insurance Corporation of India, the Rural Electrification Corporation, and also by loans from nationalised banks through open market borrowings. The International Development Association—an affiliate of the World Bank—is also financing power projects both on the transmission and on the generation side. In the last two years, the International Development Association has been concentrating on financing large pit-head thermal power stations to be installed by the National Thermal Power Corporation. But the State Electricity Boards have also received substantial assistance from the Inter-

\*\*Not recorded.

[Shri P. Ramachandran]

national Development Association for their transmission programmes. The lending institutions who will continue to finance much of the investments in the next few years, would be anxious to ensure that the State Electricity Boards earn adequate returns and work with a degree of financial viability which will strengthen the confidence in these Boards for discharging their undoubtedly major responsibility.

Under the Electricity (Supply) Act, 1948 the State Electricity Boards are autonomous organisations, but are subjected to policy guidelines given by the State Governments. The Chairmen and the Members of the Boards are appointed by the State Governments. The State Electricity Boards are required at present to function in the most efficient and economical manner with particular reference to those areas which are not, for the time being, supplied or adequately supplied with electricity. But there are no positive directions as to how the Boards should accomplish this, and the Boards have functioned in the past in an unequal manner depending on the State Government or lending institutions to meet their entire requirements for capital investment. A Committee had gone into the question of what should be an adequate return on the capital base almost 14 years ago and had recommended a return of 9-1/2 per cent at that time keeping in view the interest rates and the requirements of profit relevant for the power programme prevalent then.

MR. SPEAKER: Are you likely to take some more time?

SHRI P. RAMACHANDRAN: I will take another ten minutes.

MR. SPEAKER: You may please continue after lunch.

12.00 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Ten Minutes past Fourteen of the Clock.

[SHRIMATI PARVATHI KRISHNAN in the Chair]

# ELECTRICITY (SUPPLY) AMENDMENT BILL—Contd.

MR. CHAIRMAN: The hon. Minister will continue his speech.

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): I was referring to the interest liability. Even this return is not being achieved by the majority of the State Electricity Boards to-day due to several factors, not the least of which is the fact that enormous interest liability on loans made available by the State Governments places a contingent liability of interest on the Boards' financial working, which the Boards are unable to meet from their resources and which prevent them from generating adequate surpluses. The accumulated contingent liability towards interest on loans advanced by the State Governments has increased from Rs. 54 crores in 1972-73 to over Rs. 500 crores at the end of 1975-76.

Keeping in view the need for the Boards to have a component of share capital in their financial structure and to enable State Governments to participate in this share capital, and also to ensure that the State Electricity Boards are motivated to operate in a manner which will lead to generation of some surplus, the financial provisions of the Electricity (Supply) Act, 1948 have been examined and amendments have been proposed after full consultation with the State Governments.

One of the major amendments being suggested is that the State Electricity Boards can have equity participation in their capital structure. To-day the position is that much of the loans which are made available by the State

Governments to the State Electricity Boards are loans in perpetuity and are not envisaged for being re-paid. The amendments, therefore, seek to enable the State Governments to participate in the equity structure by provision of share capital and also by conversion of existing loans into share capital. While this is not a mandatory provision, it provides an opportunity to the State Governments to participate in the equity structure of the State Electricity Boards, and if availed of, would reduce the interest liability of the Boards to a considerable extent and enable them to give a much better picture of financial performance. We expect that many of the State Governments would take advantage of this provision in the Act to participate in the share capital of State Electricity Boards.

At present, the Electricity (Supply) Act provides that the Board shall not carry on its operations at a loss and shall adjust its charges accordingly, from time to time. This stipulation alone has not been a sufficient motivation to the Boards to generate surpluses from their internal resources to meet any part of their investment requirements. By an amendment proposed in the Act, a positive direction is being given that the State Electricity Boards shall carry on their operations and adjust their tariffs in a manner that the total revenue would, after meeting all expenses appropriately chargeable to revenue including operation, maintenance and management expenses, depreciation, interest payable on loans, debentures and bonds, would leave a surplus. This surplus would be determined by the State Government from time to time. It is also envisaged that in prescribing this surplus, the State Governments would have due regard to the fact that a reasonable sum be contributed towards the cost of capital works. If such a huge investment programme is envisaged for power development through the State Electricity Boards, which are intended to be

commercial organizations and to function according to sound financial principles, it is but necessary that there is some motivation that a part of the Boards is to generate internal resources for financing part of the investment needs of the power sector.

Another important amendment which is being introduced is in regard to the method of calculating depreciation, as prescribed in the Act. The present Act provides that the annual contribution to the depreciation reserve should be such that at the end of the expected life of the plant, the total amount set aside is equivalent to 90 per cent of the original cost of the asset, assuming a salvage value of the retired equipment to be 10 per cent. Depreciation is an important component of the internal resources of the Board, and some flexibility in the manner of calculating depreciation will enable the Boards to generate further internal resources. At present any change in the method of calculating depreciation requires an amendment of the Act. We have, therefore, proposed in the amendment before you that the amount to be provided each year for depreciation shall be in accordance with such principles as the Central Government may, after consultation with the Central Electricity Authority, notify from time to time. It is envisaged that the principles of depreciation will be evolved and notified, which will be relevant to the financial obligations and structure of the Boards at present, keeping in view their assets as well as liabilities.

Some amendments are also being made in the Sixth Schedule of the Act, which deals with the financial principles to be followed by private licensees. Here it is proposed to amend the provisions relating to depreciation available for private licensees to bring them on par with what is being proposed for the State Electricity Boards. There is also a provision in the Sixth Schedule for licensees to

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have a development reserve. to which can be appropriated each year a sum equal to the amount of income tax and super tax on the amount of development rebate to which a licensee is entitled under the Income-tax Act. With amendments having been made as a result of the Finance Act of 1976 in respect of development rebate, it has become necessary to amend the provisions of the Sixth Schedule to allow the licensees the benefit of the tax rebate they were enjoying earlier before the Finance Act of 1976 was enacted. Therefore, provision is being made for permitting a licensee to appropriate a sum equal to the tax saving on the amount of investment allowance, instead of development rebate which does not exist today under the Income-tax provisions.

It is evident that any resources that are to be raised by the State Electricity Boards will depend on their efficient management, economy of working and on the cost of generating and distributing power. These would all be reflected in the tariff, and a rationalisation of the tariff structure. keeping in view the guidelines for efficient performance as well as financial viability, would become necessary. This question has also been discussed by me with the State Chief Ministers and Power Ministers in a conference early this year.

The financial working of the Central generation companies too would be subject to the same scrutiny and standards as we are proposing for the State Electricity Boards. These companies are gradually building up a generation programme in the Central sector, which will soon reach 10 per cent of the total installed capacity in the country. This is being done with a view to supplement the major effort being made by the States to develop the power programme.

I am confident that, with the amended structure for financial working, the consciousness of the State Electricity

Boards themselves to improve their overall operations and financial performance, and the assistance and co-operation of the State Governments, the power programme that we have set before us will be successfully accomplished during the current Plan period.

While commending this Bill for consideration of the House, I may make a reference to the verbal amendments, of which I have given notice, and naturally they will be taken up at the time of the clause by clause consideration of the Bill.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Electricity (Supply) Act, 1948, be taken into consideration."

श्री विनायक प्रसाद यादव (सहरसा) :  
सभापति महोदया, मैं प्रस्ताव करता हूँ कि :

"विधेयक पर 1 जुलाई, 1978 तक  
राय जानने के लिये उसे  
परिचालित किया जाए।" (16)

SHRI P. RAJAGOPAL NAIDU (Chittoor): Madam Chairman. at long last the hon. Minister for Energy has brought this amendment, which ensures financial viability for the Electricity Boards. The Minister has taken care only to see that they are financially viable. One of the amendments that he has proposed is to get funds from the State Governments.

In this respect I want to suggest to the hon. Minister that he should give subsidies also, because when these electricity boards were commercial organisations, the electricity departments were doing the work of the electricity boards and the income and losses were going to the consolidated funds of the States, and the State Governments were also bearing the losses. Now, after these electricity boards were formed, the State Gov-

ernments are not giving anything to the Boards. Therefore, together with loans, the Central and State Governments should also give subsidies to these Boards. Only then will they be viable financially.

When we give so many crores to these electricity boards, we should see their working also. We find that their expenditure is more and work is less. So, a committee should go into the expenditure side of it and see that economy measures are taken up.

There are so many defects in the construction of thermal stations. In Kothagudem in Andhra Pradesh there have been breakdowns which are called teething troubles. In West Bengal also it is said that they are only teething troubles, but actually we find that every now and then they are breaking down, and we are noticing that there is some defect in design. This must be looked into.

The Statesman of 13th January, 1978 says:

"Trouble at Santaldih seems serious. The first unit went out of order more than three weeks ago and the second last Sunday. This is not the first time that such breakdowns have occurred at the plant where failure cannot be ascribed to prolonged wear and tear. There may have been something wrong with the design, construction and machinery of the relatively new power stations."

Even in Kothagudem, many of the experts suspect that there is some defect in the design. Therefore, it must be rectified.

With regard to transmission and distribution losses, these have not been reduced to below 20 per cent. Some of the experts also say that these losses are due to a great extent to thefts and pilferage, because power is taken away without permission. So, is it not better to have metres attached to every industry and to every

transformer in the villages. Then we can find out the energy which is given to and the energy which is taken out of each transformer, whether there is theft of energy by the industry or in the villages. We can identify and locate such thefts and penalise those industrialists or those who are thieving in the villages.

To cover up these defects and faults of the electricity boards, they are devising capacitors to be installed by the agriculturists. Why should it be done? Why should the agriculturists bear its cost, when they are already bearing the cost of installing pump sets and also paying more tariff? Why should not the electricity boards install the capacitors with transformers? Therefore, the electricity boards should invest money for these capacitors instead of forcing the farmers to do that. In Andhra Pradesh, the Electricity Board is charging fines. They are collecting Rs. 5, 10, 15 as fine.

SHRI JYOTIRMOY BOSU (Diamond Harbour): But Andhra Pradesh is a Congress-run State.

SHRI P. RAJAGOPAL NAIDU: But these electricity boards are janata boards. They are autonomous bodies.

The Government should also see that under-utilisation of the thermal stations should not be there. Everywhere, especially in the north, these thermal stations are not working properly and there is much wastage. It is stated here that there is a large drop. In Bihar, for example, the installed capacity is 720 MW but suddenly it dropped to 260 MW. I do not know why this drop takes place. In Business Standard of 17th January, 1973 it has been mentioned that in West Bengal the drop in supply is not accidental. It is the direct effect of a power struggle of sorts that is going on in the power producing units. Therefore, this under-utilisation is there. The Government should go into this aspect and see that the thermal stations are fully utilised to their capacity.

[Shri P. Rajagopal Naidu]

With regard to rural electrification, it should be subsidised and tariffs must be uniform. They say that for rural electrification, the tariffs are low. But they are not as low as the Government says. In Andhra Pradesh, we are paying not less than Rs. 300 per acre. In Tamil Nadu, Karnataka and other southern States, the tariff is more than Rs. 300. Therefore, the Government should see that the tariffs are reduced. Especially in drought-prone areas, it is becoming very difficult for the farmers to utilise this electricity. They have to bear more costs. Even the Study Group of the Economy Committee in its 4th Report said that rural electrification should be subsidised and the tariff should be reduced. But from the speech of the hon. Member, we apprehend that the tariffs may be raised. Anyhow, the farmers, are not going to agree for the higher tariffs. Especially in the North, the tariff should be reduced. The Government says that there is a loss of Rs. 700 crores in Electricity Boards. It is because of not completing the on-going projects in time. For example, some of the projects which were started ten years ago, have not yet been completed. Srisalem project is one such project. For that, in the initial stages, the money given was not even sufficient for the establishment charges.

With regard to Ramagundam thermal power station, it should be immediately taken up and it should be completed within two or three years. In Neyveli project also, we are interested because in south, specially in Tamil Nadu, there is a power cut. In Karnataka also there is a power cut. Everywhere it is so. Therefore, they have to concentrate on production. They must get money from the World Bank and other international financial agencies.

I am glad that the hon. Minister has brought forward this Bill. But with regard to the interest which they

have to pay to the financial agencies, it must be reduced. The hon. Minister should mediate with the financial agencies and see that the interest which the Electricity Board are paying must also be reduced.

With regard to rural electrification, it must not be on the commercial basis because when we increase production, it increases employment also. The hon. Minister should take it as a socio-economic problem. He must appoint a committee to go into the aspect of tariffs and it should not be more than 8 paise per unit, at any rate.

श्री कंबर लाल गुप्त (दिल्ली सदर) :  
सभापति महोदय, जो विधेयक सदन के सामने है, मैं उसका समर्थन करने के लिए खड़ा हुआ हूँ और मेरे विचार से इस विधेयक के पारित होने के बाद आज जो देश में स्टेट इलेक्ट्रिसिटी बोर्ड्स हैं, जनरेटिंग प्लान्ट्स हैं, उनमें जो बिजली की अव्यवस्था है, वह कुछ मात्रा में ठीक हो जाएगी। इस विधेयक के जरिये से सरकार ने कुछ रेगुलेट करने की कोशिश की है और कुछ सुविधाएँ देने का प्रयास किया है।

एक बात तो यह है कि जो कर्जा मिलता था सेन्ट्रल गवर्नमेंट से या कहीं और से, उस कर्जे के ऊपर स्टेट गवर्नमेंट्स या जो स्टेट इलेक्ट्रिसिटी बोर्ड्स हैं, उनको व्याज देना पड़ता था, अब उसकी जगह वे इक्विटी शेयर्स खरीद सकते हैं और फिर उनको व्याज नहीं देना पड़ेगा। एक तरह से उन पर जो बोझा है, वह कम हो जाएगा। इसके साथ ही यह भी व्यवस्था है कि जो पैसा देगा, चाहे सेन्ट्रल गवर्नमेंट हो या कोई और एजेंसी हो, वह यह देखेगी कि ठीक तरह से काम हो रहा है या नहीं। मुझे यह कहने में संकोच नहीं है कि जहाँ तक इलेक्ट्रिसिटी बोर्ड का ताल्लुक है या जनरेटिंग प्लान्ट्स का ताल्लुक है, एक तरह से इनमें ल.जेंट्स पब्लिक इन्वेस्टमेंट है।



जितना पब्लिक सेक्टर में इन्वेस्टमेंट होता है, सबसे ज्यादा इन्वेस्टमेंट अगर किसी चीज में है, तो वह इसके अन्दर है और जितनी इनफिशियेन्सी इस चीज के अन्दर है, शायद और कहीं नहीं होगी। मैंने पांच छः स्टेट गवर्नमेंट्स के इलेक्ट्रिसिटी बोर्ड्स की वर्किंग को देखा है। मैंने देखा है कि वहां पर कितनी ज्यादा करप्शन है। वे करप्शन के डैस हैं। वहां पर निपोटिज्म है, फॉवरेटिज्म है और वहां पर पालीटीकल एपाइन्टमेंट्स होते हैं और जितने इनफिशियेन्ट अफसर हैं, वे सारे उनमें भर दिये जाते हैं और परिणाम यह होता है कि इनफिशियेन्सी और करप्शन के कारण बिजली के रेट्स हर साल बढ़ जाते हैं। जो लास सरकार को होता है यह इसी कारण होता है कि वहां पर करप्शन है और पालीटीकल एपाइन्टमेंट्स वहां पर होते हैं। आप हरियाणा को देख लीजिए, आप दिल्ली को देख लीजिए, हर जगह यही हालत है कि जितना करप्शन यहां पर है उतना शायद और कहीं पर नहीं होगा। मैं आशा करता हूं कि इस विधेयक से शायद कुछ चीज सुधरे। उसके लिए मैं भी मिनिस्टर साहब को कुछ सुझाव देना चाहता हूं।

एक तो मेरा सुझाव यह है कि जितने भी स्टेट्स के मिनिस्टर हैं, उनकी एक मीटिंग बुलाई जाए और एक एक्सपर्ट की कमेटी बनाई जाए जो जगह-जगह पर जा-जा कर देखें कि कहां पर गड़बड़ है। और गड़बड़ी के बाद कुछ सुझाव दिये हैं कि किस तरह से सेक्टर और स्टेट का कोऑरडिनेशन होना चाहिए। इस चीज को देखा जाना चाहिये।

सभापति महोदय, आपको सुनकर आश्चर्य होगा कि हमारी जेनरेटिंग कंपैसिटी का शायद दस, बीस या तीस परसेंट तक ही पावर जेनरेट हो पाती है। हमारे देश में इनस्टाल्ड कंपैसिटी तो बहुत ज्यादा है लेकिन उस कंपैसिटी से जितनी बिजली जेनरेट होनी

चाहिए, उतनी नहीं हो पाती है, उससे बहुत कम पैदा होती है। इसका प्रभाव यह होता है कि हमारी इंडस्ट्रीज बहुत अधिक डेवेलप नहीं हो पा रही हैं। इसकी वजह से हमारा ग्रोथ रेट भी उतना नहीं बढ़ पा रहा है जितना कि बढ़ना चाहिए। बहुत सी इंडस्ट्रीज बिजली न होने की वजह से बंद पड़ी हैं या पूरे समय नहीं चल पाती हैं। हमारी एग्रीकल्चरल प्रोडक्शन में भी बिजली की कमी की वजह से वृद्धि नहीं हो पा रही है।

माननीय मंत्री महोदय ने कुछ दिन पहले दिल्ली के लोगों को विश्वास दिलाया था कि दिल्ली में काफी बिजली है, यहां शेंडिंग की जरूरत नहीं होगी। लेकिन जैम ही मंत्री जी ने यह विश्वास दिलाया, उनके दो-तीन दिनों के बाद ही यहां पर शेंडिंग हुआ। मुझे नहीं मालूम कि मिनिस्टर साहब के घर में बिजली गयी या नहीं गयी। लेकिन सभापति महोदय, दिल्ली में मंत्री जी के विश्वास दिलाने के बाद जो हालत हुई वह मैं जानता हूं। जैसे-जैसे गर्मी आती जायगी, वैसे-वैसे हालत और बिगड़ती जाएगी। मंत्री जी आंकड़े दे कर हमारी तसल्ली नहीं कर सकते हैं।

एक बात मैं जेनरेटिंग प्लांट पर आने वाले खर्च के बारे में कहना चाहता हूं। आप जो इन प्लांट्स के लिए अनुमान लगाते हैं कि दो-चार साल में यह कम्प्लीट हो जाएगा और इस पर इतनी लागत आयगी, वह कभी नहीं होता है। मेरे खयाल में पूरे हिन्दुस्तान में आप बता दीजिए कि कहीं भी प्लांट समय पर पूरे हुए हों और जितने पैसे उनमें लगने चाहिए उतने उनमें लगे हों। ये प्लांट चाहे स्टेट गवर्नमेंट के हों, चाहे सेन्ट्रल गवर्नमेंट के हों, हरेक प्लांट में बहुत देर लगती है, उन पर आने वाली लागत भी बहुत बढ़ जाती है।

सभापति महोदय, मुझे दो-चार दिन कलकत्ते में रहने का मौका मिला। मैं वर्णन

[श्री कंबर लाल गुप्त]

नहीं कर सकता कि वहां पर लोग कैसे अपना काम चलाते हैं। आठ-आठ, दस-दस बटे वहां पर बिजली गायब रहती है। मुझे पता नहीं इसका क्या कारण है। दस-दस, बारह-बारह मंजिली इमारतों में ऊपर चढ़ना हो तो भगवान के भरोसे पर चढ़ना होता है। उनसे उतरना हो तो मुश्किल, चढ़ना हो तो मुश्किल।

MR. CHAIRMAN: Mr. Jyotirmoy Bosu will tell you when he speaks.

श्री ज्योतिर्मय बसु : आपका अनुभव बहुत रियलिस्टिक है।

श्री कंबर लाल गुप्त : मैंने वहां जो अनुभव किया, उसका थोड़ा सा चित्र आपके सामने रख रहा हूं।

सभापति महोदय, बिजली के ट्रांसमिशन में बड़ा लास होता है। यह शायद 23-24 परसेंट होता है। मैं समझता हूं कि सारे देश में, और सभी राज्य सरकारों को एक एफीशियेंट मशीनरी बनानी चाहिए। यह जो बिजली का लास होता है यह हमारे अधिकारियों की कंसाइवेंस से होता है। इस ट्रांसमिशन में करीब चौथाई बिजली का हमारा लास हो जाता है। इसको हम कम कर सकते हैं। इसके लिए हमें प्रयास करना चाहिए। मैं समझता हूं कि दस या बारह परसेंट से ज्यादा ट्रांसमिशन का लास नहीं होना चाहिए।

अब मैं प्रायिटी की बात करना चाहता हूं। आपके पास बिजली कम है। आपको देखना होगा कि बिजली देने में आप किसको प्रायिटी दें ?

There is no point in abusing them every time in season and out of season. That Government has gone. Now it is our turn. Let us show our performance. Where is the priority to

the rural people, to the farmers and to small scale industries and cottage industries? Whether this thing has been implemented or not, that is for you to see. I am sorry that, even now, there are many big industrialists in this country who are getting power at a very cheap rate and farmers pay a heavy price for that. This type of disparity should go, at least under the Janata Government, Janata expects you to give a fair deal to the common man. I hope that you will do it.

अभी हमारे करीब 36 प्रतिशत गांवों में बिजली है और 64 परसेंट में नहीं है, दो लाख गांवों में हम दे पाये हैं और करीब तीन साढ़े तीन लाख गांवों में नहीं दे पाये हैं। मैं चाहता हूं कि एक फेज प्रोग्राम बनाया जाये ताकि हर साल उस प्रोग्राम के मुताबिक गांवों को बिजली मिल सके। यह तय कर दिया जाए कि इतना जैनरेशन होगा, इतने लोगों को और बिजली मिलेगी। हमें देखना चाहिये कि पांच साल में यह देश अपने पैरों पर खड़ा हो जाए, सैल्फ-सपोर्टिंग हो जाए और किसी तरह की कमी न रह पाए।

मैं मानता हूं कि लेबर प्राबलम है। उसके लिए भी हमें कोई मशीनरी बनानी चाहिये। कहीं गो स्लो होता है और कहीं कुछ और होता है इसके लिए भी कोई मशीनरी होनी चाहिये।

जहां तक दिल्ली का सम्बन्ध है पहले यहां पर भाखड़ा से बिजली मिलती थी और सस्ते दामों में मिलती थी। जब से आप मंत्री बने हैं वह पहले की सारी जो व्यवस्था थी वह खराब हो गई और अब भाखड़ा से कोई बिजली नहीं मिलती है। नतीजा यह है कि बिजली के रेट भी आपको बढ़ाने पड़े हैं। दूध के दाम आप बढ़ायेंगे, बिजली के रेट बढ़ायेंगे, हर चीज

के दाम बढ़ाये तो कैसे काम चलेगा हमसे लोग पूछते हैं कि चालीस परसेंट दूध के दाम बढ़ गये हैं, बिजली के रेट बढ़ गये हैं, आप क्या कर रहे हैं ?

एक माननीय सदस्य : आपको भी हटाये।

श्री कंवर लाल गुप्त : मैं ऐग्री करता हूँ। मैं पूछना चाहता हूँ कि आपकी इतनी कृपा दिल्लो वालों पर क्यों हो रही है। मेरा मांग है कि जो बिजली का पहलें अरेंजमेंट था वह अब भी चलना चाहिये। दिल्ली में और ज्यादा बिजली और पावर की जरूरत है। उसको आपको पूरा करना चाहिये। जो आपके प्लांट कमीशन होने वाले हैं वे ठीक समय पर हों, जितनी कॅपेसिटी चाहिये उतनी हो इसको आप देखें।

इन शब्दों के साथ इस बिधेयक का समर्थन करता हूँ और आशा करता हूँ कि चार साल अभी आप और दिल्ली में रहने वाले हैं और मंत्री भी आप हैं इस वास्ते दिल्ली में रहने की हैसियत में आप दिल्ली का विशेष ध्यान रखें।

SHRI ANNASAHEB P. SHINDE (Ahmednagar): Madam Chairman, I have very carefully listened to the hon. Minister's speech and I have also looked into the provisions of the Bill which has been brought forward for consideration of this august House. I think, the hon. Minister's speech and even the provisions of the Bill, if I am not misunderstood, I would say, are an exercise in futility, an exercise in self-complacency. There is total lack of understanding of the problems of energy in this country.

As the hon. Minister has mentioned in his speech, the previous Act was enacted in 1948. It is true that

it was an old Act. Meanwhile, a number of technological developments have taken place. Not only that, there is the energy crisis all over the world; particularly the oil crisis has added fuel to the energy crisis. Particularly mismanagement in generation and distribution of electricity has created enormous problems for this country. I am not prepared to blame any Party for this. I do not want to make it a narrow Party issue but what I see is this. After the Janata Party has taken over, as even the previous speaker referred to—it is not because of Party I am going to submit this; they are certain other basic reasons....

SHRI JYOTIRMOY BOSU: 'Other'.

SHRI ANNASAHEB P. SHINDE: I am coming to you also.

Gradually, the policy-makers and administration are losing grip over the management of electricity and power in this country. We are going from bad to worse; there is deterioration. Now, the Hon. Minister thinks that after five years there is going to be a bonanza in this country and the country is going to be self-sufficient in energy or power. I wish him all well but I may tell him that this will not be so because we are going to have more difficulties in five years than now. That will happen, irrespective of Party positions. For instance, Shri Jyotirmoy Bosu's Party is in power in Bengal and his very valuable colleague—all of us have respect for him—Shri Jyoti Bosu, the Chief Minister of Bengal, himself took charge of the Energy portfolio. He thought he would be in a better position to manage but, just now our valued colleague mentioned what is happening in Calcutta: the electricity position has deteriorated after Shri Jyoti Bosu took over charge of the portfolio. Therefore, I do not think we should look at the problem with complacency. It is too serious a matter to be taken lightly.

**SHRI JYOTIRMROY BOSU:** Why the present position has come about, I shall explain. Your wonderful performance in the last 29 years....

**MR. CHAIRMAN:** Mr. Jyotirmoy Bosu, you will have your say afterwards. Kindly resume your seat.

**SHRI ANNASAHAB P. SHINDE:** Only recently, a very important Committee, a Parliamentary Committee, has gone into this problem and examined this issue. I am referring to the Estimates Committee. The Estimates Committee has mentioned:

"The Committee would also like to point out that there is not a single State or Union Territory in the country where the supply of power has kept pace with its requirements and what causes more concern is that the shortage is likely to persist for the years to come.

The Committee note that particularly in the States of Haryana, Uttar Pradesh, Punjab, Madhya Pradesh, Maharashtra, Rajasthan, Karnataka, Tamil Nadu and West Bengal, the gap between the availability and the anticipated requirement at the end of 1978-79 will continue to be very wide. Thus the total power picture that emerges is one that cannot but cause great deal of anxiety".

I wish the Hon. Minister takes note of these observations of this august Committee.

Then, the Minister seems to have analysed the entire policy or the energy problem from the narrow angle of financial management. I do realise that financial management is a very important aspect of the Electricity Board, but it is not the only thing. First of all, you have brought this Bill, after 1948, as you said, for the first time—a comprehensive amendment. In the Preamble, the original Act says that it is an Act to

provide for the rationalisation of the production and supply of electricity, and generally for taking measures conducive to electrical development.

Now, after 1948, what are the developments that have taken place? First of all nuclear energy has come into being as a very important factor all over the world and geo-thermal energy is also playing an important role. I wish that, on bringing this Bill, the Hon. Minister could have made a broad policy statement as to what is the policy in regard to energy, what is the policy in regard to fuel, what is the policy in regard to coordination of all these four branches of energy etc. In this Bill itself there should have been a much more comprehensive amendment. A wider comprehensive amendment should have been brought in to regulate all the sources of energy and also to effectively coordinate them. Unfortunately, this has not been done. I wish, in this country, the Energy Minister is put in effective over-all charge. There may be different Departments and all that but, as far as energy sources are concerned—whether nuclear energy or other branches of energy—the Energy Minister should be put effectively in charge of all the branches of energy so that he will be in a position to rationalise and bring about a proper management of the energy resources of this country.

Now, I referred to this aspect of the problem, that the narrow view or angle from which the Hon. Minister has looked at the problem of energy is financial management. For instance, he expects more returns from the Electricity Boards. The entire understanding of the Planning Commission, of the Ministry and himself seems to be entirely wrong. In this country all of us know what are the energy losses and who is responsible for this. In this country the electricity losses or transmission losses are anything between 18 per cent and

25 per cent while in the world it is between 5 per cent and 12 per cent. Now the entire approach of the Government—whether it is the previous Government or this Government—and the Planning Commission is that people—whether they are industrial consumers or agricultural consumers—should also be taxed for the losses caused by the mis-management of the Electricity Boards, that the farmer should be penalised for this or that the small industrialist should be penalised for this. I fail to understand this theory. While bringing forward this Bill, the hon. Minister should have enunciated in the Bill and should have fixed the normal transmission losses, say, upto 12–14 per cent and said that beyond that the responsibility would be that of the Electricity Boards or the officers who manage the Electricity Board. The responsibility should not be shifted on to the agriculturists or the industrialists. Now, you want to ensure a return of 10 per cent; I have no objection to that, but you want to condone or overlook the mismanagement aspect of it and want to condone the inefficiency on the part of the Electricity Boards or the officers concerned and want to penalise the ordinary consumer for this. In fact, the farmers have a particular grievance in this respect. I have discussed with a number of theoreticians and others in this country as to why they are charging the higher rate from the farmers. They say that the farmers are in the remote villages and the transmission losses are more in the rural areas, and, therefore, they must pay more. This is a very wrong theory to discriminate against them, because they stay away from the cities. We do not do it in the case of other items. Take, for example, food. We do not distribute food cheaper in the villages; we distribute it at the same price everywhere in the country. We do not want to discriminate between consumer and consumer. The argument which the Planning Commission has been advancing perennially that as the transmission losses in the rural

areas are more, they have to charge more, is wrong and must go. Everybody will flock to the cities and nobody will be prepared to live in the villages.

Electricity plays a very important role today in the life of a farmer. There is so much mismanagement in the distribution policy. I have known cases in this country where farmers have raised loans from the agencies which give long-term loans to the farmers; even the instalment of repayment becomes due and the recovery starts, but the pumping sets which the farmers have purchased with the loan are not given connections; they are not yet energised. This is all because of mismanagement; but nobody bothers about this. Not only this. Due to fluctuation in the electricity supply, the electric motors get burnt; the farmer is put to a loss, but there is nobody to hear his complaint. It is not because of the fault of the farmer that his electric motor gets burnt; it is because of the Electricity Boards; it is their responsibility. But, for no fault of his, the farmer is saddled with this loss. The Minister is entirely complacent in his approach in respect of generation, distribution etc. of the electricity. As I said, you must prescribe that transmission losses beyond 12 or 14 per cent will have to be borne by the Electricity Boards or the officers who are incharge or the Corporate bodies concerned. Then alone, it would be possible for you to have moral justification to ask for higher rates of electricity from the farmers and a moral right to have 10 per cent return.

The planning of electricity in this country has to be done keeping in view the fact that we are one of the countries in the world where the consumption of electricity per head is the lowest because of our backwardness. We want the country to be a modern and we want to develop industry and agriculture. But this would not be possible unless all the

[Shri Annasaheb P. Shinde]

energy resources in this country are utilised properly. Unfortunately, the survey of hydro resources was last carried out in 1950s. For instance, the entire Himalayas can produce three or four times or even ten times more electricity, but only 30 per cent of it is surveyed and harnessed and the rest of it has not been surveyed even. I wish comprehensive surveys should be carried out for this purpose. Fortunately, we have the Himalayas and Sahyadri, Vindhyas and a number of other mountains in the South. All these favourable physical features must be used for the generation of electricity. Specially after the oil crisis, the position in regard to the generation of electricity has changed. I wish, the hon. Minister to attend to it, so that he will get moral support for such Bills.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Now the country is facing one of the worst crisis as far as power supply is concerned and as a result, industry, agriculture, life and living has come to more or less a stand-still. The amount that we are losing due to lack of supply of energy is something which one cannot calculate accurately.

I am very sorry for this power crisis that we are facing today I have to blame Mr. Shinde's Party. .... (Interruptions) They are wholly and solely responsible for this.... (Interruptions) I will give you enough supporting material. I would say, that the hon. Minister would have done it better if he had brought a comprehensive Bill. These piecemeal Bills are no solution to this problem. Only theorising that the State Electricity Boards should be run commercially....

SHRI ANNASAHAB P. SHINDE:

You please come out of the party angle.

MR. CHAIRMAN: Only if you give him more time.

SHRI JYOTIRMOY BOSU: Only pious wishes that the State Electricity Boards should be run commercially cannot make them run commercially. It cannot be done that way.

What did the erstwhile government do? In the Fourth Plan the target for additional installed capacity was 9.26 million kw. Am I right or not? But what was the actual addition? It was 4.16 million kilowatts—less than half of the target. In spite of that they have no responsibility. You cannot blame them. If you blame them, Mr. Shinde will come with hammer and tongs and hit you on the head.

What are the reasons why the condition is so bad to-day? It is a man-made thing. The entire responsibility goes to the erstwhile government. I cannot blame the present Minister because he has taken over only a year ago. What are the reasons? One is lack of cost control. (2) Payment of marked up prices and indiscriminate thieving. If you have seen that special audit report submitted by the Comptroller & Auditor General on the Haryana State Electricity Board, you would be horrified to see the quantum of thieving. The third reason was inadequate investigation. The fourth was deficiencies in project report preparations and also a lot of lapses, procrastination and all these things. Fifth is delay in getting plant and equipment and organizational and managerial deficiencies.

The Estimates Committee in its very recent report has clearly stated:

SHRI P. RAMACHANDRAN:  
18,500 MW.

"The Committee need hardly point out that with greater care in planning, greater determination to implement the schemes and necessary coordination with concerned authorities these difficulties could have been easily overcome."

SHRI JYOTIRMOY BOSU: I stand corrected. Has it been disputed by the same Power Engineers Federation that it cannot exceed 14,000 MW?

15.00 hrs.

This is the observation of the Estimates Committee where your Party representatives are also there. It is a unanimous report. There is no note of dissent. This is the reason why we have landed difficulties.

This is the position and the condition of thermal power stations in this country because of the reasons that I have already narrated are fast deteriorating. The Central Water Power Commission and the erstwhile Government cannot be absolved. They have to shoulder the blame. This is not a doing of one day, one month or one year. It has been done over the last 30 years.

In the first two years of the Fifth Plan the addition was only 3.52 million kilowatts. In the third year, i.e., 1976-77 which was the year of discipline and emergency, what was the actual performance? 2 million kilowatts was the announced target. What did they achieve? 0.64 million kilowatts. Mr. Minister if I am right.

SHRI K. GOPAL (Karur): Why do you not be honest?

Now, there is the illegal shedding. The electricity Act clearly provides that if you go in for load shedding you must announce to the customer in advance and acquaint him with the facts that during such and such periods there will be load shedding. If you do not do it, it is a contractual lapse and you are liable to pay compensation for the same. It should be extensively announced. Now the present Energy Minister stated that the target for addition in power generation in the Fifth Plan is 12 000 MW. Am I right, Mr. Ramachandran? Is it also a fact that the Power Engineers' Federation have disputed the figure and they have put forward that it should be 8000 MW. The Sixth Plan target is 21,000 MW.

SHRI JYOTIRMOY BOSU: The Prime Minister recently reportedly acknowledged that in State Electricity Board there is a terrific corruption, nepotism and inefficiency. In West Bengal, Youth Congress recruited 12,000 persons who have not seen a spanner or hammer. They do not know how to read and write. They were all pushed to Electricity Board, as a result the State Electricity Board cannot function. What sort of neglect!

I come to actual dates of over-hauling of the Turbo Generators of the major power stations in West Bengal.

Power Station	Unit	Due in	Done during
1. Bandel	I	May, 1975	Not done till certain date.
	II	Jan., 1974	Not done till Jan., 76
	III	May, 1972	Not done till 5-4-1975.
	IV	Jan., 1975	Not done till certain date.

They had Congress Government there That is how they functioned.

Power Station	Unit	Due in	Done during
Santalidih	I	Jan., 1975	Not done upto the date of publication of this report (September, 1975).
Jaldhaka	I	March, 1968	Was due between 23rd November, 1971 to 2nd March, 1972. If I am right, it was not done.
	II	June, 1968	

MR. CHAIRMAN: You can get on with your point and send the details to the Minister.

SHRI JYOTIRMOY BOSU: How the generating stations have been ruined and destroyed, please look at the performance!

Year	Percentage of net generation by the Board to installed capacity
1970-71	38.04
1971-72	38.0
1972-73	41.8
1973-74	38.4
1974-75	36.6

That is the performance. You buy the machines. You take a cut as has been done in the case of each and every purchase—substantial pur-

chase from abroad and you get a sub-standard thing. You do not maintain it. This is the situation that you face to-day. Let us not try and think, that it has come from heaven, that this power crisis is creation of somebody upstairs, that is not going to cut any ice.

We would like to know what is the latest correct position regarding the gas turbines? This is a very important thing. This is agitating our mind. This is the reason lot....

(Interruptions)

MR. CHAIRMAN: Mr. Bosu, will you continue with your speech and do not have dialogues here and there! That takes up the time of the House.

SHRI JYOTIRMOY BOSU: I would give one example.

Calcutta Electricity Supply Corporation—according to the Industrial Policy Resolution, the power generation should be in public sector and I think this is the one, of this size.



where we have a British control, a foreign controlled company, controlling a vital core sector—i.e., power generation.

It is in fact an unabated loot, which is going on like this, while we suffer. There is lot of corruption. Some industrialists have been bringing them in order to have lesser power-cut. You have the Duncan Brothers and Rama Goenka and their jute mills seldom have the power-cuts. Others smaller jute mills have been having the power-cuts. All these things are happening. This is what happened in the Calcutta Electric Supply Corporation Limited with which a former Finance Minister, Mr. Sachin Chaudhury, was connected. They always pick up such persons. They always catch up such persons who could come to Delhi and do the lobbying work. Delhi is a place for contact men, to do lobbying. So the Finance Minister was hooked. When the Finance Minister retired his brother-in-law was hooked. Here they generate only 45 per cent of what they sell. Dr. K. L. Rao once told me this, that there is a very powerful lobby in Energy Ministry, I tell you Madam. Mr. Vishwanathan comes very frequently—almost a weekly passenger coming to and fro and discussing problems all the time, what sort of problems, we don't know! Dr. K. L. Rao once told me that generation is the difficult part of the business, distribution is not. I hope the Energy Minister will agree with me. I do not know why a foreign corporation should be allowed to come and trade with power that this public sector is generating. 55 per cent of the power is coming from the DVC and other sources and they are making an enormous profit on the same. There is a lot of cheating in the Billing System today. They are using machines. Every day you find hundreds and hundreds of complaints.

There is also another funny thing which is happening. I have written to

the hon. Minister. But it seems sometimes he has become a Jain Dharmwallah—he believes in non-interference!

This foreign company is having a consumer deposit of Rs. 6 crores. They have this amount of Rs. 6 crores of consumer deposit, which is more or less an unsecured loan. They would have been required to pay 15 per cent and provide a security for it. But here they are having it almost free. They pay only 4 per cent for a certain amount and below that nothing. As a result—I have calculated it—they are cheating the commonman, whose interest they are supposed to protect—to the tune of Rs. 75 lakhs every year. This is what is happening here. Is it fair?

I am suggesting, Mr. Ramachandran, kindly look into it. Let the consumer make a deposit in a nationalised bank and let the fixed deposit script be endorsed in the name of the Calcutta Electric Supply Corporation so that the interest of the script may come to the consumer and the security money may remain with the company. Let that be done. And I suggest that if you really want to solve the power crisis, you should bring in a more comprehensive Bill and not piecemeal Bills like this and take the matter more seriously. Otherwise we are in for much bigger trouble.

डा० रामजी सिंह (भागलपुर) :  
माननीय सभापति महोदय, लेनिन ने एक बार पूछा था था, आपको सुनने में कुछ रुचि होगी, कि साम्यवाद की परिभाषा दीजिये । तो लेनिन ने कहा था :

Communism is Soviet plus Electricity.

MR. CHAIRMAN: Electrification.

**डा० रामजी सिंह :** हमारे माननीय कामत साहब ने 1948 में इस इलेक्ट्रिसिटी बिल के सम्बन्ध में यह बात कही थी। कामत साहब ने यह भी बताया था कि जो बात लेनिन ने रूस के सम्बन्ध में कही थी गांधी जी ने भी उसके विपरीत बात नहीं कही थी। लोगों के बीच में यह भ्रांति है कि गांधी जी बिजली या यंत्र के खिलाफ थे। गांधी जी बराबर कहा करते थे

I do not hate machinery but the craze for machinery. Charkha is itself an exquisite piece of machinery.

तो गांधी जी से जो कामत साहब बात कर रहे थे तो गांधी जी ने कहा था कि पददलित, लोलियस्ट और लोअस्ट, पीड़ित और गरीब के आँपड़े में अगर बिजली जा सकेगी तो मैं बिजली का विरोध नहीं करूंगा लेकिन यदि इसको समृद्ध और वैभवशाली व्यक्ति अपनी समृद्धि में वृद्धि करने के लिए इस्तेमाल करते हैं तो मैं इसका विरोध करूंगा। मैं मानता हूँ कि बिजली के मंत्री महोदय के ऊपर यह दायित्व है कि बिजली शहरों से हटा करके आँपड़ियों में पहुँचाये। अभी हमारे माननीय शिन्दे साहब ने बहुत से रचनात्मक मुझाव उपस्थित किये और मुझे आशा है कि उन मुझावों का ध्यान में रखा जाएगा। मैं इतना ही कहूँगा कि जनता सरकार बिजली को गांवों में पहुँचाने के महत्व को समझती है। आपने देखा कि छठी योजना के प्रारूप में जनता सरकार ने इसके लिए कितना प्रावधान किया है। शिन्दे साहब की सरकार के समय में 1974 से 1979 के लिए पाँचवीं पंचवर्षीय योजना में एनर्जी या बिजली के लिए 10,219 करोड़ रुपये रखा गया था जो कि समूचे प्लान का 26.2 परसेंट था। हमारी छठी योजना में इसके लिए 20,800 करोड़ रुपये रखा गया

है जो कि पिछली राशि से 102 परसेंट अधिक है। बिजली के महत्व को समझने का इससे अधिक प्रमाण जनता सरकार को कोई और नहीं हो सकता है।

सभापति महोदय, मैं कहना चाहता हूँ कि वह जो बिल लाया गया है, मुझे लगता है कि यह बहुत बड़ी सव इच्छा से लाया गया है लेकिन इसे बहुत जल्दबाजी में लाया गया है। यह बिल 1910 में सेन्ट्रल इलेक्ट्रिसिटी बिल था। उसके बाद 1946 में इस पर विचार किया गया और फिर जनमत जानने के लिए इसको पचारित किया गया। फिर 1947 में इसे लाया गया। 1948 में इस बिल पर काफी बहस हुई लेकिन उस समय शिमला में जब एक विचार गोष्ठी बुलाई गयी और उसने अपनी अनुशंकाओं की तो उन अनुशंकाओं को बिल में समाविष्ट नहीं किया गया अब जब कि हम ऊर्जा को एक नयी दिशा दे रहे हैं और ऊर्जा के लिए हम इतना खर्च कर रहे हैं और जैसा कि हमारे सम्मानित ज्योतिर्मय बसु ने कहा, अब जो ऊर्जा के लिए नये नये आयाम खुल रहे हैं, उस समय केवल बिजली का ही प्रश्न हमारे सामने नहीं है। अब एटोमिक एनर्जी की तरफ भी हमें आगे बढ़ना होगा। अभी श्री पानखीवाला ने कहा है कि भारत की सरकार शान्तिमय कार्यों के लिए भी अणु विस्फोट नहीं करेगी। जब हम वचनबद्ध हैं कि केवल शान्तिपूर्ण कार्यों के लिए ही हम अणुशक्ति का उपयोग करेंगे तो यह आवश्यक है कि एक नये मंत्रालय का गठन हो जिसमें सोलर एनर्जी, एटोमिक एनर्जी और इलेक्ट्रिक एनर्जी तीनों का समावेश हो। ये तीनों एक ही विभाग में रहने चाहिए। इसलिए यह आवश्यक है कि हम इसका करें। नहीं तो जो बिजली

का अभाव है उससे हम त्राण नहीं पा सकेंगे। अभी मैं जमशेदपुर में तीन दिन पहले था। वहाँ का भाविन्द्यपुर कम्प्लेक्स सुबह दस बजे से लेकर शाम छः बजे तक एक मिनट भी नहीं चल रहा था। वहाँ के लोगों ने कहा कि वहाँ बिजली का संकट है। इसीलिए सभापति महोदय मैं केवल दो बातें मंत्री महोदय के समक्ष रखूंगा। एक तो यह है कि 1948 के बिल में हमारे जो मंत्री थे, उस समय एनर्जी डिपार्टमेंट तो नहीं था, माइनिंग डिपार्टमेंट था, उसके मंत्री जी ने नेशनल ग्रिड सिस्टम को अस्वीकार किया था। वह बहुत आवश्यक है। हम देखते हैं कि आज जो सुपर थर्मल पावर स्टेशंस बन रहे हैं, एक तरफ डी० बी० सी० बिहार को 33 परसेंट बिजली देता है और वेस्ट बंगाल को 66 परसेंट देता है, उसी प्रकार से अभी उड़ीसा में जो तूफान आया, उससे भी वहाँ बिजली का संकट आया और इसके कारण से बिहार में बिजली नहीं आयी। इसलिए इस तरह की जो योजनाएं केवल एक प्रदेश में ही नहीं, अनेक प्रदेशों में चल रही हैं, उनको नेशनल ग्रिड सिस्टम में लाया जाए और राष्ट्रीय स्तर पर उन पर नियंत्रण स्थापित हो, उनका प्रबंध संचालन हो। इनका प्रबंध एक संस्थान के अन्तर्गत होना चाहिए। यह आवश्यक है।

एक बात मैं यह निवेदन करना चाहता हूँ कि जो चार-पांच एमंडमेंट लाये गये हैं, अच्छा यह होगा कि उनके साथ इस बिल को पास कराने के बदले इस बिल को सेलेक्ट कमेटी में भेज दीजिए। और भी कम्प्रोमिस लजिस्लेशन के लिए जो सुझाव आपके सामने आया है उसका भी आपको समावेश करना चाहिये, उसको भी आपको मान लेना चाहिये। बिजली के मामले में ग्रामीण और शहरी क्षेत्रों के बीच जो विभेद किया जाता है वह बहुत खराब है। ग्रामवासियों को ज्यादा कीमत पर बिजली दी जाती है और शहर

वासियों को कम कीमत पर दी जाती है। पूंजीपतियों को कम कीमत पर और सामान्य नागरिकों को अधिक कीमत पर जो बिजली दी जा रही है इस पर भी आपको विचार करना चाहिये। अपनी एमंडमेंट्स में आपको इसका भी समावेश करना चाहिये।

1948 में संतानाम साहब ने इसके सम्बन्ध में बात कही थी। उस समय जब बिजली के बारे में चर्चा हो रही थी तो नेशनलाइजेशन की बात भी कही गई है। इसके बारे में भी सरकार को जल्दी निर्णय लेना चाहिये। बिजली की-इंडस्ट्री में आती है। बिजली पर उद्योग, कृषि आदि सब चीजें निर्भर करती हैं, उनको उन्नति निर्भर करती है, सभ्यता और संस्कृति की कुंजी विद्युत से चालित यंत्रों में है। इसलिए यह आवश्यक है कि सरकार संकल्प ले, निर्णय ले और बिजली की इंडस्ट्री का राष्ट्रीयकरण करे।

**श्री दुर्गा चन्द :** (कांगड़ा) : इस एमंडमन्ट बिल की 24 क्लॉजिज हैं। इनके अलावा 15 और एमंडमेंट्स सरकार की ओर से पेश की गई हैं। अगर आपका मकसद यह है कि स्टेट्स में जो इलक्ट्रिसिटी बोर्ड हैं, उनको स्ट्रेंथन करना है, उनको वायेबल बनाना है और यह सोच कर आप चले हैं तो मैं समझता हूँ कि एक कम्प्रोमिस बिल आपको लाना चाहिये या और इसके लिए आप थोड़ा और इंतजार कर लें तो भी कोई हर्ज की बात नहीं थी। इस में कई बातें नहीं आई हैं जो आनी चाहिये थीं। शुरू में आपने यह लिखा है :

"In order to ensure that electricity boards are able to function on sound commercial principles...."

जिन स्टेट्स में कर्माशयल अंडरटेकिंग है, फेक्ट्रीज हैं वहाँ पर इलक्ट्रिसिटी बोर्ड है तो

[श्री दुर्गा चन्द]

बे तो बायेबल हैं लेकिन जहाँ बे बायेबल नहीं है, बल्कि घाटे में जा रहे हैं उनको भी आपको देखना चाहिये। अगर आपका इरादा है कि बैकवर्ड एरियाज या हिल्ली एरियाज को डिबेलेप करना है तो उस के लिए आपको कुछ और भी करना पड़ेगा। ऐसा करने के लिए जो सोशल आबलीगेशन है या जो सोशल वर्डन है उसको बरदाश्त करने के लिए जब तक आप तैयार नहीं होंगे तब तक यहाँ इलेक्ट्रिफिकेशन का काम नहीं हो सकेगा। इस में ऐसा प्राविजन होना चाहिये कि जिससे बैकवर्ड एरियाज के लिए, हिल्ली एरियाज के लिए, ट्राइबल एरियाज के लिए बिजली का प्रबन्ध हो सके और वहाँ इलेक्ट्रिफिकेशन के लिए जो स्कीम्स हैं वे अगर घाटे की स्कीम्स हैं तो उस घाटे को आप सब-सिटाइज करें या उनको डम काम के लिए आउट इन एंड दें। अगर आप वहाँ पर उन बोर्डज को ही इस घाटे को बरदाश्त करने के लिए कहेंगे तो वे ऐसा नहीं कर सकेंगे। वहाँ पहले से ही मिसमैनेजमेंट चल रहा है, वे पहले से ही सफेद हाथी के तीर पर काम कर रहे हैं। हमारे यहाँ हिमाचल प्रदेश में कई छोटे-छोटे प्रोजेक्ट चल रहे हैं।

मैं यह कहना चाहता हूँ कि हमारे हिमाचल प्रदेश में ट्राइबल प्रोजेक्ट्स अगर हाथ में लिये गये तो यह नहीं देखा गया कि वहाँ बिजली आमानी में तैयार हो सकेगी कि नहीं, कितना सर्वे हुआ है, फीजेबिल भी है कि नहीं बल्कि यह कंसीडरेशन रहा कि किसी मिनिस्टर का घर वहाँ है कि नहीं। अगर है तो प्रोजेक्ट सेंक्शन कर दिया गया। बिजली वहाँ पैदा हो सकेगी कि नहीं यह नहीं देखा जाता। प्रोजेक्ट को मंजूर कर लो। जैसे गरीबाटा प्रोजेक्ट है। उसका जो ओरिजिनल ऐस्टीमेट 11 करोड़ रुपये था वह बढ़कर 60 करोड़ तक चला गया। अब इसका बर्डन अगर स्टेट इलेक्ट्रिसिटी

बोर्ड पर पड़ेगा तो कैसे उसको कम कर सकेंगे। इसी तरह से गवर्नमेंट आफ इंडिया की तरफ से हमारे प्रदेश में स्कीमें चल रही हैं, जैसे कि बरासोल की। मैं मंत्री महोदय को मुबारकबाद देता हूँ कि उन्होंने हाइडल पावर जैनरेशन कोर्पोरेशन के अधीन उसको ले लिया है। लेकिन 10 साल हो गये, कोई पता नहीं था कि उसकी टनल पूरी हो गई है कि नहीं, वहाँ जैनरेशन कब शुरू होगी, ट्रांसमिशन कब चलेगा, इसका कुछ पता नहीं। मुझे उम्मीद है कि हाइडल कोरपोरेशन के अन्दर आने के बाद अब कुछ उसका काम चलेगा। लेकिन वहाँ करोड़ों रुपये के घपले हुए हैं। ऐसी स्कीमें चलाने से क्या फायदा। बिजली हमें अभी चाहिये, कारखाने बिजली के अभाव में बन्द पड़े हैं, 40 परसेंट कट लग रहे हैं जिसकी वजह से नेशनल प्रोड्यूस कम हो रही है। तो इसको अगर हमें पूरा करना है तो मेरा मुझाव है कि, जैसा गुता जी ने मुझाव दिया था, एक हाई पावर कमेटी बनावें और वह परमानेंट कमेटी हो जहाँ भी जैनरेशन का काम हो रहा है और आपका प्रोजेक्ट चल रहा है उन पर बाकायदा तरीके से सुपरवीजन होता रहे और काम टाइम बाउन्ड होना चाहिये। अगर प्रोजेक्ट सेंक्शन किया है तो ऐस्टीमेट रिवाइज हो सकते हैं, 10 से 15 करोड़ तक रिवाइज हो सकते हैं। लेकिन यह नहीं हो सकता है कि 10 करोड़ की जगह पर 100 करोड़ रुपये के रिवाइज्ड ऐस्टीमेट हो जायें, या तीन साल की जगह 13 साल का समय लग जाय। इस प्रकार कैसे बिजली पैदा हो सकेगी?

मैं कहना चाहता हूँ कि रूरल इलेक्ट्रिफिकेशन के लिये एक कोरपोरेशन है जो कि गांवों में बिजली लगाने के लिये पैसा देता है लेकिन जस्टीफिकेशन मांगते हैं। लेकिन हमारे यहाँ पहाड़ों में गांवों में बिजली ले जाना उतना आसान नहीं है जितना कि मैदानी इलाकों में है। उसका कारण यह है कि

पहाड़ों पर ट्रांसमिशन लाइनें लम्बी होती हैं और बिजली से जाना मुश्किल होता है। इसलिये मेरा निवेदन है कि आप जनरल रेवेन्यू से यहां बोर्ड को सप्लाइड कर दें तब जा कर बिजली जा सकेगी। इस तरह का इसमें प्रोबिजन होना चाहिये। मैं समझता हूं कि इस बिल को फिर से रीट्राफ्ट किया जाय और अच्छी शक्ल में लाने की कोशिश की जाय।

मैं इतना ही कह कर आपको धन्यवाद देता हूं।

SHRI N. TOMBI SINGH (Inner Manipur): Madam Chairman, I am very grateful to you for the time given to me to participate in this debate. The points already raised have been many and I would not like to take the valuable time of the House in repeating the difficulties faced by the country due to shortage of supply of electricity and different factors of distribution and generation. Madam, I represent the State which does not have an Electricity Board. Therefore, I wish that the States which have got their own Electricity Boards should have their own good mechanism to generate distribute and manage things in a most proper way. Our specific concern is for those States and areas where there are no State Electricity Boards. In the North-Eastern areas, the North-Eastern Council looks after the interests of a number of small States, particularly, my own State of Manipur. In our State Electricity does not mean actual electricity but the electric supply connection taken by a house is itself a prestige symbol in matrimonial alliances. The parties will see whether a particular house where a particular family is living has got electric supply connection or not. Whether it actually consumes the electricity is not a matter of importance because the supply is so poor, but they will see whether the house has got an electric bulb hanging from the ceiling

in each room. That shows the position of the shortage of electric supply in our State.

The Loktak project is the only hope for the Northeastern region, particularly Manipur, Mizoram and Nagaland. It has been held up due to certain explosion and mechanical difficulties. This project was to be commissioned in 1976 at least the first phase of it. One does not know when this is going to be inaugurated, whether it is at all going to be inaugurated. I want to draw his special attention to the difficulties faced by the backward areas, particularly the hill areas where there is no state electricity board, where there is no hydro project which could provide at least 25 per cent of power requirements. What we do in those places is that we instal certain diesel sets. Most of the diesel sets come from other areas and they are sets which had already been utilised and condemned in some cases. Even if they are in good condition in the process of transportation some mechanical or other defects develop and after working for one or two years the sets stop giving any service at all. As days go by, suffering increases and one does not know when the region will be free from acute shortage of power. Essential industries, even small scale industries, domestic consumers, or important institutions like hospitals, schools and colleges and training centres cannot be supplied with sufficient power. While thinking of the national scene we have to think of outlying areas where difficulties are increasing day by day. Apart from Loktak, there is no planning or identification of feasible projects to generate power to meet future requirements and if we leave the situation as it is it will lead to such a situation when the entire north eastern region minus a part of Assam and Meghalaya will be left out of the total national scene. In the national picture itself electricity and power are not in a happy position. But compared even to that, the north-

[Shri N. Tombi Singh]

eastern area particularly Mizoram, Manipur and Nagaland will form a pocket of difficulty and special arrangements will have to be thought of to meet those requirements. In his reply I would request the hon. Minister to clarify the position. When is the Loktak project going to be commissioned, at least the first phase of it? After the explosion in 1975, no progress had been made. But money is being spent every day in routine administration. The Chief Engineers are coming and going and they are bringing labour from outside and spending money like anything on labour without any tangible result. We would like to get a specific assurance from the hon. Energy Minister about the future of Loktak project. What is the revised time schedule? We want a commitment from the hon. Minister that Manipur will get special assistance for the purchase of diesel sets till the Loktak project is completed and the requirements of power met from its output.

**श्री लक्ष्मी नारायण नायक (खजुराहो) :** सभापति महोदया, अभी जो ऊर्जा मंत्री ने विद्युत् प्रदाय (संगोधन) विधेयक, प्रस्तुत किया है मैं उसका समर्थन करने के लिए खड़ा हूँ। यह बात सत्य है कि अगर हमें कृषि का उत्पादन बढ़ाना है तो सिंचाई के लिए विद्युत् का ज्यादा उपयोग होना जरूरी है। मैं अभी एक किताब पढ़ रहा था जिसमें विद्युत् का विवरण है। मध्य प्रदेश ऐसा प्रदेश है जो क्षेत्र में सब से बड़ा है और जहाँ पर कि काफी नदियाँ हैं लेकिन वहाँ जो बिजली का उत्पादन होता है वह केवल कोयले के द्वारा ही होता है। कई बांध बंधे लेकिन बांधों द्वारा यानी जल से विद्युत् का उत्पादन वहाँ नाम मात्र को भी नहीं है। मैं माननीय ऊर्जा मंत्री जी से निवेदन करूँगा कि वह मध्य प्रदेश शासन को लिखें कि जो अब बांध बनने वाले हैं उन बांधों से बिजली

का भी उत्पादन हो ताकि इसमें सहायता मिल सके।

अभी जो बिजली उद्योगों के लिए दी जाती है उसकी बहुत सस्ती दर है लेकिन क्या कारण है कि सिंचाई के लिए बिजली की दर ज्यादा है? अब की पैदावार बढ़ाना बहुत ही जरूरी है। मैं ऊर्जा मंत्री जी से निवेदन करूँगा कि अब आगे जो वह संगोधन लायें उसके द्वारा या विशेष आदेश द्वारा ऐसा प्रबन्ध करें जिसमें सिंचाई के लिए बिजली की दर बहुत ही कम हो ताकि किसान को ज्यादा खर्चा न करना पड़े और अब के उत्पादन में ज्यादा से ज्यादा उसको सहायता मिल सके

यह विद्युत् का काम बहुत ही तकनीकी काम है और किसान बहुत ही साधारण होता है। आप देखें उसको कितनी परेशानी होती है। उसको बेवकूफ भी बनाया जाता है और उससे ज्यादा पैसा भी वसूल किया जाता है। तो हम यह चाहेंगे कि जो कर्मचारी हैं वे केवल इस दृष्टि से नहीं चलें कि क्योंकि हम शासकीय कर्मचारी हैं और किसान नाममश है तो उससे हम जैसा चाहे वैसा बर्ताव करें बल्कि उनका व्यवहार किसानों के साथ बहुत ही अच्छा होना चाहिए तभी उन्हें राहत मिल सकती है। वे यह न समझें कि हम शासकीय नौकर हैं तो हम उनके साथ चाहे जैसा व्यवहार करें। अगर किसानों के साथ अच्छा बर्ताव वे करेंगे तो किसानों को बड़ी सहायता मिलेगी। इसके अलावा कुछ उनकी ट्रेनिंग भी किसानों को दी जानी चाहिए ताकि बिजली का मोटर अगर खराब हो जाय या और कोई कठिनाई आ जाय तो वे उसको ठीक कर सकें। कई बार मोटरें जल जाती हैं। कितनी ही बार किसानों ने शिकायतें की कि उनकी दो-दो तीन-तीन मोटरें जल गईं।

MR. CHAIRMAN: This point has already been covered by other Members. I would request you not to

repeat the same because of lack of time.

**श्री लक्ष्मी नारायण नायक :** इसलिए मैं यह चाहता हूँ कि उनको कुछ इसकी ट्रेनिंग द ताकि बिजली के काम को ब ठीक तरह से देख सकें और खराबी होने पर उसको सुधार सकें जिसमें कि उनको ज्यादा नुकसान न हो।

आज लकड़ी की बहुत ही कमी है, इसलिए चाहे शमशान भूमि हो या और दूसरी जगह हो बिजली का ही ज्यादा से ज्यादा उपयोग होना चाहिए ताकि हमारे वनों की रक्षा भी हो सके। ज्यादा से ज्यादा विद्युत से काम लेकर हम लकड़ी को बचा सकते हैं। इसी तरह रोशनी करने के लिए तेल या अन्य साधनों को हस्तेमाल करने हैं तो उसमें ज्यादा पैसा खर्चा होता है, बिजली से कम खर्च में रोशनी हो सकती है इसलिए हमें गांवों में बिजली ज्यादा से ज्यादा ले जानी चाहिए ताकि गांवों के गरीब आदमी भी उसका फायदा उठा सकें और उसका उपयोग कर के कम पैसों में अपना काम चला सकें। इसलिए ज्यादा से ज्यादा गरीबों की शोषणियों तक बिजली पहुंच सके इसका भी प्रयास होना चाहिए।

एक बात और है। हमारे शासन द्वारा भेदभाव किया जाता है जो पैसों वाले हैं, साधन सम्पन्न हैं उनका काम जल्दी हो जाता है और किसान अगर चाहे कि उसके पम्पिंग सेट के लिए बिजली मिले तो कई तरह की अड़चनें बता दी जाती हैं। इसको भी देखना चाहिए और बिजली का सारा काम ठीक हो रहा है या नहीं इसकी देखरेख होनी चाहिए। स्कीमें बना दी जाती हैं लेकिन उनकी देख-रेख अगर हो तो किसानों को और दूसरे भाइयों को उससे सहायता मिल सकती है।

अंत में मैं केवल यही कहना चाहता हूँ कि बिजली की दरें कम हों और सिंचाई में

बिजली का उपयोग अधिक से अधिक हो ताकि अन्न के उत्पादन में सहायता मिल सके।

एक बात और कहना चाहता हूँ कि जो कुटीर उद्योग और छोटे उद्योग हैं उनको बिजली मिल सके इसका प्रबंध होना चाहिए ताकि गांवों की जो बेकारी है वह दूर हो सके जिसके लिए कि उद्योग मंत्री जी ने घोषणा की है कि हम अधिक से अधिक कल कारखाने और उद्योग देहातों में ले जायेंगे। तो बिजली भी वहां पहुंचे ताकि उसमें उनको सहायता मिल सके। इन शब्दों के साथ मैं इस संशोधन विधेयक का समर्थन करता हूँ।

**श्री हुकम देव नारायण यादव (मधुबनी) :** सम्भाषित जी, काफी बातें कही जा चुकी हैं लेकिन मैं मंत्री महोदय से निवेदन करूंगा कि बिजली के क्षेत्र में जो क्षेत्रीय विषमता है उसको भी दूर करने की आवश्यकता है। हमारे बिहार में सबसे कम बिजली का उत्पादन हो रहा है और अभी अखबार में जैसा हमने पढ़ा है, बिजली के उत्पादन में कमी हो जाने के कारण बिहार में काफी बवाल मच गया है, सारे कारोबार बन्द हो रहे हैं। बिजली की कमी का कारण यह है कि बिहार में सात सौ मेगावाट बिजली की उत्पादन क्षमता है लेकिन उसमें से केवल ढाई सौ मेगावाट बिजली का उत्पादन हो रहा है। इसीलिए बिजली की कमी हो रही है। इसके अलावा जो ढाई सौ मेगावाट बिजली का उत्पादन हो रहा है उसमें भी कमी बरौती का प्लान्ट बन्द हो जाता है तो कमी दूसरी जगह बन्द हो जाता है जिसके कारण बड़ी गड़बड़ी हो जाती है।

बिजली की कमी का एक कारण यह भी है कि शहरों में छोटे-छोटे पावर हाउसों के जरिए से बिजली पैदा करके हां पर बिजली की आपूर्ति की जाती थी लेकिन उन छोटे छोटे पावर हाउसों को भी बन्द कर दिया गया और उनकी जगह पर बड़े पावर हाउस बिठाये गए जिनसे उन शहरों में बिजली की आपूर्ति

[श्री लक्ष्मी नारायण नायक]

होने लगी। छोटे पावर हाउस जितनी बिजली की आपूर्ति करते थे, वह तो बन्द कर दिये गये लेकिन बड़े पावर हाउस उतनी आपूर्ति कर नहीं पाते हैं इसलिए भी बिजली की कमी हो गई। इसलिए छोटे पावर हाउसों को अगर चालू कर दिया जाये जब तक कि बड़े पावर हाउस नहीं बिठाये जा सकते हैं, तब तक के लिए भी अगर उनको चालू कर दिया जाये तो शहरों की आपूर्ति करने से जो बिजली बचेगी वह किसानों को खेती के काम के लिए दी जा सकती है।

यह कहते हैं कि बिजली में बिना ब्याज के पैसा मिला इसलिए नुकसान होता है। उसमें एक निश्चित राशि, फिक्स्ड डिपॉजिट देना पड़ता है और हम लोग जो किसान हैं, जो मोटर लगाते हैं वह उसको चलावें या न चलावें, पांच हार्स पावर पर साल में 7 सौ या 8 सौ देना ही पड़ता है। इनको पैसा मिलता ही है फिर घाटा कैसे हो जाता है—यह बात मेरी समझ में नहीं आई। फिर बिजली के तार और ट्रांसफार्मर की व्यापक पैमाने पर जो चोरी होती है, मैं और जगह की बात नहीं कहता लेकिन बिहार में ट्रांसफार्मर का तेल और क्वायल—इन चीजों की साल में एक बार, दो बार चोरी करके लोग ले जाते हैं। बिजली का तार काटकर ले जाने हैं। तार और ट्रांसफार्मर की चोरी से साल में लाखों करोड़ों रुपये का नुकसान होता है। इसके लिए भी बिजली बोर्ड को कार्यवाही करनी चाहिए। मैं तो कट्टर जाँगे कोयले के कानून में आपने धारा जोड़ रखी है कि नौन वर्ष की सजा और 20 हजार रुपये जुर्माना होगा उसी तरह से बिजली वाले कानून में भी एक धारा जोड़ दी जाय कि जो कोई भी बिजली की सम्पत्ति की चोरी करेगा, ट्रांसफार्मर की चोरी करेगा उसको 10-12 साल की कड़ी सजा दी जायेगी तभी मैं समझता हूँ लोगों में कुछ भय आ सकेगा।

फिर जो घाटा लग रहा है उसका कारण है भ्रष्टाचार, पक्षपात और भ्रमरमण्यता। जहाँ तक भ्रष्टाचार का सम्बन्ध है, कम से कम बिहार बिजली बोर्ड का मुझे अनुभव है, बिहार प्रसेम्बली की पब्लिक प्रण्डरेटिंग्स कमेटी का जो काम चलता था उसमें मैंने देखा कि सरकारी स्टोर में कोई सामान आया या नहीं, इंसुलेटर खरीदे गये या नहीं, ट्रांसफार्मर आये या नहीं लेकिन एक ही सामान को बार-बार दिखाते जा रहे हैं और इस तरह से करोड़ों रुपये का नुकसान हो रहा है। इस संस्था में आप सरकारी खजाने से पैसा देते चले जायें और व्यवस्था ठीक न हो तो घाटा होता ही रहेगा। इस तरह से सरकार का खजाना भी खाली हो जायेगा और व्यवस्था भी ठीक नहीं होगी। इसी तरह से इस विभाग में अनावश्यक पदों का सृजन किया गया है। पी०डब्लू०डी० या किसी अन्य विभाग में एक इंजीनियर इन चीफ होता है लेकिन बिहार एलेक्ट्रिसिटी बोर्ड में कम से कम 50-55 चीफ इंजीनियर के रैंक के पदों का सृजन किया गया है। जिस विभाग में 50-55 चीफ इंजीनियर हो जायेंगे वहाँ वे क्या करेंगे? ऐसा अनर्थ तो मैंने कहीं भी नहीं देखा।

बिजली बोर्ड के चेयरमैन के लिए कहा गया कि वह टेक्नोक्रेट होना चाहिए। इसके लिए बड़ा श्रमेला हुआ, संघर्ष और सत्याग्रह हुआ। जब बिहार बिजली बोर्ड का चेयरमैन टेक्नोक्रेट बनाया गया तो अनुभव यह हुआ कि आई०ए०एस० के रहते जितनी गड़बड़ी होती थी, टेक्नोक्रेट के आने से घीस गुनी बढ़ गई। आई०ए०एस० रहता था तो उसकी दृष्टि दूसरी तरफ रहती थी गड़बड़ी करने में लेकिन टेक्नोक्रेट आया तो उसकी दृष्टि बन गई इंजीनियरों के नये नये पदों का सृजन करो, उनकी सुविधाएँ और भत्ते जितने बढ़ा सकते हो बढ़ाते चले जाओ। कोई रोकने वाला नहीं। ये जो टेक्नोक्रेट वहाँ पर अध्यक्ष बनाये गये, तो उससे भी समस्या का समाधान



नहीं निकला। अब मैंने सुना है कि हमारे बिहार में कोई मिलिट्री-मैन जा रहे हैं। हमारे चीफ़ मिनिस्टर साहब यहां आये थे और वे कोचर साहब को वहां पर लगायेंगे। मिलिट्री-मैन जा रहे हैं और मैं समझता हूं कि उसमें कुछ सुधार हो सकेगा।

अन्त में मैं यह कहना चाहता हूं कि ये जो पब्लिक संस्थान हैं, लोक-संस्थाएं हैं, इनमें बहुत बड़ी पूंजी लगी है और जनता का पैसा लगा है लेकिन इन सार्वजनिक संस्थाओं में अगर नफ़ा होता है, तो सब जगह जितने काम करने वाले हैं, वे बोनस की मांग करते हैं। वे कहते हैं कि बोनस दो, बोनस दो लेकिन अगर करोड़ों रुपयों का घाटा उसमें हो जाये, तो उसकी हिस्सेदारी भी उनको लेनी पड़ेगी। अगर नफ़े में हिस्सा ले सकते हैं, बोनस ले सकते हैं, तो मजदूर यूनियन वाले या देश के अन्दर जो राजनीतिक लोग इन संस्थाओं को चलाने वाले हैं, उनको यह सोचना चाहिए कि अगर नुकसान हो, तो घाटे की भी जिम्मेदारी उनको लेनी चाहिए। उस सार्वजनिक संस्थान को चलाने वाले लोग अपने ऊपर उसकी जिम्मेवारी लें और जब तक यह जिम्मेवारी उन पर नहीं डाली जायगी, तब तक काम भी ठीक से नहीं चल सकेगा।

आखरी बात मैं यह कहूंगा कि यह जो बिजली कंपनियों का उत्पादन है उस पर 6 पाई, 8 पाई प्रति यूनिट खर्च आता है लेकिन बिजली को और जो दूसरे बड़े लोग हैं उनको घाटा सह कर भी 2 और 3 पाई प्रति यूनिट के हिसाब से बिजली दी जाती है और हम जो गांव के गरीब लोग हैं उनको ज्यादा महंगी बिजली दी जाती है, चार-पांच गुना दामों पर बिजली दी जाती है। मेरा कहना यह भी है कि स्वास्थ्य सेवाओं को छोड़ कर बाकी सब जगहों पर एग्ज़र्कडिशनर्स और रेफीजियरेटर्स तथा भोग विलास के कामों के लिए बिजली न दी जाये। सार्वजनिक क्षेत्र में बिजली की खपत होनी चाहिए।

अन्त में मैं यह कहूंगा कि एक बढ़िया सा बिल, जिसमें इन सारी बातों का समावेश हो सके, मंत्री जी को लाना चाहिए।

श्री भगत राम (फिलौर) : मेडन चेयरमैन, यह जो इलेक्ट्रिसिटी एमंडमेंट बिल पेश किया गया है, इसमें यह बताया गया है कि जो बिजली बोर्ड्स हैं, उनको फाइनेन्शियली साऊन्ड करने के लिए यह पेश किया गया है। बोर्डों को कर्मशियल प्रिंसिपल्स पर लाया जायेगा। लेकिन जो पिछला नजुर्बा है, वह यह बताता है कि जो भी अदारे इस मद के अधीन फाइनेन्शियली साऊन्ड करने के लिए लाये गये, उनका जो बोर्ड है वह सारा का सारा लोगों पर पड़ा या वहां पर काम करने वाले मजदूरों पर पड़ा जैसे कोयला स्टील आदि क्षेत्रों में हुआ है। यह जो इलेक्ट्रिसिटी है, ऐसा समझा जाता है कि यह एक पब्लिक यूटिलिटी सर्विस है। अगर यह पब्लिक यूटिलिटी सर्विस है, तो फिर यह लाजमी है कि गांवों में या जो बहुत पिछड़े हुए इलाके हैं, वहां पर बिजली भेजने के लिए सरकार अपनी तरफ से खर्च करके इसको भेजेगी और फाइनेन्शियली साऊन्ड करने के लिए जितना घाटा होगा, वह बोर्डों को उसे देना पड़ेगा। इसका अगर यह होगा कि जो घाटा है, उसको पूरा करने के लिए जो कन्स्यूमर्स हैं, उन पर भी असर पड़ेगा। मतलब यह है कि इसके जो रेट्स हैं, वे बढ़ाये जायेंगे। हमें यह भी देखना चाहिए कि जो बिजली है, उसको देने के लिए बहुत थोड़े रेट्स पर कुछ संस्थाओं ने एग्जीमैट्स कर लिये गये थे जैसे नंगल फैक्टरी है, उसको बिजली की कास्ट आफ प्रोडक्शन से कम पर बिजली दी गई है। इसी तरह से दिल्ली को दी गई है और इस तरह से जो घाटा होगा, उसको पूरा करने के लिए जो कन्स्यूमर्स हैं उन पर उसका भार पड़ेगा। नौकरशाही में भ्रष्टाचार भी घाटे का कारण है। बताया यह बनाया जाएगा कि यह जो बिजली बोर्डों को घाटा हो रहा है, इसके कारण जो वहां पर काफ़

## [श्री भगत रान]

करने वाले एम्पलाईज हैं, उनकी तन्ख्वाहें नहीं बढ़ाई जा सकती हैं। एसेशियल सर्विसेज मान कर उनके वेतनों की बढ़ोतरी को रोका गया है और उन पर एसेशियल सर्विसेज एक्ट का इस्तेमाल किया गया है और उन पर लाठियां और गोनियां कई जगहों पर चलती रही हैं। मध्य प्रदेश में ऐसा हुआ है। फाइन-शियली साक्रन्ड करने के लिए यह जो बिल पेश किया गया है, मैं जानना चाहता हूं कि इसका असर बिजली के रेट्स बढ़ाने पर तो नहीं पड़ेगा। मुझे उम्मीद है कि इसके पास होने पर घाटे को पूरा करने के लिए बिजली के जां रेट हैं, वे जरूर बढ़ाए जायेंगे। इनका जो नुकसान है, वह कंज्यूमर को होगा वहां पर एम्पलाईज को भी नुकसान होगा। इसलिए मैं मिनिस्टर साहब से रिक्वेस्ट करूंगा कि जैसी कि यहां पर बहुत से लोगों ने डिमाण्ड की है, इस बिल में चेंज होनी चाहिए। हमारे पास पहले 1910 का इलेक्ट्रिसिटी कानून है, उसके बाद 1948 में आया। अब तब से परिस्थितियां बहुत बदल गई हैं। बदली हुई परिस्थितियों के मुताबिक इस बिल में चेंज आनी चाहिए जिससे कि कंज्यूमर को भी फायदा हो सके और एम्पलाईज को भी फायदा हो सके।

अन्त में मैं मिनिस्टर साहब से यह अपील करूंगा कि वे इस बिल को वापस ले लें। और फिर रिट्राफ्ट करके इस बिल को लायें। जो भी बिल आप लायें, वह बिल इंडस्ट्री के नुमाइंदों और इंडस्ट्रीज में काम करने वाले लोगों के नुमाइंदों, किसानों के नुमाइंदों से बातचीत करके लायें और एक कंप्रीहेंसिव बिल लायें। मैं जानता हूं कि अगर मिनिस्टर साहब यह बिल वापस नहीं लेंगे तो भी वह पास तो हो ही जाएगा लेकिन उससे बिजली के रेट न बढ़ाए जायें। लोग पहले ही बिजली के रेट ज्यादा होने से तंग हैं। उस पर आपने एक्साइज इयूटी बढ़ा दी है। इसलिए मैं रिक्वेस्ट करूंगा कि वे इस बिल को रिट्राफ्ट करके फिर से लायें और उसे यहां से

पास करायें।

**बौधरी बलबीर सिंह (होशियारपुर) :**

सभापति महोदया, आजकल सारी दुनिया में नए नए तरीके से बिजली तैयार की जा रही है। बहुत सारे मुल्कों ने यह बिजली बनाना शुरू कर दिया है। सूर्य की तपिश से भी बिजली बन रही है। हमारे देश में सूरज की तपिश सबसे ज्यादा है। अगर उस तपिश से हम बिजली बना लें तो वह बहुत सारे लोगों के काम में आ सकेगी। हमारे पास पहाड़ हैं, दरिया हैं। हमारे यहां जो दरियाई प्रोजेक्ट्स हैं, उनके जो मसले हैं कि किस स्टेट को कितना पानी मिलेगा, किम स्टेट को कितनी बिजली मिलेगी, वे सब हल नहीं हो पा रहे हैं। अगर हम सूरज से बिजली बना सकें, पानी से बिजली बना सकें टाइडल वेव से बना सकें, हवा से बना सकें ये जितने भी कुदरती साधन हैं अगर इनसे हम बिजली बना सकें तो सारे देश को बहुत बिजली मिल सकती है किमी भी देश की तरफकी में बिजली का बहुत महत्व होता है। इस देश में कितनी बिजली लोग इस्तेमाल करते हैं, कितनी बिजली लोगों को पहुंचती है। अगर हर घर में बिजली पहुंच जाए और उसी तरह से उद्योग धंधे चालू हो जायें जिस तरह से जापान में चलते हैं, छोटी छोटी हांस पावर की मांटरे वहां लग जायें और पुर्जे आदि वहां बनने शुरू हो जायें तो हमारा देश बहुत जल्दी तरक्की कर सकता है। इसको आप देखें हमारे देश की बदकिस्मती यह है कि तीस साल में इसका ठीक ढंग से चलाने की कोशिश नहीं की गई। आप देखें कि पहले ताम्बे की तारें जो लगती थीं उनकी चोरी होनी जब शुरू हुई तो सरकार ने इसका इलाज यह सोचा कि एल्युमिनियम की तारें लगाई जायें। ऐसा किया गया। इसका नतीजा यह होता है कि जब भी लोड ज्यादा हो जाता है तो तारें जल जाती हैं और इसका एक दुष्परिणाम यह भी निकला है कि बिजली के शाट से आग तक लग गई है। पंजाब में कई जगह यह लगी है। बिजली की इन तारों की गड़बड़ी की वजह से ही यह लगी है।

इस तरह से ग्राम न लगे इसको ग्रामको देखना चाहिए और ठीक सामान लगे ताकि ग्राम न लग सके, इसको भी ग्रामको देखना चाहिए।

पोलिटिकल तीर पर भी बिजली गलत तीर पर इस्तेमाल करने की कोशिश पीछे की गई है। वह इस शकल में कि हमारे पास जितनी बिजली थी, लोगों को खुश करने के लिए या पोलिटिकल तीर पर यह बताने के लिए कि हम ने इतनी बिजली इतने लोगों को दे दी है, इतने नये कनेक्शन बिजली के दे दिये हैं, ज्यादा बिजली के कनेक्शन दे दिये। इसका नतीजा यह निकला कि जब पीक लोड होता है तब बचाय इसके काम चालू रहे और लोगों को बराबर बिजली मिलती रहे वह मिलती नहीं रह सकी। लोड कम होने की वजह से मोटरें जो लोगों ने लगा रखी थीं वे जल गई—बिजली के बल्ब फ्यूज होते रहे। इससे बचने के लिए जो गरीब आदमी थे उनकी सलाह दी गई कि वे अपने रेग्युलेटर तथा दूसरे स्विच वगैरह लगायें। जिन लोगों के पास साधन नहीं थे उनकी मोटरें जल गई और उनको बहुत नुकसान उठाना पड़ा। पंजाब में हमारे लोगों को नोटिस देने भी शुरू कर दिये गये हैं कि वे रेग्युलेटर लगायें। हर आदमी की हैसियत नहीं कि वह चार पांच या छः सौ रुपये खर्च करके अलग से एक यंत्र इस काम के लिये लगायें। हर आदमी जिसके ट्यूबवैल लगा हुआ है वह गरीब इस बोझ को बरदाश्त नहीं कर सकता है। बचाय इसके कि जहां से ग्राम बिजली देते हैं उसको ग्राम रेग्युलेट करें, उसको तरतीब से सप्लाई करें, ग्राम कहते हैं कि लोग रेग्युलेटर वगैरह लगा लें। बिजली का लोड ज्यादा और कम होने की वजह से जो मोटरें जल जाती हैं या बल्ब फ्यूज हो जाते हैं इसके बारे में ग्रामको ही कुछ करना चाहिये। अगर ग्राम लोगों पर इस चीज को छोड़ेंगे कि वे यंत्र आदि लगा लें तो यह उन पर बहुत बड़ा बोझ होगा।

एक आखिरी बात मैं रोपड़ में थर्मल प्लांट जो बनने वाला है उसको कह कर खतम  
866 LS—12.

करता हूँ। मेरा खयाल है कि उनकी मंजूरी मिल चुकी है। उसको क्लीयरेंस मिल चुका है। अगर न मिला हो तो मंत्री महोदय बता दें कि नहीं मिला है।

MR. CHAIRMAN: Please conclude now. This Bill does not cover those points which you are raising. There is very little time. I have to call the Minister. So please resume your seat.

बोधरी बलबीर सिंह: उसके लिए जरूर जमीन लोगों को ली जा रही है। उसको लिया जा रहा है जहां खेती हो रही है। मेरा सुझाव है कि उस जमीन को न ले कर अगर बंजर जमीन उसके लिए ली जाए तो ज्यादा अच्छा होगा।

SHRI P. RAMACHANDRAN: I am very grateful to the hon. Members who have evinced keen interest in discussing the power problems in the country, even though the Bill does not envisage such a discussion. Whatever it might be, many hon. Members have raised points regarding the guidelines for the future functioning of the Ministry. I am very thankful to them.

One of the questions asked was why a comprehensive Bill has not been brought. In fact, only in 1976 we had amended the Electricity Act, 1948, constituting the Central Electricity Authority and vesting it with proper powers to give the necessary directions. I think that is enough and this Bill has been brought forward to see that the electricity boards and State Governments are enabled to function better and become commercially viable. It is only with that purpose in mind that this Bill has been brought. I think hon. Members have not tried to discuss the amendments, but have only dilated on the functioning of the electricity boards in the various States.

Hon. Members have raised a point about the defects in design and equipment, and also the functioning of

[Shri P. Ramachandran]

these power stations in various parts of the country, and they wanted the best possible output of energy in the country. It is our endeavour to see that all the units function efficiently and give the power that is necessary for the country but we have got many problems, and the State Governments have to face these problems of maintenance and operations in an efficient manner.

Some of the Members have raised points about the power programme also. I can tell hon. Members that in the course of the last one year, after this Government came to power, addition to installed capacity was to the tune of 2000 MW, the largest capacity addition in any one year, taking the performance of the last 30 years. In the current year also we have a programme to add to the installed capacity 3,800/3,900 MW. Thereby I want to impress upon the House that this Government seriously considers augmenting the capacity of the country and also attaining self-sufficiency in the coming five to six years. That is why we have drawn up an ambitious programme of adding 18,500 MW in the course of the next five years, and almost the entire capacity is being sanctioned, most of it had already been sanctioned and we are having effective monitoring to see that these units are brought about in the shortest time possible. Not only that, we want to add more capacity in the coming few years. For that we want to take advance action also.

Another point that was made by hon. Members is about rural electrification, whether we are devoting enough attention to that. Today we find that about 36 per cent of the villages are electrified. Our aim is to see that at least 50 per cent of the villages are electrified in the next five years.

SHRI P. RAJAGOPAL NAIDU:  
(Chittoor): Only villages, not hamlets.

SHRI P. RAMACHANDRAN: It includes hamlets also.

Not only that. Twenty lakh pump sets are going to be energised in the coming five years. It is not only mere electrification of villages we must also see that pump sets are energised to help the villagers. That is why we are having an ambitious programme, and this programme has to be implemented with the help of the State Governments and the State electricity boards. That is why there is a constant dialogue between the State electricity boards and the Government so that this programme can be implemented effectively.

16.00 hrs.

About the functioning of Electricity Boards, the hon. Members raised the point that there is a lot of corruption, nepotism, political appointments and all those things. In the recent conference of the Power Ministers and the Chief Ministers, we have discussed this problem. We want to see that these Electricity Boards are professionalised in the shortest possible time. We also want to see that these Boards are constituted with experts as far as possible and improved to function efficiently. Almost all the Power Ministers have agreed to this. They have constituted a standing committee. We are also actively considering appointing a committee to go into the working of these Electricity Boards and trying to evolve some guidelines so that the Electricity Boards can be asked to function efficiently.

Some hon. Members have raised the point of load shedding in Delhi. A few days ago, I mentioned in this House that Delhi would not suffer for want of power. Even today I maintain that. If there is load shedding, it must be for other reasons and not because of lack of power. Load shedding may happen for various reasons. If there is some disturbance in some system in some part of the region,

there will be some drop in the power generation thereby dislocating the entire system. It is only because of such happenings that you found some load shedding in Delhi yesterday and day before yesterday. I can still give this assurance to this House that Delhi will not suffer for want of power.

The hon. Member, Shri Jyotirmoy Bosu—he is not here now—made a point about the Calcutta Electricity Supply Corporation. The previous Government in West Bengal had extended the licence of that Corporation till 2000 AD i.e. for another nearly 22 years. Not only that they had applied to instal additional capacity under their jurisdiction and that also had been techno-economically sanctioned by the Central Electricity Authority. In all these things, the State Governments have to act and I think, the State Governments are acting in the best interest of the State and the country.

A mention was made about power shortage in the eastern region. I want to tell the hon. Members that in the eastern region, for instance in Bihar, the installed capacity is only about 700 and odd megawatts. Even out of that, only a little over 300 megawatts is being generated. Installation of power stations and augmenting the additional capacity cannot be got overnight. I think, the hon. Members will appreciate that the gestation period for these power stations is very long. If they are hydel stations they take longer period than the thermal stations. That is why, we are actively monitoring and we want to see that power stations which we propose to instal in the coming five years are commissioned on time. It is only with that view that we are trying to assist the State Electricity Boards and also other generating agencies. In the Central sector also, we are commissioning some of the large power stations.

A mention was made about Ramagundam and Neyvelli power stations.

All the stations will be commissioned as per schedule. Let there be no apprehension about the commissioning of the stations unless there arises a problem which is beyond our control.

Another point was made about gas turbines and what happened in Calcutta or West Bengal. About gas turbines, I want to make one or two points very clear. It is not that the Government is against installation of gas turbines. Before we approve of the scheme, it is our duty also to bring it to the notice of the agencies which want to instal gas turbines about the cost of power, the equipment that has to be maintained. The equipment that will be sophisticated and its maintenance will be a problem and some buyers must be found for the costly power. All these things have to be brought to their notice. In addition to that, in a large system like this, it will be a very marginal augmentation of power with the help of gas turbines and we have to examine how far they will be helpful. without examining all these aspects, we should not rush to instal gas turbines.

In fact, we must also find out the fuel that is available for use in gas turbines and also whether we have got a firm commitment by the oil industry to supply fuel required for gas turbines. We have to take all these things into consideration. It is only after taking into consideration all these things the the pros and cons, that we advise the State Governments or the agencies accordingly who want to instal gas turbines. On the part of the Central Government, we will not try to stall any State Government coming forward to instal gas turbines in spite of these problems that face them. Our advice to the state governments would be to ensure whether by proper maintenance and also by proper monitoring, rationalising power supply and utilisation, they could achieve higher generation without the installation of gas turbines. That is

[Shri P. Ramachandran]

also the thing that we have to consider. With that problem in mind, we are advising the State Governments accordingly.

Then, the hon. Members mentioned about transmission losses. Wherever there is a larger rural electrification, the transmission losses are bound to go up. That is why we are trying to minimise the transmission losses by improving the system and also strengthening the transmission lines. By these methods, we want to see that the transmission losses are minimised.

About the other suggestion that was made by some hon. Members, about power being stolen, I do not know whether I can answer that because it is mostly the State Governments which have to go into this problem. It is mostly a law and order problem. The State Governments are being constantly advised to prevent theft of power.

SHRI N. TOMBI SINGH: A reference was made to the Loktak project in Manipur. It is a Central project; it has been inordinately delayed.

SHRI P. RAMACHANDRAN: As the hon. Member mentioned, it was delayed because of some kind of difficulty in tunnelling and other things. We have overcome those difficulties. We want to proceed with the work and see that the Loktak project is completed as early as possible. It is our intention to see that the work proceeds according to schedule. Even though there was some set-back due to unexpected problems that we faced in tunnelling and other things, all those problems are being sorted out and we will try to complete it as quickly as possible.

I think I have tried to cover some of the important points mentioned by the hon. Members; if some points, by

chance, mentioned by the hon. Members are not covered, here, definitely we will bear in mind those points and all these problems and see that some improvements are made in various sectors of this electricity.

Now Mr. Chairman, I feel that some of the Members said that this Bill should be referred to a Select Committee; some Members said that. This is not a Bill that is to be referred to a Select Committee because its clauses are very simple. I hope the Members will support this Bill without pressing for any amendment or any such thing. With these few words, I commend this Bill.

SHRI VINAYAK PRASAD YADAV (Saharsa): I want to speak on my amendment no. 16.

MR. CHAIRMAN: You have not sent your name.

SHRI VINAYAK PRASAD YADAV: I had already given the amendment.

MR. CHAIRMAN: The normal procedure is that you should send your slip indicating that you want to speak on your amendment. If you want to speak, you can just speak for two or three minutes because the time for the Bill is over. You just take two minutes

श्री विनायक प्रसाद यादव : हम ने ऐसा प्रस्ताव इसलिए किया है कि आप देखें इस एक्ट में लगभग 6 चैप्टर्स हैं जिसमें सिर्फ फाइनैशियल पावर के बारे में अमेंडमेंट बिल यह धाया है। मेरा यह कहना है कि घरों रुपया अधिक हम बिजली पर खर्च करने जा रहे हैं। जो डाफ्ट फाइव ईयर प्लान पर हम लोग बहस कर रहे हैं उस में घरों रुपये बिजली पर खर्च करने का प्रावधान है और यह सारा खर्च करेंगे बिजली बोर्ड की मार्फत। बिजली बोर्ड ऐसा निकम्मा और ऐसा अफट है.... (अवधान) इसीलिए सब से ज्यादा आवश्यक है कि यह

जो बिल अभी मन्त्री संहोदय लाए हैं उसके बजाय उनको एक कांफ्रिहेंसिव बिल लाना चाहिए। आज बिजली बोर्ड में इनएकी-शिपेंसी है और भार-भतीजावाद है। (अप-मान) इसलिए ऐसा बिल लाना चाहिए जिससे बिजली बोर्ड के काम करने के तरीके में जो खराबी है वह दूर हो सके। इसीके लिए मैंने संशोधन दिया है। मैं चाहता हूँ कि एक कांफ्रिहेंसिव बिल लाया जाये जिसके जरिए बिजली के विस्तार के काम को और ज्यादा इफेक्टिव बनाया जा सके।

MR. CHAIRMAN: That point has been covered by many hon. Members. Please resume your seat. I think you have made your point.

SHRI VINAYAK PRASAD YADAV: I want to withdraw my amendment.

MR. CHAIRMAN: Is it the pleasure of the House that the amendment No. 16 moved by Shri Vinayak Prasad Yadav be withdrawn?

SEVERAL HON. MEMBERS: Yes.  
AMENDMENT No. 16 WAS, BY LEAVE, WITHDRAWN.

MR. CHAIRMAN: The question is: "That the Bill further to amend the Electricity (Supply) Act, 1948, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: We shall now take up clause-by-clause consideration. There are amendments on Clause 2.

Clause 2 (Amendment of Section 1)

Amendments made;

Page 1, lines 6 and 7,—

for "after sub-section (4), the following sub-section shall be inserted, namely:—"

substitute—

"(a) in sub-section (3), for the words "Sixth and Seventh Schedules", the words "Sixth Schedule" shall be substituted;

(b) after sub-section (4), the following sub-section shall be inserted, namely:—"(3)

Page 1, line 11,—

for "1977" substitute "1978" (4)

Page 1, line 13,—

for "1977" substitute "1978" (5)

Page 1, line 17,—

for "1977" substitute "1978" (6)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That Clause 2, as amended, stand part of the Bill."

*The motion was adopted.*

Clause 2 as amended, was added to the Bill.

MR. CHAIRMAN: There are no amendments to Clauses 3 to 13. I will put all these clauses together to the vote of the House. The question is:

"That Clauses 3 to 13 stand part of the Bill."

*The motion was adopted.*

Clauses 3 to 13 were added to the Bill.

Clause 14 (Substitution of new section for Section 67)

Amendments made:

Page 4, line 11,—

omit "(1)" (7)

Page 4, line 33,—

after "year" insert—

"or which became due for payment in any previous year and has remained unpaid"(8)

Page 4, line 36,—

after "year" insert—

"or which became due for payment in any previous year and has remained unpaid" (9)

[Mr. Chairman]

Page 4, line 45,—

for "capital" substitute "capital receipts" (10)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That Clause 14, as amended, stand part of the Bill."

The motion was adopted.

Clause 14, as amended, was added to the Bill.

Clause 15 (Substitution of new section for section 68)

Amendment made:

Page 5, line 12,—

for "1977" substitute "1978" (11)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That Clause 15, as amended, stand part of the Bill."

The motion was adopted.

Clause 15, as amended, was added to the Bill.

Clauses 16 to 21 were added to the Bill.

Clause 22 (Amendment of Fourth Schedule)

Amendments made:

Page 6,—

after line 7 insert—

"(a) in paragraph I, clause (c) shall be omitted;" (12)

Page 6, line 8,—

for "(a)" substitute "(b)" (13)

Page 6, line 12,—

for "(b)" substitute "(c)" (14)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That Clause 22, as amended, stand part of the Bill."

The motion was adopted.

Clause 22, as amended, was added to the Bill.

Clause 23 (Amendment of Sixth Schedule)

Amendment made:

Page 6, line 37,—

for "1977" substitute "1978" (15)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That Clause 23, as amended, stand part of the Bill."

The motion was adopted.

Clause 23, as amended, was added to the Bill.

Clauses 24 and 25 were added to the Bill.

Clause 1 (Short title)

Amendment made:

Page 1 line 4,—

for "1977" substitute "1978" (2)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That Clause 1, as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

The Enacting Formula

Amendment made:



Page 1, line 1,—

for "Twenty-eighth" substitute—

"Twenty-ninth" (1)

[Shri P. Ramachandran]

MR. CHAIRMAN: The question is:

"That the Enacting Formula, as amended, standard part of the Bill."

*The motion was adopted.*

*The Enacting Formula, as amended, was added to the Bill.*

*The Title was added to the Bill.*

SHRI P. RAMACHANDRAN: Sir, beg to move:

"That the Bill, as amended, be passed."

MR. CHAIRMAN: The question is:

"That the Bill as amended be passed."

*The motion was adopted.*

16.20 hrs.

# COAL MINES NATIONALISATION LAWS (AMENDMENT) BILL

MR. CHAIRMAN: The House will now take up the Bill further to amend the Coking Coal Mines (Nationalisation) Act, 1972 and the Coal Mines (Nationalisation) Act, 1973.

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): I beg to move:

"That the Bill further to amend the Coking Coal Mines (Nationalisation) Act, 1972, and the Coal Mines (Nationalisation) Act, 1973, be taken into consideration".

Hon. Members may recall that the coal industry was nationalised in two phases—coking coal mines were first taken over under the Coking Coal Mines (Emergency) Provision Ordinance 1971 on 17-10-1971 and there-

after nationalised under the Coking Coal Mines Nationalisation Act, 1972 with effect from 1st May, 1972. Similarly, the non-coking coal mines were taken over under the Coal Mines (Taking over of Management) Ordinance 1973 on 31st January, 1973 and subsequently nationalised under the Coal Mines Nationalisation Act, 1973 with effect from 1st May, 1973. A few amendments were made to both the Nationalisation Acts in September, 1973 to overcome certain difficulties encountered in actual practice. In April 1976, the Ordinance amending the Coal Mines (Nationalisation) Act was issued for the termination of illegal mining operations. This ordinance was replaced by Coal Mines Nationalisation (Amendment) Act, 1976. Even after this, it has been found that there is need to remove certain ambiguities as well as certain practical difficulties which have come to light during the implementation of the Nationalisation Acts. The present bill is intended to remove these difficulties and expedite the payment of the amounts to the claimants and the owners of the coal mines. The main amendments are as follows:—

(a) Certain amounts like dues on account of the sale of coal and coal products effected before the date of nationalisation of coking coal mines and coal mines, subsidies due for the pre-nationalisation period, and earnest monies and security deposits made by the owners of mines with the various authorities did not vest in the Government on nationalisation even though these were collected by the Government company upto a specified date and included in the owners' accounts after meeting the liabilities of the pre-nationalisation period. A doubt was expressed whether the wording of the Nationalisation Acts covered this exception to the assets vesting in the Government on Nationalisation. It is now proposed to clarify in relation to the said Acts that current assets vesting in the Government do not include such amounts.

[Shri P. Ramachandran]

16.23 hrs.

[SHRI M. SATYANARAYAN RAO in the Chair]

(b) The said Acts do not specify the interest rate admissible on the claimed amounts after the appointed day. In the absence of such a provision, the secured creditors have included in their claims interest at very high rates which, if allowed will deprive the lower priority creditors, mostly Government Organisations and small suppliers, of their accepted claims. It is, therefore, proposed to insert a new section in each of the said Acts to provide that the interest payable on such claims shall be at such rate not exceeding the rate of interest accruing on any amount deposited by the Commissioner of Payments with a nationalised bank or in the Public Account of India as required under the said Acts.

(c) It is proposed to empower the Commissioner of Payments—appointed under the Acts, (i) to authorise the persons appointed to assist him under the Coking Coal Mines (Nationalisation) Act, 1972 to exercise all or any of the powers exercisable by him under the Act. Such a provision already exists in the Coal Mines (Nationalisation) Act, 1973;

(ii) to transfer cases from one Assistant Commissioner to another or to himself;

(iii) to issue a notification inviting the owners, managing contractors and such other persons who are owners of any machinery equipment or other property which has vested in the Central Government or a Government company under the Act and which does not belong to the colliery owners, to apply for the residuary amount lying with the Commissioner of Payments after settling all the claims.

(d) It is proposed to legalise joint claims filed by workers through Trade Unions or through the officers under the Chief Labour Commissioner (Central) against the colliery owners.

Such of the claims as had not been time-barred on the relevant date when the management of the coal mines was taken over by Government and had been filed before the specified dates but had been rejected merely on the ground that such claims had become time-barred are proposed to be restored and dealt with.

It is proposed to prescribe a period of sixty days within which appeals against the decisions of the Commissioner of Payments have to be filed and to apply the relevant provisions of the Limitation Act, 1963 to such appeals. It is also proposed to extend the right of appeal to the colliery owners.

The proposed Bill provides that the period of three years after which undischarged amounts shall revert to the general revenue account shall be counted from the date on which the last order for disbursement was made by the Commissioner of Payments and not from the date on which the amount was paid by the Government to the Commissioner.

With a view to dealing effectively with persons who indulge in illegal mining of coal it is proposed to amend sub-section (2) of Section 30 of the Coal Mines (Nationalisation) Act, 1973 by enhancing the punishment of imprisonment from two years to three years and of fine from ten thousand rupees to twenty thousand rupees. This would thus be a cognizable offence and prompt action can be taken by the local Government authorities to deal with such cases.

Some of the amendments are of a procedural nature and some are intended to regularise the position as it already exists. In both the cases the

object is to simplify the procedure for payment of the amount and to expedite matters as much as possible. No additional expenditure on the part of the Government is involved.

With these words, I commend the Bill for the consideration of the House.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Coking Coal Mines (Nationalisation) Act, 1972, and the Coal Mines (Nationalisation) Act, 1973, be taken into consideration".

SHRI VINAYAK PRASAD YADAV (Saharsa): I beg to move:

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 1st August, 1978". (3)

\*SHRI K. RAMAMURTHY (Dharmapuri): Mr. Chairman Sir, the hon. Minister of Energy has introduced the Bill to further amend the Coking Coal Mines (Nationalisation) Act, 1972 and the Coal Mines (Nationalisation) Act, 1973.

At the very outset, I would like to point out that the former Government, which is being arraigned and railed day in and day out for allegedly having taken the country in wrong directions, was responsible for the nationalisation of the core sector of our economy, i.e., the coal mining industry. The entire credit for this far-sighted step must go to the untiring efforts of late Shri Mohan Kumaramangalam, one of the greatest sons of India, who saw to it that the coal-mines which were being exploited by the private sector were brought under the public sector for the good of the nation and the people.

The amendments proposed by the Janata Government are to be welcomed, particularly the amendment

relating to the legalisation of joint claims filed by workers through Trade Unions or through the Officers against the colliery owners, and also for extending time for the preference of claims. It is common knowledge that the erstwhile mine-owners had not paid their dues to the Employees State Insurance Corporation and to the Employees Provident Fund. The arrears under these categories of dues from the employers run into crores of rupees. But, it is really regrettable that even after nationalisation such a thing should be allowed to persist in the public sector. The arrears of workers are mounting and after all now only book adjustments are to be made. I do not understand why this should happen now. I request that the hon. Minister should look into this and do the needful for eradicating such a pernicious delay in the matter of workers' dues in the coal-mine industry, which is now exclusively in the public sector. Just as you have Emergency Risk Insurance giving protection to the property of vested interests during times of trouble, the coal miners whose every day life is endangered under the bowels of earth, must be given special professional risk insurance facility.

I hope that I will be within the bounds of propriety if I refer to certain relevant issues concerning the working of the Ministry of Energy, especially when this House had no opportunity of discussing the Demands for Grants of this Ministry this year. The hon. Minister is fully aware that the Thermal Stations in Tamil Nadu in particular, and the Thermal Power Stations in Southern States in general, which are dependent upon coal, should have a minimum 15 days stock of coal. Now the coal stock in the Thermal Power Stations in Tamil Nadu has dwindled to three, four days' stock of coal. It portends serious danger. You know, Sir, that railway accidents have become the order of the day and the strikes have also become a regular

\*The original speech was delivered in Tamil.

[Shri K. Ramamurthy]

feature. If due to any such reason the coal supply is delayed, then the Thermal Power Stations will have to shut down, resulting in serious dislocation of economic activities. On account of paucity of coal, if electricity generation comes to a standstill, all industrial production comes to a grinding halt. Agriculture will also be the victim. I appeal to the hon. Minister that he should take expeditious steps for replenishing the dwindling coal stocks of Thermal Power Stations in Tamil Nadu.

Before I proceed further, I would like to pay my compliments to the hon. Minister of Energy for having sanctioned the Second-Mine Cut in Neiveli Lignite Project.

Sir, I do not know whether I should call it a wrangle or an unseemly controversy between the Railway Minister and the Energy Minister. When we enquired the Railway Minister about inadequate supply of rail wagons for loading coal, he replied that on account of snail pace loading of coal from pitheads about 800 rail wagons have got stranded near the coal mines. I do not know who is responsible. I request that the hon. Minister of Energy should ensure that the coal, which according to him is getting piled up sky-high, is loaded on time so that its supply is not delayed unnecessarily.

The hon. Energy Minister hails from Tamil Nadu and though he was a member of different political parties at some time or the other, he is now in the Ruling Janata Party. The manner in which his own colleagues in the Council of Ministers are laying siege to his Department, I am afraid, may make him a Minister without portfolio shortly. The hon. Minister of Steel and Mines, Shri Biju Patnaik, has openly expressed that the Coal Mines must be brought under his custody so that his Steel Mills can work smoothly. The

Agriculture Minister, Shri Barnala, feels that since hydel power projects are intimately connected with Irrigation Projects, they should be brought under his tutelage. From such newspaper reports I come across. I am afraid that our Energy Minister may be usurped of his Departments and declared as the Minister without Portfolio. I hope that our Energy Minister has the strength to thwart such onslaughts.

In regard to the supply of coal to another vital sector, i.e. the cement industry, the Tariff Commission has fixed a uniform rate, whether the cement industry is located in deep South or in far east or in distant west. Whether the Singheri coal has to go to a cement factory located far away or the coal from Bihar has to travel a long distance, there is no discrimination in the rate. For example, the Cement factory in Thalavooth in Tirunelveli District in Tamil Nadu is the farther-most corner from the source of supply of coal. The cement industry, with this benefit of uniform rate available to them, could produce cement with some margin of profit for them. The increase in the coal price, which includes the railway freight hike for coal, has hampered their production pattern. Fifty to Sixty Members of Parliament have handed over a petition in this regard to the hon. Minister and I request the hon. Minister to look into this issue.

The coal mines were nationalised with the avowed objective of national good. The hon. Minister has accepted on the floor of this House that the Coal India Ltd. is incurring losses regularly to the tune of several crores of rupees. When the coal mines were in the private sector they were making profits. Why should they incur losses as soon as they have been brought in the public sector? Where is the deficiency and what is the cause—It is felt that nationalisation is an anathema for the Janata Government. Is such recurring loss in the Coal India Ltd.,

due to the complicity of bureaucrats? One begins to wonder whether the industrialists and the erstwhile mine-owners were showing profit after indulging in tax evasion. Coal mines are in the core sector and we cannot afford to make them sick. The Government of India should defeat such efforts, whether it is on the part of bureaucrats or on the part of the erstwhile owners who are keen to establish that the concept of public sector is bogus and not in the nation's interest. The Government of India should be committed to the growth and development of public sector in the country, which alone can save the posterity from depravity.

The hon. Minister has proposed modification in the penal provisions for illegal mining—more number of years of imprisonment and Rs. 20,000 as fine. The people who indulge in such activities are immuned to such legal provisions. We know the number of cases lingering on for years and years against the industrialists. A case was instituted against Shri Ramakrishnan Dalmia in 1958 and till 1968 he could not be arrested. They are not afraid of facing legal punishment, if their purpose is served. All the loopholes in a legislation are exploited by them. I would like to suggest that the provisions of law must be implemented rigorously and vigorously.

I am sure that the hon. Minister in his reply to the Debate will refer to the points I have raised. I conclude my speech thanking you for the opportunity given to me.

श्री रामबास सिंह (गिरिडीह) : सभा-पति महोदय, कोयला खानों के बारे में लाये गये इस संशोधन बिल को देखने से ऐसा लगता है कि ऊर्जा मन्त्रालय ने इसने गम्भीर विषय को बड़े हल्के ढंग से लिया है। इस बिल में पहला संशोधन यह है कि कोयला खानों के स्वामियों ने जिन रकमों का दावा किया है, उन पर व्याज किस दर पर तय

होगा। यह देखना चाहिए कि कोयला खानों के मालिकों के पास ये खदानें चलाने से पहले कितना धन था, और जब 1972 कमन-लैन्ड-अक्ट में इन खदानों को ले लिया गया, उस समय उन के पास कितना धन था। बरसों तक लूट कर वे गरीब से करोड़पति हो गये। इस के बावजूद यह तय किया गया कि ये खदानें ले लिये जाने पर उन्हें मुआवजा देना चाहिए, और उस मुआवजे पर सूच किस दर पर हो, इस के लिए हम लोगों के सामने यह संशोधन बिल लाया गया है।

1972 धन-1973 में जब खान मंत्री, श्री कुमारगोपाल, ने इन खदानों को नेशनलाइज किया, तो उस समय सरकारी मशीनरी द्वारा इतनी तैयारी नहीं की गई थी कि उन खानों का टेक-ओवर ठीक ढंग से किया जाये। बल्कि उस समय बहुत सा सामान बर्बाद किया गया। बहुत सी मृत्यवान मशीनरी थी जिस को वे लोग उठा ले गए। लेकिन फिर भी जो कुछ भी हुआ जब राष्ट्रीयकरण खदानों का हुआ उस के तुरन्त बाद में मजदूरों ने यह दावा किया कि हमारा कमाया हुआ वेतन मालिकों के पास बाकी है। मालिकों ने जो मजदूरों की भविष्य निधि की रकम उन के वेतन से काटी वह भी धनबाद के एफ. एफ. एस. में जमा नहीं हुई। उस का दावा किया तो सरकार ने एक कमिशनर को नियुक्त कर दिया। आज पांच वर्ष के बाद जब जनता पार्टी की सरकार आई तो अब एक दूसरा बिल संशोधन के लिए आया है कि कमिशनर साहब जल्दी से काम निपटा पाए इस के लिए एक सहायक प्रायुक्त की बहाली का प्रावधान किया जाय। यह पांच वर्ष के बाद हुआ। अब दूसरी सरकार या यही सरकार पांच वर्ष के बाद फिर दो ब्लक बहाल करने के लिए बिल ले कर आयेगी। इस तरह पांच वर्ष तक उन का भुगतान नहीं हुआ। मैं यह इसलिए कह रहा हूँ कि जो खान मन्त्री हैं इन के मैं बराबर सम्पर्क में रहा और

[श्री रामदास सिंह]

तमाम कठिनाइयों को इन के पास लिखित और जबानी या सलाहकार समिति के जरिए रखता आ रहा हूँ। इस के बाद में यह अमेंडमेंट बिल आज आया है। 1972-73 की एक महीने की तनखाह इन गरीबों की जो रोज कमाते और खाते हैं, उन की बाकी है और दूसरी तरफ उन मालिकों का मुआवजा बाकी है जो करोड़पति हैं। दोनों के लिए सरकार अदालत बैठा रही है, कानून में संशोधन कर रही है कि उन को किस तरह से तनखाह दें, उन का बोनस दें, उन का भविष्य निधि का पैसा दें और किस तरह से करोड़ों रुपया उन लोगों को दें जो चपरासी थे, जिन की औकात उस समय सौ दो सौ रुपये की नौकरी करने वाले की थी लेकिन जो अरबपति और करोड़पति दस पांच वर्षों में बन गए खान मालिक बन कर के। आज दोनों के लिए मशीनरी तय की जा रही है। यह तमाम बातें होने के बाद में भी यह बिल इस रूप में लाया गया है।

एक चीज मुझे और कहनी है कि यह जो इल्लोगल माइनिंग चल रहा है इसके लिए मैंने स्पेसिफिक केसेज वहाँ के बताए कि किन किन कोलियरीज में किस किस रूप में यह चल रहा है। मैंने सारा ब्यौरेवार बताने का प्रयत्न किया है। अब आप यह देखेंगे कि आज एक कानून यह बन रहा है कि 2 वर्ष की सजा का जो नियम था वह अब तीन वर्ष कर दिया जाय और दस हजार रुपये का जो जुर्माना है वह 20 हजार रुपया कर दिया जाए। यह तो वही आदमी कर सकता है जिस को इन मालिकों और इन खानों के विषय में कुछ भी जानकारी न हो। एक ऐसी ही चक्कसी कोलियरी जो बेस्मों फील्ड में है, वहाँ पर वहाँ के इन्स्पेक्टर जनरल एन० एन० ~~जय~~ ने एक दिन रेड किया था। यह बात 1976 की है। उस समय एमर्जेंसी थी। हम लोगों ने तो जेल के अन्दर

अखबारों में ही पढ़ा था। हम ने वह देखा नहीं था लेकिन वह हमारे फील्ड की बात है। एक दिन की रेड में पचास हजार रुपये रोज की चोरी पकड़ी गई। यह सरकार ने रेडियो से एनाउंस किया, पेपर में निकला। सिर्फ एक जगह चलकरी कोलियरी में दामोदर के किनारे पर इतनी चोरी पकड़ी गई। तो दस हजार से जो 20 हजार रुपये के फाइन का नियम बनाया जा रहा है जब कि पचास हजार रुपए रोज की चोरी एक गांव में गैर-कानूनी खदान के द्वारा होती है तो यह तमाशा नहीं है तो क्या है? क्या इस संशोधन विधेयक के पास हो जाने के बाद, कोल से सम्बन्धित जो मिनिस्ट्री है वह दावे के सथ कह सकती है कि इस हथियार को लेकर इतने बड़े बड़े साधन सम्पन्न उद्योगपतियों से निपट सकेंगे? कभी भी नहीं। मैं पहले ही कहे देता हूँ कि इस संशोधन विधेयक के द्वारा जितने भी हथियार दिये जा रहे हैं अधिकारियों को उससे भी अधिक प्रबल वे लोग हैं जोकि गैर कानूनी खदानें चला रहे हैं। पचास हजार रुपए रोज की चोरी पकड़ने के बाद श्री एन० एन० लाल, जोकि रेलवे में पुलिस इन्स्पेक्टर थे, उनकी 8 दिन के अन्दर बदली कर दी गई ताकि कोई इन्क्वायरी न की जा सके। उनकी बदली के बाद आज तक कोई इन्क्वायरी नहीं हुई क्योंकि गैर-कानूनी खदान चलाने वाले लोग, सत्तारूढ़ पार्टी में बैठे हुए लीडरों के रिश्तेदार थे। इसीलिए इस तरह की हरकत की गई। आज भी सारे विवरण बिहार सरकार में मुख्य मंत्री और खान मन्त्री के पास पड़े हुए हैं। मैंने यह विवरण दिए हैं। आज भी उसी तरह से माण्डूथाने में जो दनिया स्टेशन है उसके नजदीक चार चार खदानें चल रही हैं। गिरिडीह कोयले की चोरी तो मशहूर है। दुमगा के नजदीक में बन्पुरा रेलवे स्टेशन के नजदीक दो दो माइन्स चल रही हैं। वहाँ पर हफ्ते में दो मर्डर हो रहे हैं। इतने बड़े शक्तिशाली वे लोग हैं। मैं तो मन्त्री

जी से कहने वाला था कि मान लीजिए एक मुर्गी को मारने के लिए आप ईंट पत्थर चला सकते हैं पर एक हाथी या बाघ को मारने के लिए भी अगर ईंट पत्थर चलाया जायेगा तो क्या उस का बध हो सकता है। यह बड़े बड़े करोड़ों की सम्पत्ति रखने वाले कुकर्मियों लोग आज भी लोगों का खून पी रहे हैं, आज भी कोयला खदान क्षेत्रों में किसी अफसर या किसी मजदूर नेता के बोलने की हिम्मत नहीं है। दो तीन लोग जो बोले उनका दिन दहाड़े मंडर कर दिया गया। तो इस तरह के जो शक्तिशाली धनी लोग हैं जो अवैध ढंग से खदान चला रहे हैं उनके लिए हमारी जनता पार्टी की सरकार जो कहती है कि हम समाजवादी व्यवस्था लायेंगे, वह एक संशोधन विधेयक लाती है कि दो वर्ष की जगह पर तीन वर्ष कर दिया जाये और 10 हजार की जगह पर 20 हजार फाइन कर दिया जाये उससे क्या होगा ? उनका रोज 50 हजार का गैर कानूनी खदान चलाने का खर्चा है फिर आप 10-20 हजार की बात कहते हैं और उसके लिए भी पांच साल तक मुकदमा चलेगा।

इसलिए मैं माननीय मंत्री जी को ध्यान दिलाना चाहता हूँ कि सारी बातें आपके सामने हुई हैं कि आपकी सारी मशीनरी बी सी सी एल एल सी सी एल फेल हो गई, जब गैर कानूनी खदान चलाने वाले गुण्डा तत्वों को घेर लिया तो आज वहां पर पुलिस बिठाई जाती है। इसमें 10-5 हजार फाइन से क्या होगा ? मैं तो यह सलाह देना चाहता हूँ कि इस प्रकार का काम जो लोग करते हैं उनकी बिना शर्त, जितनी भी जायदाद हो, देश भर में जितनी भी प्रापर्टी हो उसको जब्त कर लेना चाहिए। जब इस प्रकार का कानून लाया जाएगा तभी उसका कुछ असर हो सकता है। वरना वही बात होगी कि कांग्रेस ने पांच खदान में चोरी करवाई, हम एक खदान कम करके चार खदान में चोरी करवायेंगे। मैंने कोल विभाग

को पत्र में सुझाव दिया था कि इन खदानों में जो बहाने लाये जाते हैं कि बड़ी बड़ी मशीनरी नहीं चल सकती है तो हमारे यहां छोटा नागपुर-बेल्ट में कोयला मिलता है, दस बीस फीट पर मशीनरी नहीं चल सकती है लेकिन 6 महीने मैन्युअल तरीके से मजदूरों से काम चलायें उसके बाद कोई दिक्कत नहीं हो सकती है।

सभापति महोदय, सन् 1971-72 से मैं ढोढ़ी कोलरी को लेकर लड़ता आ रहा हूँ कि वहां पर लाखों रुपए की चोरी है और आज मैं कहना चाहता हूँ कि मंत्री महोदय ने बड़े हल्के ढंग से उसकी छानबीन करवाई। जिस समय मैं वहां से निर्वाचित हुआ था तब से आज 9 लाख रुपए मन्थली कम पेमेंट होता है जबकि काम उतना ही होता है, उत्पादन उतना ही होता है। ढोढ़ी कोलरी में इस तरह की बात चल रही है। इतना ज्यादा करप्शन है। इसलिए मैं मंत्री जी का ध्यान खींचना चाहता हूँ कि जब आप देश के इने गिने धनी मानी खूंखार लोगों को पकड़ने के लिए चल रहे हैं तो आप अपने साथ कौन से हथियार लेकर चलना चाहते हैं। दस बीस हजार रुपए ज़ुमनि की क्या बात है, यह तो रोज का उनका नाश्ता है : रोज लाखों टन कोयला चोरी हो रहा है उसको आप किस तरह से रोक पायेंगे ? दूसरी तकलीफ यह है कि एक ओर आप टाटा, बिड़ला, चन्मनी, राम विलास जैसे मालिकों के मुआविजे के लिए अदालत खोल रहे हैं कि उनके रुपए का कितना सूद दें और दूसरी ओर अगर गरीब मजदूरों की 15 दिन की तनख्वाह बाकी है तो उसको भी 6 साल के लिए अदालत में ला रहे हैं कि उसको 15 दिन की तनख्वाह दें या न दें। यह बहुत कमजोर नीति है और जनता पार्टी की सरकार से हमें ऐसी उम्मीद नहीं थी। राम विलास सिंह, जो पहले एक चपरासी था, आज कई खदानों का मालिक हो गया है और लखपति नहीं बल्कि करोड़पति हो गया है। इसी तरह से अमृतलाल, जटा शंकरचनचनी की बात है

[श्री रामदास सिंह]

वह पहले एक मजदूर के रूप में इंटें डोने का काम करता था, वह आज घरबपति बन गया। बिरला, टाटा जैसा वह घरबपति—लखपति और करोड़पति उसे कहना ठीक नहीं होगा—बन गया है और गम्भीरतापूर्वक सिंह और ऐसे लोगों को मुद्राविजा देने की बात आप सोचते हैं। मुद्राविजा कितना दिया जाए, उस पर सूद कितना दिया जाए, ऐसी ही चीजें सरकार के ध्यान में हमेशा आती हैं। एक चीज बाकी रह जाती है, कि सारे भारत के धन में हिस्सा कितना दिया जाय। इन सारी बातों को लेकर के मैं मंत्री महोदय से आग्रह करूंगा कि यह कठिन विषय है और इस पर आप गम्भीरतापूर्वक विचार करें। कांग्रेस 10 रुपये लूटती थी और आप 9 रुपये लूटते हैं। पहले 50 खदानें चल रही थी और आप ने दो खदान कम कर के 48 कर दी और अब 48 चल रही है। इस तरह से आसू बहाने वाली राजनीति से काम नहीं चलेगा। आप दो चार एमेंडमेंट्स ले आए और कह दिया कि पहले 10 रुपये दे रहे थे और अब 9 रुपये कर दिया, तो कांग्रेस 10 रुपये की चोरी कर रही थी और आप 9 रुपये की चोरी कर रहे हैं, इन बातों से काम नहीं चलेगा और मैं कहता हूँ कि आप को इस पर गम्भीरतापूर्वक विचार करना होगा। यहां आप के अधिकारी बैठे हुए हैं। कौन अधिकारी कह सकता है कि जो गैर कानूनी माइन्स चल रही हैं उन को बन्द करवा देंगे। किस में इस की हिम्मत है, वह बतला दें। मैं आज यह बात इस लोक सभा में कह रहा हूँ कि आप ने ये संशोधन किये हैं, इस हथियार से कभी भी अवैध माइनिंग बन्द नहीं होगी और इन से आप का काम चलने वाला नहीं है। इन सारी बातों को मद्देनजर रखते हुए मैं अपील करता हूँ कि इस पर गम्भीरतापूर्वक विचार किया जाए और जड़ खोद कर इस समस्या से निपटा जाए और जो राष्ट्रीय सम्पत्ति का दुरुपयोग हो

रहा है, उस को बचाया जाए और कड़ी से कड़ी मशीनरी और कड़े से कड़े साधन उन को उपलब्ध कराए जाएं। इस आग्रह के साथ मैं अपनी बात खत्म करता हूँ।

**श्री दुर्गाचन्द (कांगड़ा) :** सभापति जी, यह जो कोलमाइन्स नेशनलाइजेशन (एमेंड-मेंट) बिल, 1978 है, इस का मैं स्वागत करता हूँ।

मंत्री महोदय ने इन एमेंडमेंट्स को लाकर पिछला जो कानून था 1972 और 1973 का, उस में जो क्लोजेज में एम्बिग्यूटीज थीं, उन सब को दूर कर दिया है और मैं समझता हूँ कि अब बहुत इफेक्टिव तरीके से कोलमाइन्स का काम हो सकेगा। पिछले कानूनों में जो कुछ क्लेरीफिकेशन की जरूरत थी, कुछ एम्बिग्यूटीज को रिमूव करने की बात थी और इसी तरह की और बातें थीं, जिन को इस बिल में साफ किया गया है। इस में यह बात लिखी गई है कि वर्कर्स के जो ज्वाइंट क्लेम्स हैं, उन को लीगलाइज किया गया है। पहले रेट आफ इन्स्टेन्ट डिफाइन्ड नहीं था, उस को डिफाइन किया गया है। जो नेशनलाइज्ड बैक्स है या गवर्नमेंट जिन से लोन लेती है और इन्स्टी-ट्यूशन्स को जिस रेट पर दिया जाता है, वही रेट होना चाहिए। इस में एक ऐसी बात थी कि जिस वक्त नेशनलाइज किया गया था कोलमाइन्स का, जो वहां पर कई किस्म का लेन देन था, और तो ओनर्स थे उन की जो लाइबीलिटीज थीं, उन को अच्छे तरीके से एक्सप्रेस नहीं किया गया था कि क्या नेशनलाइजेशन की जो आथॉरिटी है, गवर्नमेंट आफ इन्डिया, उस को वह देना पड़ेगा या नहीं देना पड़ेगा। उन बातों को भी इस में क्लेरीफाई कर दिया गया है और मैं समझता हूँ कि राइट आफ अपील भी वर्कर्स को दिया गया है। मैं तो ऐसा समझता हूँ कि वर्कर्स की बुरी हालत थी और नेशनलाइजेशन वाले एक्ट को जब मैंने देखा और इन एमेंडमेंट्स



को देखा, तो मैं ऐसा बहुसूत्र करता हूँ कि पता नहीं पिछले पाँच साल तक यह कैसे आपरेट हुआ होगा। आप्रेशन कैसे हुआ होगा, और वर्कर्स को कितनी तकलीफें हुई होंगी, ये सारी बातें इस बिल में दूर कर दी गयी हैं। अभी मेरे मित्र बोल रहे थे। उन्होंने कहा कि अभी भी ग्रनोथराइड और इल्लीगल माइनिंग चल रहा है, कई लोग ऐसे हैं जो हजारों और लाखों रुपये कमा रहे हैं। इन बातों के लिए तो इसमें प्रोविजन किया गया है। पहले दो साल की सजा थी, उसे बढ़ा कर तीन साल की कर दी गयी है। पहले बीस हजार रुपये जुर्माना था, उसे बढ़ा कर तीस हजार रुपये कर दिया गया है। नेशनलाइजेशन के मतलब में जो एम्बीगुइटी थी, वह दूर कर दी गयी है। इसको ठीक तरीके से क्लेरिफाई कर दिया गया है। इससे वर्कर्स को फायदा होगा। इसका मतलब होगा कि नेशनलाइजेशन से कोल माइंस का मैनेजमेंट ठीक से होगा, जो कोल्स की कमी है, उसको दूर किया जाएगा। लेकिन इन मकसद में सरकार कामयाब नहीं हुई है। मैं तो समझता हूँ कि कोल की शार्टेज हर जगह चल रही है। अभी तक सरकार का जो मंसा था कि नेशनलाइजेशन करने से कोयले की कमी दूर करेगी, वह चीज सरकार ने नहीं की है। अभी भी कोयला ब्लैक मार्किटिंग में बिकता है। कई लोग इससे फायदा उठा रहे हैं। ग्राम जनता को नेशनलाइजेशन से जो फायदा पहुंचना चाहिए था, वह नहीं पहुंच रहा है। सरकार को चाहिए कि वह इन सब बातों को देखे। नेशनलाइजेशन फार दि सेक ग्रफ नेशनलाइजेशन नहीं होता चाहिए। इससे पब्लिक को फायदा पहुंचना चाहिए। अगर हमारे इस बिल के लाने से, इसमें जो ग्रमेंड-मेंट्स हम लाये हैं उससे भी सोसायटी को फायदा नहीं पहुंचता है तो हमारे ग्रांजेक्टिव्स पूरे नहीं हो सकते हैं। सरकार को चाहिए कि वह अपने इंतजामिया ढाँचे को ठीक करे

जिससे ग्राम कंजुमर्स को जो कोयले की शार्टेज है वह दूर हो।

जहां तक इस ग्रसमेंडमेंट बिल के लाने का मकसद है, उसका हम स्वागत करेंगे और सारे हाउस को करना चाहिए क्योंकि इसमें वर्कर्स की बात कही गयी है और बहुत सारी ऐसी बातें कही गयी हैं जिनसे सरकार की लायेबिलिटी या बंडन कम होगा। इसलिए इस बिल का मैं स्वागत करता हूँ।

डा० राम जी सिंह (भागलपुर) : अध्यक्ष महोदय, कोयले के राष्ट्रीयकरण संशोधन विधेयक के सम्बन्ध में मुझे केवल दो-तीन बातें कहनी हैं। इस उद्योग के राष्ट्रीयकरण के पूर्व कोयला जिस कीमत पर मिलता था, राष्ट्रीयकरण के बाद उसकी कीमतें बढ़ रही हैं। इससे जनमानस पर बहुत बुरा प्रभाव पड़ा है। अभी ग्राम के समाचार पत्र में समाचार आया है कि सी० सी० आई० एल० का लास 260 करोड़ रुपये तक गया है। इसके सम्बन्ध में भी काफी आलोचना हुई है। अखबारों में बताया गया है कि यह जो क्षति हो रही है इसको कम किया जा सकता है। खानों में कुप्रबंध के कारण यह सब हो रहा है। जैसा अभी श्री रामदास सिंह बाबू ने बताया कि अभी भी कोयले की खानों से अवैध रूप से कोयला चोरी हो रहा है। यह खुशी की बात है कि माननीय मंत्री जी ने सजा को कड़ा कर दिया है या करने का प्रयास किया है। लेकिन उस क्षत्र के जो ग्रनुभव हैं, उन्होंने बताया है कि यह सजा बहुत कम है। बिहार जो कोयले का घर है, वहां बहुत बड़ी मात्रा में कोयले की चोरी बढ़ रही है। उससे वहां ग्रांतक और ग्राजकता का क्षेत्र बन गया है।

17 hrs.

आपको मालूम होगा कि अभी हाल ही में धनबाद में ग्राल इंडिया ट्रेड यूनियन कांग्रेस

[डा० राम जी सिंह]

के कोयला संघ के जो अध्यक्ष थे उनकी निर्मम हत्या कर दी गई थी। इसके साथ साथ वहाँ इंटर यूनियन राइबलरी है और भ्रवैध रूप से कोयला निकाला जाता है स्मगलिंग भी चलता है। इन सब बातों को देखते हुए मैं समझता हूँ कि जो सजा का प्रावधान किया गया है यह बहुत कम है। आपको इसके लिए कुछ विशेष प्रबन्ध करना चाहिये। मैं समझता हूँ कि राज्य की विधि व्यवस्था कमजोर है इस वास्ते इस तरह की बातें हो रही हैं। यह कारण हो या कोई भी कारण हो कोयले की जो भ्रवैध चोरी होती है इसको रोकने में वे अक्षम साबित हो रही हैं। इस भ्रवैध चोरी को रोकने के लिए मैं समझता हूँ कि एक विशेष प्रकार की सुरक्षा पुलिस का इंतजाम होना चाहिये और अगर वह है तो मैं समझता है कि वह बहुत ही अक्षम है और उसको आपको सक्षम बनाना चाहिये। चोरियां पहले से ज्यादा हो रही हैं। इसका प्रत्यक्ष प्रमाण अभी माननीय सदस्य ने दिया है।

कोयले का जब आपने राष्ट्रीयकरण कर दिया है तो क्या कारण है कि टाटा को छोड़ दिया गया है। यह कहा गया है।

"Tata mines have been excluded on the ground that the mines being captive mines, supply coal only to TISCO."

टाटा पर यह मेहरबानी क्यों की गई है यह मैं नहीं समझ पाया हूँ। टाटा अच्छा या बुरा पूँजीपति है इसमें मैं जाना नहीं चाहता। लेकिन जब आप संशोधन कर रहे थे तभी इसका भी राष्ट्रीयकरण कर दिया जाना चाहिये था या अब आपको कर लेना चाहिये। जो बची हुई इस तरह की दूसरी खानें हैं उनका भी आपको चाहिये था कि आप राष्ट्रीयकरण कर दें। कुमारमंगलम साहब ने जब खानों का राष्ट्रीयकरण किया था तब कुछ

खानें बच गई थीं। यह एक कलंक की बात थी। उस कलंक को धोने के लिए आप कदम उठा सकते थे और संशोधन ला सकते थे। मैं चाहता हूँ कि इसके बारे में भी आप सोचें।

जो मजदूरों का बकाया है व्यक्तिगत मालिकों के पास भविष्य निधि का या उनके वेतन का उसका भुगतान कालबद्ध ढंग से किया जाना चाहिये। अगर उसका प्रबन्ध नहीं किया गया तो कुछ तो मजदूर मर गए हैं और कुछ और जब तक आप भुगतान की व्यवस्था करेंगे मर जाएंगे। इसलिए मैं कहूंगा कि इस ओर आपका अविलम्ब ध्यान जाना चाहिये। हमारे अपने क्षेत्र संभाल परगना में लालमटिया में घाट कोयले की खानें हैं। वहाँ से डेढ़ हजार मजदूर हट गए थे। उनके पैसे के भुगतान का आज तक कोई प्रबन्ध नहीं हुआ है। उन में से कई मर भी चुके हैं। मरे हुए लोगों के जो बाल बच्चे हैं उन्होंने हमें बताया है कि उनके पैसे का भुगतान नहीं हुआ है। जिन मालिकों को आपको मुआवजा देना है इसके पहले कि आप उसे भुगतान करें इन लोगों का भुगतान आपको पहले करना चाहिये। उन्होंने खानों का जिस गलत ढंग से उपयोग किया, नियमों और कानूनों का पालन करते हुए जिस तरह से खानों का उनको एक्सप्लायटेशन करना चाहिये था नहीं किया उन के खिलाफ भी आपको कार्रवाई करनी चाहिये। टाइम बाउंड प्रोग्राम बना करके आपको मजदूरों के बकाये का भुगतान तीन महीने में या चार महीने में करने की व्यवस्था करनी चाहिये। अच्छा होता अगर इस संशोधन विधेयक में आप वह समय भी निर्धारित कर दें जिसमें यह भुगतान होना है।

कोयले के राष्ट्रीयकरण को ले कर लोगों के मन में बड़ी शंका है क्योंकि रोब बरोज घाटा बढ़ता जा रहा है। मैं समझता हूँ

कि इसके लिए आपको एक उच्चस्तरीय मूल्यांकन समिति का गठन करना चाहिये जो पता लगाए कि क्या कारण है कि राष्ट्रीयकरण के बाद कीमतें कोयले की बढ़ती जा रही हैं। यह हाई लेवल इवैल्यूएशन कमेटी आपको बताए कि यह कीमत क्यों बढ़ रही है, घाटा क्यों बढ़ रहा है और इसको कम करने के सुझाव दें। उसकी सिफारिशों को ध्यान में रखते हुए अच्छा हो कि आप एक कम्प्रिहेंसिव एग्जैमेंट बिल लाएं। अभी अगर कोल माइन्स नेशनलाइजेशन का एक सम्पूर्ण बिल लाया जाता तो ज्यादा अच्छा होता। सी० आई० एल० का बकाया बहुत सी फर्मों में है। मंत्री जी ने ठीक कहा है कि उनका बकाया देना चाहिये। 99 करोड़ रुपये के करीब बकाया है। तो यह भी कमी है। अभी अखबारों में आया था कि कोयले के लिये गाड़ियां नहीं मिलती हैं। माल के डिब्बे नहीं मिलते हैं। इस बारे में स्टील और माइन्स विभाग, रेलवे विभाग और कोल और एनर्जी विभाग में कोऑर्डिनेशन होना चाहिये ताकि एक दूसरे पर छीछालेदार न हो और सचमूच में काम बन सके।

यह जो कोयले के सम्बन्ध में अभी आया है कोकिंग कोल और नान-कोकिंग कोल के विषय में तो बहुत जगह ऐसी खानें हैं जहां भंडार हैं, इस बारे में मैंने अपने शेव लल-पटिया की चर्चा की है पत्रों के द्वारा। वहां राष्ट्रीयकरण के पूर्व 8 खानें थी सन्ध्याल तरगना में। लेकिन अभी एक खान चल रही है जहां 152 कर्मचारी काम करते हैं। तो जहां इतनी बेकारी है और कोयले का भंडार है, साथ ही कोयले की मांग है फिर आप उत्पादन बढ़ाने के लिये प्रयास क्यों नहीं करते हैं।

अन्त में मेरा निवेदन है कि आपने उद्देश्य और कारण के (घ) भाग में बताया है कि कोयला खानों के स्वामियों के विरुद्ध व्यवसाय मंडों के माध्यम से या मुख्य श्रम आयुक्त

(केन्द्रीय) के अधीन अधिकारियों के माध्यम से कर्मचारों द्वारा फाइल किये गये संयुक्त दावों को बंध बनाने का प्रस्ताव है। तो आप यह कैसे ला रहे हैं? मैं तो समझता हूं कि इसके सम्बन्ध में पहले ही बहुत विलम्ब हो चुका है। अब इसको कम करना चाहिये और इसके लिये आपको ऐसा संशोधन लाना चाहिये कि विभाग को ही अधिकृत कर देना चाहिये ताकि फीसला मजदूरों के पक्ष में किया जाय।

इन शब्दों के साथ तथा अपने सुझावों के साथ आपके विधेयक का समर्थन करता हूं और चाहता हूं कि आप इन सुझावों को ध्यान में रख कर आगे जब कोयला राष्ट्रीयकरण संशोधन विधेयक लायेंगे तो उसमें बचे हुए लोगों को भी टाटा जैसे कोयले के जमींदार हैं उनको भी आप शामिल कर लेंगे।

SHRI DHIRENDRANATH BASU (Katwa): Mr. Chairman, Sir, I want to say that nationalisation for nationalisation's sake is not good. We would welcome it if it would come in a comprehensive way. This is a piece-meal Bill.

It would be seen from the report of the Public Undertakings Committee that almost all the companies of Coal India are running at a loss. It is surprising. It has also been stated in the Report of the Public Accounts Committee that coal worth over Rs. 3 crores cannot be accounted for. It might have been stolen through the medium of contractors. Some of my friends who have just spoken said that smuggling is going on and coal would have certainly gone to other places through smuggling. Officers could not account for it. This was done in collaboration with the contractors and the Officers.

Our hon. Minister, I believe, is very sincere in his purposes, but mere sin-

[Shri Dhirendranath Basu]

cerity does not bring fruits. Unless the whole thing is reorganised, it will run at a loss. Two or three years ago there were heavy accidents in Chasnala and other mines. The members of the families who died in the accidents have not yet been provided with jobs. The compensation has not been paid to them in full, whereas the minister has come forward for making payment of compensation to the owners. In page 5 clause 10 of the Bill reads:

"In section 2 of the Coal Mines (Nationalisation) Act (hereinafter referred to as the Coal Mines Act) in clause (h), for sub-clause (xii), the following sub-clause shall be substituted ...

(xii) all other fixed assets, movable and immovable, belonging to the owner of a mine, wherever situated, and current assets, belonging to a mine, whether within its premises or outside."

They have almost taken away all their assets from the coal mines. They have got only the cages, nothing else. Now they will get huge amount of compensation for land and all that. The workmen who have been thrown out of employment as a result of nationalisation in 1971 must be compensated. Their compensation has not yet been paid in full in this Bill, provision should have been made for payment of compensation provident fund and other dues to the workers who have been thrown out of employment. These amounts should be paid to them in full.

Heavy smuggling is going on through the contractors, as result of which many of the industries, small and medium, in the eastern region are not getting supply of coal regularly. There is shortage of coal and shortage of power. Due to shortage of coal, most of the capacity is not being utilised by the small and medium industries,

as a result of which these industries had to lay off many employees. So, arrangements should be made in such a way that the loopholes are plugged. During transit, coal should not be stolen. These contractors were appointed 5 or 7 years ago and their contracts, have always been renewed. Why not appoint new contractors in their place? These contractors in collaboration with the officers are stealing coal. Otherwise why should the coalmines run at a loss? Almost all the government undertakings are running at a loss. When industries are run by private people, they earn profits. But why should these big companies run at a loss after nationalisation?

In page 5 of the Bill, the minister has proposed that the Commissioner will settle these things. I strongly object to it. One of our hon. friends, Dr. Ramji Singh said that a high level committee should be appointed for this purpose. I quite agree with him that we should not be dependent upon one person, however honest he may be, and there should be a high level committee who will settle the disputes. The payments are to be made on their recommendations, so that there may not be any loophole.

So far as the coalmines in Dhanbad area and Asansol area are concerned, they are not only running at a loss but there is mismanagement. The Director of Mines Safety sits at his headquarters in Dhanbad. He is sitting tight in his office as a Governor. He does not visit the coal mines even once a month. It was reported that during Chasnala disaster, he went there only on the following day.

Chasnala was very near to Dhanbad. But he could not go there on the same day. He should have gone there within a few hours. This is the position of the officer, the Director General of Mines Safety. The hon. Minister has come forward to give him more powers to deal with such matters. There

should be also an expert committee with the Director General of Mines Safety as the Chairman and they must look to the safety of the workmen of all coal mines. Due to negligence of officers, due to negligence of authorities, these coal mines are running at a loss and even accidents happen almost every month. Such accidents should not recur. If the Director General of Mines Safety visits all the places and finds out ways and means of avoiding the recurrence of such accidents, we would welcome it. The Report on Chasnala is with you. What does the Report say? Thousands of people died, thousand of workmen died. What does the Report say? Due to inefficiency, due to incorrect finding, due to the mistake of the Superintendent and the top officers, the employees were allowed to go down. That should not have been done, and as a result, such serious accidents happen. So, I find that there is this difficulty. The Coal Mines Minister is our friend, Shri Biju Patnaik, and the Energy Minister is Shri Ramachandran, our esteemed friend.

MR. CHAIRMAN: Mr. Basu, he is also the Coal Minister.

SHRI DHIRENDRANATH BASU: Not the entire coal mines. There should be close coordination between the two.

There is another point. Due to shortage of wagons coal cannot be sent here and there, it cannot be dispersed. Dispersals are withheld by almost all the companies due to shortage of wagons. What can the railway authorities do? What is the coordination between the Mines Minister? So, I request the Coal Mines Minister to look into the matter very carefully and see that proper coordination is there so that we can expect efficient service from them. If you do not do that, then what will be the result? The result will be not only recurring loss every year—the Central Government

will lose crores of rupees—but the coal mines will be deteriorated. There has been deterioration after nationalisation. Nationalisation was done for the benefit of the people. But instead of benefiting the people, what has happened is, the cost has been increased by 50 per cent. People are not getting coal at reasonable prices. They are getting at a price 50 per cent higher within these few years. I do not blame you only for this. I do not blame the present Minister only for this. But why should the cost increase after nationalisation? Why should not the public get coal at reasonable prices? You must find out a method, to see that the prices are not raised. If you go through the figures of price increases, you will be surprised to find where we are. Prices are increasing daily. This morning, the price of milk has been raised by the Delhi Milk Scheme and by the hon. Minister of Agriculture and Irrigation. Everbody objected to it.

If there is proper and efficient management and if you can see that the cost of production of coal is reduced, then and then only can you stop the increase in price. You can even decrease the price, if the heavy expenditure is cut down. So many officers are there, who are not needed. Please examine this.

Our hon. Minister has gone to asansol and some other coal mine areas a few months ago. I am glad he is trying to do something; but such piecemeal actions will serve no useful purpose. He should come forward with a comprehensive bill, so that the purpose of the bill may be served. Thank you.

श्री युवराज (कटिहार) : सभापति महोदय, जो कोयला खान राष्ट्रीयकरण विधियां (संशोधन) विधेयक पर यहां चर्चा हो रही है उसके सम्बन्ध में मैं अपने विचार व्यक्त करने के लिए खड़ा हुआ हूं। कोयला खान वृहत्तम सार्वजनिक

## [ श्री युवराज ]

प्रतिष्ठानों में से एक है और इस पर जनता की या सरकार की 18 अरब रुपए की पूंजी लगी हुई है। जो संशोधन विधेयक यहां पर रखा गया है उससे ऐसा लगता है कि इसमें कुछ तो मजदूरों की मांगों के लिए, उनके क्लेमस का जो निपटारा होगा उसमें मदद पहुंचाने के लिए भी प्रावधान प्रस्तुत किये गये हैं लेकिन साथ-साथ ऐसा लगता है कि जो कोल ग्रान्टर्स हैं उनकी मदद के लिए भी यह बिल लाया गया है। इसलिए मैंने यह बात कही है कि टाइम बार होने की वजह से जिन लोगों के क्लेम रिजेक्ट हो गए उनको दोबारा रेस्टोर करने के लिए आपने संशोधन प्रस्तुत किया है। एक बात तो बिल्कुल स्पष्ट है कि कोयला खान के मालिकों ने करोड़ों रुपए की कमाई की और उससे दूसरी सम्पत्ति भी खड़ी की, इसके बावजूद आपने कोलियरी ग्रान्टर्स के लिए एक्सटेंशन के रूप में प्रॉटेक्शन देने के लिए इस बिल में प्रावधान किया है। मैं कहना चाहता हूं कि जिन कोल माइन्स का आपने नेशनलाइजेशन किया उसमें जो कुछ सन्देह रह गये थे या कोलियरी ग्रान्टर्स को जो कुछ घाटा हो रहा था और मजदूरों के दावे के सम्बन्ध में जो कठिनाई थी उन तमाम बातों के निपटारे के लिए आपने बिल प्रस्तुत किया है। आप अच्छी तरह से जानते हैं कि जो एक होल्डिंग कंपनी बनाई गई पांच छः जो उसकी कोल फील्ड्स हैं उसका दफ्तर कलकत्ते में रखा है जिसका 80 लाख रुपए साल का एस्टीमिशन है। उसके जितने अफसर हैं जो पहले मैनेजिंग डायरेक्टर थे वे अब मैनेजिंग डायरेक्टर कम चेयरमैन हो गये हैं। एक-एक क्षेत्र ले कर सभी का एक सा आज़म्य बन गया है। आपको जानकर ताज़्जुब होगा कि

जहां कोल इंडिया को 74-75 में 75.28 करोड़ का घाटा हुआ था इस बार 77-78 में 88 करोड़ का घाटा होगा। जहां पर कोयला खान के मालिक करोड़ों रुपया कमाते थे और सम्पूर्ण देश में अपनी पूंजी लगा कर बड़े-बड़े उद्योग चलाते थे जब सरकार ने राष्ट्रीयकरण किया तो उसके अफसर तो करोड़पति बन गये, उनके रहन-सहन का स्तर ऊंचा हो गया पर जहां करोड़ों रुपए की आय होती थी कोल इंडिया बना कर वहां 88 करोड़ रुपए का हम घाटा दे रहे हैं। कोयला इतना सार्वजनिक महत्व रखता है कि उसके बगैर रेल नहीं चल सकती है, उसके बगैर थर्मल पावर प्लांट नहीं चल सकता है, जिस कोयले का इतना मूल्य है सार्वजनिक जीवन के विकास में आज उसके प्रबन्ध में ऐसी दुर्व्यवस्था हो उससे हम सारे लोग चिन्तित हैं। इसलिए मैं आपसे यह कहना चाहूंगा कि यह जो नौकरशाही वहां बैठ गई, उसके कारण घाटे पर घाटा हो रहा है। 1800 करोड़ रुपया हम ने इस पर इनवेस्ट किया है और आज भी हमका इसमें घाटा हो रहा है।

इन खानों में काम करने वाले मजदूरों की हालत आप देखिए। इस हैवी इंडस्ट्री में 200, 300 फीट नीचे जा कर मजदूर काम करते हैं और आज उनकी बकिंग कंडीशन्स को आप देखिये कि कितनी खराब हैं उनकी सुरक्षा की कोई गारंटी नहीं है। चासनाला की चर्चा हमारे बसु साहब ने की। उनके प्राणों की, उनके स्वास्थ्य की और उनकी सुरक्षा की कोई गारंटी नहीं है और दूसरी तरफ आप एक-एक आफिसर को देखिये

बेस्टर्न कोलरी के बारे में मैंने मंत्री जी से कहा था। नागपुर बेस्टर्न कोल-फील्ड्स के मैनेजिंग डायरेक्टर कम चैयरमन श्री बलराम हैं। वहां पर उन्होंने कितना भ्रष्टाचार किया है। जो परचेक्जे की है और जो मशीनें मंगाई गई हैं उनमें विन्कुल मनमाने ढंग से भ्रष्टाचार किया है और उसको कोई देखने वाला नहीं है। दो महीने के बाद वे रिटायर हो जायेंगे। जो मजदूर वहां पर काम करने वाले हैं, जिनके प्राणों की और स्वास्थ्य की कोई गारंटी नहीं है, उनकी कोई खबर लेने वाला नहीं है। जो सबसे भ्रष्ट अफसर हैं उनको प्रोटेक्शन दी जाती है। मैं आपको यह भी बता दूँ कि बिहार में धनवाद की कोलरी बहुत रिच है। रांची और वहां के जो मजदूर हैं उन्होंने पांच पांच रुपए तमिलनाडु और आन्ध्र में जो साइक्लोन आया था, उसके लिए दिए हैं। अत्यंत मजदूर ने पांच पांच रुपया दिया था, और वहां के पोलिड लोगों को राहत पहुंचाने के लिए 10 लाख रुपया प्राइम मिनिस्टर के रिजर्व फंड के लिए जमा किया गया था। वह मजदूरों का पैसा था लेकिन मुझे पता है कि वह 19 लाख रुपया उस फंड में जमा नहीं किया गया है। यह भ्रष्टाचार नहीं तो और क्या है? इन तमाम कारनामों के चलते हमारी इमेज जनता के सामने क्या बनती है? सबसे बड़ा उद्योग सबसे ज्यादा आमदनी देने वाला उद्योग आज घाटे में चलता है और बिहार, बंगाल में बिजली की कमी आज है जिससे सारे उद्योगों पर असर पड़ रहा है और बहुत से उद्योग बन्द हो रहे हैं। हमारे पास कोल है और जितना कोल सारे देश में होता है, उसका 70, 80 फीसदी अकेले बिहार में पाया जाता है। आज बिहार में कृषि चोपट है और छोटे-बड़े उद्योग बन्द हैं क्योंकि बिजली की

कमी है। बिहार में कोल है लेकिन धर्मल पावर स्टेशन नहीं है। इसलिए यह जो बिल है, यह पूंजीवादी बिल है। कोल-माइन्स ओनर्स को प्रोटेक्शन देने के लिए, उनको मुआवजा मिले, जो टाइम बाई हो चुका है, ऐसी व्यवस्था इस बिल में है।

इन शब्दों के साथ मैं अपनी प्रार्थना आपसे करता हूँ और अपना भाषण समाप्त करता हूँ।

**श्री श्री कृष्ण सिंह (मुंगेर) :** उपसभापति, महोदय, यह कोल माइन्स नेशनलाइजेशन (संशोधन) बिल, जो मंत्री जी सदन में लाये हैं, मैं उसका स्वागत करता हूँ और तीन, चार बातें इसके सम्बन्ध में निवेदन करना चाहूंगा।

जिस वक्त श्री कुमारमंगलम ने इन खानों का राष्ट्रीयकरण किया था, उस वक्त सचमुच मैं उत्पादन में बड़ा ह्रास हो रहा था और मजदूरों का बहुत शोषण हो रहा था और अनसाइंटिफिक कटाव से राष्ट्रीय सम्पत्ति का नुकसान किया जाता था। राष्ट्रीयकरण हुआ, बड़ा अच्छा काम हुआ। जो मुनाफे की प्रवृत्ति थी, जो मुनाफे की लूट थी, वह बन्द हुई लेकिन जिस बड़े काम के लिए राष्ट्रीयकरण का हमारा उद्देश्य था, हम को यह देखना पड़ेगा कि क्या उसकी पूर्ति हुई है, क्या हमारा जो उत्पादन घट रहा था, वह बढ़ रहा है, क्या उत्पादन का खर्चा, जिस हिसाब से मालिक लोग करते थे, जितना कास्ट आफ प्रोडक्शन आता था, आज भी उसका वही स्तर है या उसमें बहुत ज्यादा बढ़ गया है। उसमें ज्यादा लूट है, यह देखना पड़ेगा। मजदूरों के जीवन स्तर में परिवर्तन आया है, इससे कोई इंकार नहीं कर सकता है। मजदूरों को मुआवजा

[श्री श्रीकृष्ण सिंह]

मिल यह भी हम चाहेंगे। लेकिन पांच साल के बाद पुराने मालिकों का मुआवजा देने के लिए जो बिल लाया गया है, वह मुआवजा तो देना ही है। वह आज दें या कल दें। उस वक्त बड़ा हल्ला था और लोगों का दिल बहुत ही दुःखी था। वे सब अशांति फैला रहे थे। उनकी तरफ से अखबार वाले भी बड़ा पक्ष ले रहे थे। आज वे मालिक चुपचाप बैठे हैं। उन्होंने काफी पैसा कमा लिया है। मैं समझता हूँ कि उस वक्त कस्टोडियन से मिल कर उन्होंने अपना सारा मकान, सामग्री, सब चीजें बचा ली थीं और दूसरी जगह कहीं न कहीं कारोबार में डाल दी थीं। जो छोटे लोग हैं वे मुआवजा के लिए तरस रहे हैं। अरोड़ा, साहब, चंचल साहब, बोहरा साहब इन सब लोगों का कोई फिक्र नहीं है। कराओं के मालिक बने बैठे हैं। अब यह मरहम पट्टी करना चाहते हैं। आप किनके जन्म पर मरहम पट्टी करना चाहते हैं? छोटे लोगों का आप उपकार करें ताकि बे रिहेबिलिटेड हो सकें और दूसरे काम कर सकें।

जब कस्टोडियन आया था तो उसने बहुत जोर से कहा था कि जितने भी कैजुअल लेबरर्स हैं हम उन सबको काम पर ले लेंगे। लेकिन हुआ क्या? ऊपर से कैजुअल लेबरर्स थोप दिये गये, परमानेंट बना दिये गये। जो असली कैजुअल लेबरर्स थे, बिहार के, उत्तर प्रदेश के, मध्य प्रदेश के, विलासपुर के वे सब जब लट कर गये तो छोटे ही रह गये। बंगाल में चलने वाली जितनी कोयला खदानें थी उसका यह सब हाल हुआ। प्रभावित हुये बिहार के लोग, उत्तर प्रदेश के लोग, मध्य प्रदेश के लोग।

इतना सब चलने के बाद सभापति महोदय, जहां कोयला होता है, वहां कोयला नहीं मिलता है। बड़ी बिडम्बना है। चिराग तले अंधेरा। बिहार में इतना

कोयला होता है लेकिन नार्थ बिहार और साउथ बिहार में कोयला नहीं मिलेगा। यह बात समझ में नहीं आती। को-आप्रेटिबज के नौजवानों के, अनएम्प्लॉईड ग्रेजुएट्स के जिम्मे कोयले का डिस्ट्रीब्यूशन दे कर के शहरों में कोयले की आपूर्ति की जा सकती है। आजकल वे ही ठेकेदार लोग जो लायसेंस ले लेते हैं, वही इस काम को कर रहे हैं। कहीं भी जा करके देख लीजिए, कोयला ब्लैक में मिलता है। क्योंकि हमारा डिस्ट्रीब्यूशन सिस्टम ठीक नहीं है। एक-दो प्राइवेट ब्रादमी ट्रक लेकर आते हैं। उन्हें तीन-चार दिन पड़े रहना पड़ता है। इसलिए वे कुछ ज्यादा दे कर जल्दी से कोयला ले कर चले जाते हैं। इससे कोयले के दाम बढ़ते जाते हैं। एक साल हो गया जनता साकार को आया लेकिन कोयले की डिस्ट्रीब्यूशन प्रणाली ठीक नहीं हुई। हर राज्य में, सभी जिलों के हेडक्वार्टर्स में कोयल की आपूर्ति करने के लिए अभी तक कोई सिस्टम आप नहीं बना सके हैं। हम उम्मीद करते हैं कि आप यह काम करेंगे। भ्रष्टाचार अभी तक बन्द नहीं हुआ है। 1972 में कोयले के राष्ट्रीयकरण के बाद कुछ ऐसे कोयला खदानों को सरकार ने कानून के जरिये से बन्द कर दिया जिनको स्टेट गवर्नमेंट ने लायसेंस दिए थे। यह काम एमरजेंसी के जरिये से किया गया। स्टेट गवर्नमेंट्स को सेंट्रल गवर्नमेंट ने कहा कि तुमको लाइसेंस देने का अधिकार नहीं है। इस तरह से उन खदानों का काम बन्द होने से एक लाख लोग बेकार हो गये। न सरकार वहां खुद काम करती है न उनको नेशनलाइज करती है और न राज्य सरकार को करने देती है जिससे कि वे कोआप्रेटिबज के माध्यम से चला सकें।

मजदूरों का क्या दोष क्या है। हम हर्गिज यह नहीं कहते हैं कि आप इनको प्राइवेट



लोगों के हवाले कर दें। उसके हम खिलाफ हैं। लेकिन आप उनको भी नहीं दे रहे हैं और एक लाख आदमी अकेले बिहार में एमरजेंसी के दौरान से लेकर आज तक बिलबिला रहे हैं, यह देखना भी तो आपका कर्तव्य है। वहाँ बड़ा भारी बेकारी का सबाल लोगों के सामने है। उनको आप कौन सी रोजी या रोजगार देना चाहते हैं इस पर भी आपको विचार करना चाहिये। राष्ट्रीयकरण का जो उद्देश्य है वह बहुत अच्छा है। यह एक आदर्श चीज है। लेकिन इस बिल में क्या आप इन एक लाख आदमियों का भी कुछ खयाल करने जा रहे हैं या नहीं यह आप बतायें। क्या आप चाहते हैं कि वे सत्याग्रह करें, दिल्ली मार्च करें या पटना में प्रदर्शन करें जहाँ आपका दफ्तर है या रांची या धनबाद में जहाँ आप के दफ्तर हैं वहाँ सत्याग्रह करें तब आपकी आँखें खुले। क्या तभी आप इन बेकार और बेरोजगार लोगों की सुध लेंगे, तभी उनकी बेकारी की समस्या को हल करेंगे?

अष्टाचार भी बहुत बढ़ गया है। खूब लूट जो चल रही है उसका कई मित्रों ने उल्लेख किया है। मैं उसकी अधिक चर्चा नहीं करना चाहता हूँ। मैं इतना ही कहूँगा कि अगर आप एक लाख मजदूरों को खपा नहीं सकते हैं तो उनकी आप कॉम्प्रेटिव सोसायटी बना करके उनको यह काम सौंप सकते हैं। आपके अफमर जिन माईज के बारे में कहते हैं कि वे अनइकॉनॉमिक हैं वे उनको इकॉनॉमिक बना करके आपको दिखा देंगे। जो अनइकॉनॉमिक आपके अफसरों के लिए होती है वे मजदूरों के लिए इकॉनॉमिक हो जाती हैं मुझे मालूम है कि ढोड़ी कॉलियरी जैक बेरमों के पास है उसको मजदूरों ने कॉम्प्रेटिव बना करके चलाया है और कुछ नफा करके दिखाया।

मैं कहना चाहता हूँ कि अगर जैनुइन मजदूरों की कॉम्प्रेटिव सोसायटी बना करके किसी माइन को चलाया जाए जो कि आपके अफसरों की निगाह में अनइकॉनॉमिक है तो वह भी इकॉनॉमिक बन सकती है। आपकी राष्ट्रीयकरण की जो स्कीम है उसमें उन तमाम चीजों का समावेश रहना चाहिए इतना ही मैं निवेदन करना चाहता हूँ।

इन शब्दों के साथ मैं इस विधेयक का स्वागत करता हूँ।

SHRI AINTHU SAHOO (Bolangir): I am thankful to you, Mr. Chairman, for giving me this opportunity to speak on this Bill. Though my name was listed earlier also, I was missing the bus all the time.

I welcome the Bill. At the same time, I sympathise with the Minister because he has taken a ailing baby of the previous Ministry. The nationalisation was made for the sake of nationalisation and it is an ailing baby. According to the Economic Survey, there is a loss of Rs. 45.49 crores. The total amount of loss up to now will be about Rs. 100 crores and the accumulated loss will come to Rs. 1000 crores. We had a great hope when nationalisation was done. We were thinking at that time that things would be set right. Instead of that things have become bad and now they have become worst.

In the *Indian Express* of 1st May, there is a big news item about 'big scandal of coal at Dhanbad.' You will be surprised to know that 30,000 quintals of coal had been caught by the Civil Supply Officer and the Deputy Commissioner, Shri Devdas Chhotray, because this was unaccounted, unauthorised and unclaimed. The coal was discovered packed in 45,000 gunny bags. You will be surprised to know that this is being done by big business houses as stated by the

[Shri Ainthu Sahoo]

Deputy Commissioner. Such types of affairs are going on in the nationalised coal mines. It is an economic loss. Coal is called the black diamond. It has become a betrayal of our economy. I was talking to the Delhi people the other day. They told me that the Janata Government should give us five items at cheap cost i.e. wheat, rice, coking coal, kerosene and oil. Now, the coal prices are going up. Certainly, it will hit the consumers of poor communities. If the people revert to wood, there will be ecological imbalance and the whole place will look like Rajasthan desert. That is why it is time now also to ask the village people to burn coal or gas in their houses instead of wood for cooking purposes. In Israel, you will find the desert has been converted into a green forest and the climate completely changed. They used to cut all the trees in the past because there was freedom to cut trees and now government is doing afforestation.

I want to draw the attention of the hon. Minister to a few things. In regard to the Sudama Dih colliery, you know how the previous Government put everybody in difficulty. There was a contract with Poland worth Rs. 17 crores and now it has gone up to Rs. 65 crores. As to how much coal they will be producing, it will be only 2,500 tonnes. This is the condition of the colliery. The nationalisation of coal is always like taking over an ailing baby. In the public sector, we have got nine big units out of which six units are making a profit which is eaten away by the Coal India Ltd. and its subsidiaries.

The hon. Minister has rightly brought forward this Bill to plug the loopholes and take care of the working of coal mines. Dr. Lohia, when he was alive, had said that there should be nationalisation but not for the sake of nationalisation. Nationalise the sick units and see that it makes profit. In Great Britain, they have

said that nationalisation has become a luxury for them. We should avoid nationalisation for nationalisation's sake and misuse the poor tax payers money. As regards Rs. 1000 crores which we are losing, it is the poor tax-payers who are paying. Nationalisation for nationalisation's sake will not help the growth of our economy. You will find in today's paper that we are going to lose 2 million man-days in every month due to labour unrest. This is the figure of man-days lost. Again, this is what the Economic Times says: "The production hits about Rs. 500 crores mark this year due to labour unrest." I would request the hon. Minister to see that in respect of those industries or those coal mines which are losing, he is earnest about cutting down the unnecessary expenses and improving their working. With these words, I support the Bill.

श्री हुकम देव नारायण यादव (मधुबनी) :

सभापति महोदय, अभी हमारे माननीय सदस्य श्री रामदास जी, श्री बाबू, श्री युवराज और डा० सम्पत्ती सिंह ने अपने विचार रखे हैं।

मैं एक बुनियादी सवाल उठाना चाहता हूँ कि राष्ट्रीयकरण का मकसद क्या था?

राष्ट्रीयकरण और सरकारीकरण यह दोनों

अलग अलग चीजें हैं। हम लोग राष्ट्रीयकरण

के पक्ष में रहे हैं और सरकारीकरण के

विरोध में हमेशा रहे हैं। लेकिन जो अभी

राष्ट्रीयकरण है वह राष्ट्रीयकरण बिल्कुल

सरकारीकरण है। इसको हम राष्ट्रीयकरण

नहीं कह सकते। राष्ट्रीयकरण का मतलब

है कि सरकार का कम से कम हस्तक्षेप जिस

संस्था में हो और जो बिल्कुल स्वायत्त रूप से

अपना संचालन करे वह राष्ट्रीयकरण है।

लेकिन सरकार का कानून, सरकार का चंगुल

सरकार का नियन्त्रण और सरकारी अफसरों

का तन्त्र रहे और तब उसको राष्ट्रीयकरण

कहें, यह कभी नहीं हो सकता है। यह तो

बनी बनाई वही चीज है जो राष्ट्रीयकरण

की परिभाषा की गई थी सामाजवादी राज्य कांग्रेस शासन में। उसी को जनता सरकार कर रही है। इसलिये राष्ट्रीयकरण के सवाल पर आपको अपने दृष्टिकोण को बदलना है। जान बुझ कर के सार्वजनिक क्षेत्र में जो संस्थायें और उद्योग हैं उनको घाटे में चलाया जाता है। इसके पीछे सरकारी अफसरों और देश के निजी पूंजीपतियों का षडयन्त्र है। जो सरकारी अफसर हैं वह चाहते हैं, बड़े पूंजीपतियों से सांठगांठ कर के, कि सार्वजनिक क्षेत्र के कारोबार बराबर घाटे में चलते रहें, और जब ऐसा रहेगा तो उनसे लोगों के दिमाग में यह भ्रम पैदा होगा कि सार्वजनिक क्षेत्र कभी लाभ में नहीं चल सकता है इसलिये निजी क्षेत्र अच्छा होगा और उनकी तरफ लोगों की दृष्टि आकर्षित हो। इसलिये सरकारी अफसर षडयन्त्र कर के, बड़े पूंजीपतियों से मिल कर के सार्वजनिक उद्योग को निरन्तर घाटे में चला रहे हैं। चाहे जिस क्षेत्र में हो, कोयला हो, इस्पात हो, जहाँ सरकार ने छुआ वहाँ मूआ। जिस संस्था में सरकार के हाथ लगे वह गलना शुरू हो गया, उसके अंग-प्रत्यंग गलने लगते हैं। एक तरफ निजी क्षेत्र में नफा होता है, जब कि दामदोनों के बराबर हैं चाहे वह टाटा का इस्पात हो या भिलाई का इस्पात हो, या कोयले का दाम हो, दाम दोनों के बराबर रहते हैं, फिर क्या कारण है कि निजी क्षेत्र में नफा होता है और सार्वजनिक क्षेत्र घाटे में चलता है? जब से कोयले के खानों को हमारे बिहार में सरकार ने अपने हाथ में लिया, राष्ट्रीयकरण किया, तब से निरन्तर वह घाटे में चलता चला जा रहा है। क्या कभी इस बात की जांच करने की कोशिश की गई है कि यह घाटा क्यों हो रहा है? एक तरफ सरकार और संस्था को घाटा होता है, और दूसरी तरफ अफसरों की, जो सफेद हाथी हैं, निरन्तर बिल्डिंगें पर बिल्डिंगें बनती चली जा रही हैं, उन के ठाट-बाट, ऐशो आराम और शानो शौकत में कोई कमी नहीं है। चाहे

वह बिड़ला का एजेंट हो, टाटा का मैनेजिंग डायरेक्टर हो और चाहे सरकार का मैनेजिंग डायरेक्टर हो। लेकिन बिड़ला और टाटा का मैनेजिंग डायरेक्टर तो ईमानदारी और मधमता के साथ अपने उद्योगों को मुनाफा पहुंचाने के लिए भ्रष्टाचार करता है, जबकि सरकारी अफसर भ्रष्टाचार करता है अपने ऐशो-आराम, ठाट-बाट, शानो-शौकत और जीवन की सुविधाओं के लिए—उस की दृष्टि लाभ की ओर नहीं होती है। इस लिए सार्वजनिक क्षेत्र और राष्ट्रीयकरण के सवाल पर सरकार को अपने दृष्टिकोण में परिवर्तन करना होगा।

अभी ठेकेदारों का प्रश्न उठाया गया है। मैं अंग्रेजी नहीं जानता हूं, लेकिन अंग्रेजी लिखने वालों से मैं कहूंगा कि अगर कानून में अंग्रेजी के माध्यम से कोई दांव-पेंच करने का प्रयत्न किया जायेगा, तो हम उस को समझ लेंगे। इस बिल के स्टेटमेंट आफ आइन्वेस्ट्स एण्ड रीजन्स के भाग (ई) में कहा गया है कि जो दावे टाइम-वार्ड हो गये थे, उन्हें पुनर्जीवित किया जायेगा। वे दावे टाइम-वार्ड हो गये थे, या तो वह गलत काम हुआ, या अब उन्हें फिर से जीवित करना गलत काम है। दोनों में से एक काम को गलत मानना होगा। आखिर यह सरकार कहाँ जा रही है?

श्री रामदाम सिंह ने ठीक बात कही है। हम उस इलाके के रहने वाले हैं, जहाँ सरकारी अफसर निजी क्षेत्र में खदानें चलाने वाले बड़े बड़े ठेकेदारों के साथ मिले हुए हैं। उन को पकड़ना भारत सरकार के वन में नहीं है, क्योंकि उनके अफसर उन लोगों के साथ मिले हुए हैं, उन के साथ दोस्ती करते हैं, उन के यहाँ दावत खाते हैं। जो लोग निजी क्षेत्र में खान चला रहे हैं, वे इतने शक्तिशाली और ताकतवर हैं कि चाहे जिस के सीने पर गोली दाग दें। वी०पी० सिन्हा को इसी लिए गोली मार दी गई कि वह समाजवादी

[श्री हुक्मदेव नारायण यादव]

विचार धारा का अदमी था, निरन्तर बड़े पूंजीपतियों के खिलाफ संघर्ष करता रहा। वहां के अधिकारी और कुछ मजदूर नेता चाहते थे कि यह कांटा हमारे रास्ते से हट जाये। इस लिए उन की हत्या करवा दी गई।

मैं साफ कहना चाहता हूं कि जो विधेयक लाया गया है, अगर वह राष्ट्रीयकरण के लिए हो, राष्ट्र की उन्नति के लिए हो, मजदूरों के कल्याण के लिए हो, पूंजीवाद पर अंकुश लगाने के लिये हो, निजी क्षेत्र पर रोक लगाने के लिए हो और सार्वजनिक क्षेत्र को मुनाफे में चलाने के लिए हो, तो इस का समर्थन जरूर होना चाहिए। लेकिन मुझे यह भी शंका होती है कि जब हम लोग बोलते हैं तो ऊर्जा मन्त्री, श्री रामचन्द्रन, हमारी बात को समझ भी पाते हैं या नहीं और वह इस बारे में कुछ कर पायेंगे या नहीं। लेकिन हमें भरोसा है कि जनता पार्टी की दृष्टि और दिशा के आधार पर सरकार आगे बढ़ेगी और इस पर कार्यवाही करेगी।

इन शब्दों के साथ मैं इस विधेयक का समर्थन इस आशा और विश्वास के साथ करता हूं कि आने वाले दिनों में जनता पार्टी प्रगतिशीलता की ओर बढ़ेगी, समाजवाद की ओर बढ़ेगी और निजी क्षेत्र पर रोक लगा कर सार्वजनिक क्षेत्र को मुनाफे में चलाने के लिए एक स्थायी आयोग की नियुक्ति करेगी, जिस के द्वारा सार्वजनिक क्षेत्र में होने वाले घाटे की निरन्तर जांच होती रहे। मैं चाहता हूं कि बिहार के कोयला क्षेत्र में जो अफसर दस दस बरस से अपनी बपोती बना कर बैठा हुआ है और सांठ-गांठ कर के लूट रहा है, गिरोह बना कर लूटने का काम कर रहा है, ऐसे अफसर को कान पकड़ कर हटा दिया जाये, वहां से बदल दिया जाये।

मुझे आशा है कि आने वाले दिनों में जनता पार्टी राष्ट्रीयकरण के सवाल पर अपनी दृष्टि को बदलेगी।

MR. CHAIRMAN: The hon. Minister, how much time would you take?

SHRI P. RAMACHANDARAN: Fifteen-twenty minutes.

MR. CHAIRMAN: Three more Members are there. I would like to accommodate them.

SHRI K. S. CHAVDA (Patna): If the House agrees to extend the time beyond six, that is, about half-an-hour, then we shall finish it.

MR. CHAIRMAN: Is it the pleasure of the House that the time be extended by half-an-hour?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: So, it will go upto 6.30 P.M.

SHRI K. GOPAL (Karur): Or till the Bill is disposed of.

श्री राम सेवक हजारी (रोसड़ा) : सभापति महोदय, काले हीरे के ऊपर जो संशोधन आया है उस के समर्थन में मैं खड़ा हुआ हूं। कोयले को काला हीरा कहा जाता है। लेकिन जो काला हीरा निकालने वाला मजदूर है वह गंगा और भूखा है। वह पहले भी था और आज भी है। उन मजदूरों को बहुत बड़ी बड़ी आशाए थीं कि सरकार बदलेगी तो कुछ हमारे लिए होगा। लेकिन नहीं हुआ। पहले भी एक कथा के रूप में लोग कहते थे इंदिरा जी के बारे में कि जिधर वह हाथ देती हैं वहीं स्वाहा हो जाता है, मुझे लगता है कि हमारे रामचन्द्रन् साहब भी शायद उसी राशि के हैं क्योंकि इन के आने के बाद भी वही स्थिति है, 88 करोड़ रुपये का घाटा है। जिस खदान से निकलने वाले कोयले की कीमत पहले 27 रुपये और 40

रुपये टन थी उस की कीमत आप ने 84 रुपये और 94 रुपये टन कर दी। दो गुनी और ढाई गुनी कीमत ले रहे हैं, मुनाफा आप को हुआ है लेकिन फिर भी खदान घाटे में चले यह कोई युक्तिसंगत बात नहीं है। इतना ही नहीं, यह डी वी सी का कोल इंडिया लिमिटेड जो इन का विभाग है उस के साथ यह चल रहा था। डी वी सी पहले से काम कर रहा था लेकिन डी वी सी को नहीं लिया टाटा वहीं पर चला रहा है लेकिन डी वी सी को इन्होंने हटा दिया। जो सरकारी विभाग था जो पहले चला रहा था उस के हाथ से काम छीन लिया गया। मैं चाहूंगा कि इस की तरफ आप सजग हों।

जिस समय राष्ट्रीयकरण हुआ उस समय मजदूरों के साथ वहां बहुत अन्याय हुआ। जो मजदूर वहां पहले से काम कर रहे थे, जो वर्षों से लगे हुए थे उन को वहां नहीं रखा गया। उन को बड़े पैमाने पर हटाया गया। हजारों मजदूर चले गए। इसी तरह सी सी एल में और डी सी एल में जो लीडिंग मजदूर थे उन लोगों को बड़े पैमाने पर हटाया गया और इसलिए हटाया गया कि वे उन के मन के लायक नहीं थे। जो इन के अधिकारी गए थे। क्योंकि जो मजदूर चोरी में इन का साथ दे, जो इन के अफसर चोरी करते हों, गोलमाल करते हों, उस में उन की हां में हां मिलाता रहे या चुप्पी साधे रहे वह मजदूर उन के लिए ठीक था। मगर जो पहले के मजदूर थे जो अपनी आवाज बुलन्द कर सकते थे ऐसे मजदूरों को हटा दिया गया।

आप को याद होगा चासनाला खान दुर्घटना हुई थी। हम लोग उस समय जेल में थे। अखबारों में समाचार आया था। खान की जब खुदाई होती है तो वह नीचे गहराई तक चले जाते हैं तो उस में पानी आ जाता है। नियम यह है कि जब पानी उस में आ जाय तो उस को मिट्टी से पाट दीजिए। उस में लाखों लाख रुपये का बिल बनता है लेकिन उन खदानों को मिट्टी से भरा नहीं जाता है।

अधिकारी लोग लाखों रुपये को झूठा बिल बना कर पैसा खा जाते हैं और उसी का नतीजा यह हुआ, उसी का जीता जागता उदाहरण यह चासनाला दुर्घटना है। जो वहां भ्रष्ट अफसर हैं उन का जीता जागता नमूना यह चासनाला दुर्घटना है। अगर उस खान में मिट्टी भर दी जाती तो वह दुर्घटना नहीं होती और जो सैकड़ों हजारों जानें लोगों की गई वह नहीं जाती। जो अफसर उस के लिए दोषी ठहराए गए उन के ऊपर कोई कार्यवाही नहीं हुई। क्या आप से लोग यही उम्मीद रखते थे कि आप भी उसी तरह काम करेंगे जिस तरह से पिछले तीस वर्षों में किया गया और जिस तरह मजदूरों के साथ अन्याय उस समय किया गया वही अब भी होता रहेगा? जो भ्रष्ट अफसर उस के ऊपर अपना अधिपत्य जमाए हुए थे क्या आप का भी वरद हस्त उन के माथे पर उसी तरह रहेगा? मैं आप से कहना चाहूंगा कि आप इस की जांच कराइए और आप यह नियम भी बनाइए, जब कीमत बढ़ती है तो जो प्राइवेट खान वाले थे उन को हजारों और लाखों का फायदा होता था, तो आप को क्यों घाटा हो रहा है? यदि आप को घाटा होता है तो आप उन अधिकारियों पर सीमा बांधिए, यदि वे मुनाफा नहीं करते हैं तो उन को हटाइए, उन के ऊपर मुकदमा चलाइए, उन को मुजरिम बनाइए। लेकिन यह होता नहीं है क्योंकि दक्षिण बिहार की किसी खान में यदि कोई अफसर है तो उस के साथ लगा हुआ दिल्ली के सेक्रेट्रिएट तक उस का सोर्स है। जो आज हमारे मंत्री जी हैं उन के लिए मैं नहीं कह सकता, मैं यह आरोप उन पर नहीं लगाना चाहता लेकिन पहले के जो लोग रहे हैं ऊंची ऊंची कुर्सियों पर बैठने वाले उन तक उन अधिकारियों की पहुंच रहती थी और यदि आप ने अभी तक यह काम नहीं किया है तो हो सकता है कि उन की पहुंच आप तक भी न हो जाय। इसलिए आप जनता को सतोष दिलाने के लिए और जो वहां लाखों लाख मजदूर हैं जिन का शोषण किया जा रहा है उन के हितों की रक्षा के

[श्री राम सेवक हजारी]

जिये सही नीति अपनाइए। आप जनता से अधिक पैसा लेते हैं लेकिन उस से जो मुनाफा है वह कुछ लोग अपनी जेब में डालते हैं। टाटा कोलियरी का आप नेशनलाइजेशन क्यों नहीं कर रहे हैं? उस का नेशनलाइजेशन करना चाहिए। जो विधेयक आप यहां पर लाए हैं मैं उस को कोई अधिक कारगर विधेयक नहीं मानता हूं। मैं चाहता हूं कि जो अधिकारी हैं उन को भी आप बांधने का काम करें। साथ ही मुनाफा भी होना चाहिए जैसे प्राइवेट खानों में होता है। यदि वे इस प्रकार से कार्य नहीं करते हैं तो उन के खिलाफ आप को कड़ी कानूनी कार्यवाही करनी चाहिए। साथ ही मजदूरों की जो दिक्कतें हैं और अनुविधाएं हैं उन पर भी आप को ध्यान देना चाहिए।

इन शब्दों के साथ मैं विधेयक का समर्थन करता हूं।

SHRI A. K. ROY (Dhanbad): I would like to say one thing. We could not have a full-fledged debate on the Ministry of Energy in this Budget Session and so we have got only one opportunity to speak something on this Act....

MR. CHAIRMAN: You will be called after Shri Balbir Singh.

SHRI A. K. ROY: The debate should be extended.

MR. CHAIRMAN: The House has to take a decision for extension.

चौधरी बलबीर सिंह (होशियारपुर) :  
समापति महोदय, कोयला खानों के राष्ट्रीयकरण में जो खूटियां रह गई थीं उनको दूर करने के लिए मंत्री महोदय ने यह संशोधन विधेयक पेश किया है। राष्ट्रीयकरण जो है वह क्यों होना चाहिए? इसकी जो मंशा है वह यह है कि लोगों को सस्ते भाव पर चीज

मिल सके और जो मुनाफा प्राइवेट सेक्टर वाले उद्योगपति उठा रहे हैं वह सारा मुनाफा राष्ट्र के हित में लगे। यही दो सब से बड़े कारण हैं जिनकी वजह से किसी भी उद्योग का राष्ट्रीयकरण किया जाता है। लेकिन कोयला उद्योग का जो राष्ट्रीयकरण किया गया उससे ये दोनों मंजूर हल नहीं हो सके। दोनों बातें नहीं मिल सकीं। एक तो लोगों को सस्ता कोयला मिलता उसमें सरकार फेल हो गई और उसका मुनाफा राष्ट्र के हित में काम आता वहां मुनाफे के बजाय घाटा शुरू हो गया। इसलिए इसमें देखने की जरूरत है कि पिछली सरकार ने पांच छः साल में राष्ट्रीयकरण के जमाने में कितना घपला और कितनी गड़बड़ी की। कहां कहां किस ढंग से काम किया कि बजाय मुनाफे के घाटे में चले गये? एक साल में आप उसको कितना देख सके हैं यह मंत्री महोदय हमें जरूर बतायें। जब से राष्ट्रीयकरण हुआ 6-7 साल में पहली सरकार ने क्या क्या गड़बड़ी की है उसके बारे में आज तक आप किस स्टेज पर पहुंचे? नफे वाली चीज घाटे में बदल जाय और वह भी/उस शकल में घाटा हो जाय जब राष्ट्रीयकरण होने के बाद कीमतों में तीन गुना इजाफा हो गया यह सोचने की बात है। अगर आपने मजदूरों को तीन गुनी मजदूरी दी होती तब भी हम समझ लेते कि राष्ट्रीयकरण के बाद मजदूरों को तीन गुनी मजदूरी देने के कारण कोयले की कीमत तीन गुना बढ़ गई। लेकिन आप ने मजदूरों को तीन गुना वेतन या एलावंस नहीं दिया है। तब यह सवाल उठता है कि तीन गुना खर्चा न करने के बाद भी कोयले का दाम तीन गुना क्यों बढ़ गया। यह महत्वपूर्ण सवाल है जिसका जवाब लोग हम से मांगते हैं। जब मजदूर को तीन गुनी मजदूरी नहीं मिली तो कीमत तीन गुना क्यों बढ़ गई? हिन्दुस्तान दुनिया के उन मुल्कों में है जहां सब से ज्यादा कोयला मिलता है। कुदरत ने हम लोगों को माला-माल कर रखा है तो उसे ठीक ढंग से इस्तेमाल करना चाहिए। आज पोजीशन क्या है।

कोल के मंत्री यह कहते हैं कि कोयला हमारे पास बहुत पड़ा हुआ है और रेलवे मंत्री कहते हैं कि बैंगन्स हमारे पास बहुत पड़ी हैं और जब भी इनकी डिमांड आयेगी, तो बैंगन हम इनको दे सकते हैं। जब डिमांड आती है तो बैंगन इनको देते हैं, यह भी वे कहते हैं। लेकिन जब ये दोनों बीजों हैं कि कोयला इनके पास पड़ा हुआ है और बैंगन उनके पास पड़े हैं, तो फिर कौन इस बात के लिए जिम्मेवार है कि सारे देश में कोयले का संकट है। किस कारण भट्टों पर कोयला वक्त पर नहीं पहुंच पा रहा है और इंटों का भाव भागे से दुगना हो गया है। इस सारी स्थिति के लिए कौन जिम्मेवार है। या तो कोल मंत्री जी यह कहें कि कोयला कम पैदा हुआ है और हम काफ़ी कोयला निकाल नहीं सके हैं या फिर यह कहें कि भ्रान्ध में तूफ़ान आ गया है और सारा कोयला वहां चला जाता है और या कोई और वजह दें, लेकिन ऐसी बात नहीं है। होता क्या है कि किसी न किसी बात के लिए किसी को स्क्वेगोट बना लिया जाता है और सारा इन्जाम उस पर थोप दिया जाता है। जो सरकारी महकमे में कर्मचारी होता है, किसी को तो भागे आ कर कहना चाहिए कि इसके लिए यह जिम्मेदार है लेकिन होता क्या है कि कभी कुदरत को जिम्मेवार बनाते हैं और कभी कुछ कहते हैं। रेलवे मंत्री जी कहते हैं कि हमारे पास बैंगन मौजूद हैं और कोल मंत्री जी कहते हैं कि हमारे पास कोयला मौजूद है। फिर क्यों नहीं कोयला पहुंच सका। इसके लिए सरकार जिम्मेवार है।

18.00 hrs.

श्री के० गोपाल (करूर) : जनता सरकार।

श्रीधरी बलबोहर सिंह : जनता सरकार की बात आप उठाते हैं, तो मैं इसका भी जवाब दूंगा। इसमें आपका भी हिस्सा है। कहते हैं कि कोयले की दलाली में मुंह काला। इन पिछले सालों में उस दलाली में आप लोग

रहे और आप कहते हैं कि इस कोयले की दलाली से निकलो। हम किसी के दलाल नहीं बन सकते, कोई भ्रष्टाचारों का दलाल नहीं है। देश में लोगों को कोयला मिले इसके लिए जनता पार्टी के जो मेम्बर हैं, वे सरकार से कहेंगे। हमारा आपकी तरह से मुंह बन्द नहीं है, आपकी तरह से हमारी जबान बन्द नहीं है। इमर्जेंसी के जमाने में जो मुल्क में हुआ, उसके बारे में आपकी जबान नहीं खुली, जो आपके बड़े बड़े लोग थे, उनकी कोई हिम्मत भोलने की नहीं हुई। इतने बड़े मोहदों पर वे बैठे हुए थे और उनकी जबान बन्द थी और वे बोल नहीं सकते थे। संजय गांधी ने जो किया था, उसके लिए आप कुछ न बोल सके और इन्दिरा गांधी की हुक्मत में जो कुछ हो रहा था, उसके लिए आपकी जबान बन्द थी और जनता पार्टी में आपने देखा कि यहां पर जब प्रिवेन्टिव डिटेंशन बिल आया था, तो उसके लिए जनता पार्टी के मेम्बरों ने क्या कहा। मैं आपको यह बताना चाहता हूं . . . (व्यवधान) . . . मैं आपको भी समझा दूंगा जो जो आप करते रहे हैं। हम से छेड़-छाड़ मत कीजिये . . . (व्यवधान) . . . अगर हमने कहना शुरू कर दिया तो आपकी जबान बन्द हो जायेगी। मैं यह कह रहा था कि प्रिवेन्टिव डिटेंशन के लिए जब बिल इस हाउस में ले कर आये तो जनता पार्टी के मेम्बरों ने कहा कि किसी ढंग से और किसी शक्ल में भी लोगों की आजादी पर वार होता हो, तो हम बर्दास्त नहीं करेंगे और जनता पार्टी के मंत्री को वह बिल वापस लेना पड़ा। आप जनता पार्टी की बात करते हैं। उसमें जिम्मेवार लोग बैठे हुए हैं, वे लोग बैठे हुए हैं जो लोगों से वायदा करके आये हैं कि हम देखेंगे कि सरकार ठीक ढंग से काम करे। जो बात जनता के खिलाफ होगी, उसके बारे में हम अपनी आवाज उठायेंगे लेकिन बात यह है कि सूरज निकला तो उल्लू को नजर नहीं आया। जो 30 साल की गन्दगी फैला कर पिछली सरकार गई है, उस गन्दगी को साफ़ करने में वक्त तो लगेगा ही और

[श्री चौ० बलवीर सिंह]

उस गन्दमी का एक नमूना यह कोयले की इन्डस्ट्री है। कोयले की जो इन्डस्ट्री है, उससे सब परेशान हैं। हम लोगों को जवाब देना पड़ता है कि हम कीमतें बढ़ा रहे हैं। इन कीमतों को किस ढंग से नीचे लायें, यह सवाल मैंने मिनिस्टर साहब से किया था। इन कीमतों को नीचे लाना है और साथ ही मजदूरों की हालत को बेहतर बनाना है। मजदूर लोग खानों में मर जाते हैं। उनकी सुरक्षा भी करनी है। ये सारी बातें आप करेंगे तो यकीनन लोग आपका साथ देंगे। आपका नाम ऊंचा होगा। कांग्रेस सरकार ने देश में जो गिरावट पैदा की, उसको जनता सरकार ने ठीक किया है। अब मजदूरों को ज्यादा पैसा मिलेगा और आम आदमी को कोयला सस्ता मिलेगा।

श्री राजेन्द्र कुमार शर्मा (रामपुर) : मान्यवर, कोयला खान राष्ट्रीयकरण संशोधन विधेयक जो माननीय मंत्री जी की तरफ से प्रस्तुत हुआ है, उसका मैं स्वागत करता हूँ। कोयला हमारे राष्ट्र की अर्थ व्यवस्था में महत्वपूर्ण योगदान रखता है। आज देश के अन्दर पावर की शार्टेज है और इससे तन्त्र-तरह की समस्याएँ पैदा हो रही हैं। इसके लिए कोयले का अभाव ही मुख्य कारण है। मान्यवर हमारे देश में अन्य देशों की तुलना में कोयले का उत्पादन बहुत कम हो रहा है। रूस के अन्दर 70 करोड़ टन वार्षिक कोयले का उत्पादन होता है। चाइना में 40 करोड़ टन वार्षिक उत्पादन हो रहा है। हमारे देश में तीन वर्ष के पश्चात् भी दस करोड़ टन कोयले का उत्पादन हो रहा है। चाइना हम से दो वर्ष पश्चात् स्वतंत्र हुआ था, वहाँ कम्युनिस्ट पार्टी का शासन आया था। हमारे यहाँ इसका उत्पादन उस हद तक नहीं हुआ जिस हद तक कि होना चाहिए था।

मान्यवर, आज हमारे देश के अन्दर डेढ़ अरब टन गोबर जलाया जा रहा है जो

कि देश के लिए बहुत घातक है। हमें दूसरी छावों का प्रयोग करना पड़ रहा है। इसका कारण भी यही है कि हम कोयले को देहातों के अन्दर नहीं पहुँचा पाये हैं जिससे कि डेढ़ अरब टन गोबर बचाया जा सकता है। इसके साथ 15 करोड़ टन लकड़ी हर साल जला दी जाती है। इतनी मात्रा में लकड़ी केवल जलाने के काम में आ रही है। इसका भी मुख्य कारण यही है कि हम कोयला पहुँचाने में पूर्ण रूप से सफल नहीं हुए हैं। 15 करोड़ टन लकड़ी जलाने के कुप्रभाव पड़ रहा है, साथल इरोजन हो रहा है, रेगिस्तान बढ़ रहा है। संसार में बहुत भारी सभ्यताएँ इसी कारण से नष्ट हो गयी हैं। आज बेबीलोन की सभ्यता का कोई नाम लेना और पानी देना नहीं है। यदि सही सिलसिला हमारे देश में भी चलता रहा तो हमारे देश के अन्दर भी रेगिस्तान बढ़ेगा। हर साल रेगिस्तान की मात्रा हमारे देश में भी बढ़ती जा रही है। यह हमारे लिये घातक चीज है।

मान्यवर, जब हम उद्योग का राष्ट्रीयकरण किया गया तो इसी एम्स एण्ड ब्रादजे-विट्ज से किया गया था कि देश के अन्दर कोयले का उत्पादन बढ़ा कर हम देश की समस्याओं का समाधान करेंगे। जितनी मात्रा में यह उत्पादन बढ़ना चाहिए था, उतनी मात्रा में यह नहीं बढ़ा है। इसके साथ साथ मान्यवर, हमें इसके उत्पादन में दस रुपये टन का घाटा पड़ रहा है। इसका सीधा-सादा अर्थ यह हुआ कि हमें हर साल 80-90 लाख रुपये का घाटा उठाना पड़ता है। कोई भी सरकार इस तरह से घाटा सह कर अधिक दिन तक टिक नहीं सकती है।

मान्यवर, राष्ट्रीयकरण के पूर्व जिन लोगों के हाथों में यह उद्योग था वे करोड़ों रुपये, अरबों रुपये के मालिक बन गये हैं। आज हमें इस उद्योग में हानि हो रही है। इस पर हमें निश्चित रूप से विचार करना होगा। विचार कौन करेगा? गवर्नमेंट करेगी, मिनिस्टर



करेंगे। पब्लिक सेक्टर का मालिक कौन होता है? जनता के नुमाइंदे होते हैं। अगर हम लोग इसकी व्यवहलना करेंगे, लापरवाही करेंगे तो यह लोगों के साथ अन्याय होगा, कुठाराघात होगा।

आज जो उत्पादन बढ़ाने की बात कही जा रही है, मैं जानना चाहूंगा कि किस तरीके से यह उत्पादन बढ़ाया जा रहा है? नयी सीमाएं खोली जा रही हैं या उन्हीं सीमाओं में और गहराई में जाया जा रहा है? यह तो इस प्रकार का धंधा है जैसे सोने के अण्डे देने वाली मुर्गी से अगर चाहें कि उसको मार कर एक दिन में ही सारे अंडे निकाल लें तो वह मुर्गी तो मर जायेगी लेकिन आपको सोने के अंडे नहीं मिलेंगे। यह व्यावहारिक कदम नहीं है। अगर आप चाहेंगे कि तेजी से उत्पादन करते चल जायें और पिल्लर्स को पेंकते चले जायें तो वे आहिस्ता आहिस्ता करके सीमाएं लुप्त होती चली जायेंगी। इस समय जितने कोयले का उत्पादन हो रहा है अगर इनको चार गुना बढ़ा दिया जाये दस करोड़ के बजाय चालीस करोड़ कर दिया जाये तो अगले पांच सौ वर्ष तक हम लगातार कोयले का उत्पादन करते रह सकते हैं। इतना भंडार कोयले का हमारे देश में है। अगर हमने भी अंग्रेजों की तरह से गलत ढंग अपनाया तो हमारा अहित होना अनिवार्य है। उन्होंने तेजी के साथ उत्पादन करके हमारी अनेक कोल माइंस को बरबाद कर दिया था और तरह तरह से कोल इंडस्ट्री को नुकसान पहुंचाया था। मैं चाहता हूं कि आप यह जो सारी समस्या है इस पर विचार करने के लिए एक कमेटी बनायें जिसमें इस सदन के माननीय सदस्यों के साथ साथ कुछ एक्सपर्ट लोग भी हों जो पता लगायें कि घाटा क्यों हो रहा है और इससे कैसे बचा जा सकता है।

मैं आपकी जानकारी के लिए बताना चाहता हूं कि आज कोयले की कमी के कारण

तरह तरह की समस्याएँ आ कर हमारे सामने खड़ी हो रही हैं। भट्टे वाले तथा दूसरे लोग कोयले के अभाव के कारण मर रहे हैं। मैं आपको यह भी जानकारी देना चाहता हूं कि धनबाद कालिंदी की तरह से और भी जगह दो प्रकार के रेड्स चल रहे हैं। अगर कोई व्यापारी लेने के लिए वहां जाता है तो उससे जो दलाल लोग होते हैं वे पूछते हैं कि कौन से रेट पर लेना चाहते हो। इसका सीधा सा यह अर्थ निकलता है कि वहां के अफसर लोग भी गड़बड़ कर रहे हैं, वहां पर इस प्रकार के गुट बने हुए हैं कि उनके माध्यम से सरकार को लगातार नुकसान हो रहा है और कोल इंडस्ट्री को चौपट करने की कोशिशें हो रही हैं। यह गम्भीर विचार का विषय सरकार के सामने है। एक तरफ घाटे का सवाल है और दूसरी तरफ उत्पादन बढ़ाने का सवाल है। यह जो एक आर्थिक पहलू है इस पर आपने विचार नहीं किया तो भविष्य में हमारे सामने एक भयंकर समस्या आ कर खड़ी हो सकती है।

मैं समझता हूं कि इस संशोधन विधेयक से आप उन क्राइयों को नष्ट कर सकेंगे जो कि पिछले संशोधन में नष्ट होने से रह गई थीं और जो बनी चली आ रही थीं।

SHRI A. K. ROY (Dhanbad): I shall stick only to the provisions of the Bill.

I wonder whether there is any necessity of changing this Bill in the House. Will it remove the bottle-necks retarding the progress of the industry? I do not think it will do so.

With the coming of the Janata Government everywhere there is a sort of liberalisation. I should say there is a wave of liberalisation. There is liberalisation in licence, in import, in corruption, etc. It also aims at liberalisation of giving more money,

[Shri A. K. Roy]

more compensation to the ex-owners. This is the sole motive of this Bill. This Bill does not protect the interests of the workmen. It does not help the workmen to get the amounts due to them expeditiously. But this Bill aims at giving more money quickly and liberally to the ex-owners.

In Clause 2—Current Assets of the Bill—they have excluded specifically 'money, assets of the ex-employers'. I would like to tell the Minister that in most of the cases in the collieries the liabilities are more than the assets. These owners have not paid provident fund. They have not paid all the dues of the Bihar Government from their assets. They have not paid the workers dues. They have completely damaged the mines. The total amount of dues and liabilities would be more than the assets. Today you exclude the current assets from all their property, from all their wealth. Tomorrow when your Compensation Commissioner evaluates and finds that the liabilities would be more than the assets, how will you compensate that thing? What control will you have to do that kind of a thing?

So, Sir, I oppose this Bill for this reason. Until and unless the total assessment is made by the Compensation Commissioner or by the experts as to what would be the liabilities, what would be the assets, etc. we cannot really advise the Government to liberalise its control, its anchor, on private enterprise.

I would like to tell you one thing. Here they have said this. In the original Bill, previously, what they have said was this. They have said that only the claimant has got the right to go on appeal. They have said, it is only the claimants who have got such a right to go on appeal, if they are dissatisfied with the judgment of the Compensation Commissioner. But here, what they say is this: Both the claimant and the

owner can go on appeal. What happens is this. The poor worker gets some award. The BCCL, CIL, etc. may decide not to go on appeal. The poor worker will never be able to get justice there.

So, Mr. Chairman, Sir, I would like to impress upon you about this difficulty which they are facing in the coalfields.

If the Minister really wants to do justice to the workmen, he should amend Clause 9 of the Coking Coal-mines Bill. What does Clause 9 say? It says: Regarding all the tribunal awards, all the gratuities, everything, of the workers' dues, in respect of the old company, the new nationalised company will have no liabilities to discharge if the worker is dismissed if it is proved that the worker is dismissed unauthorisedly, illegally, even if his case is decided today, he will have to seek employment from that old company which is no more there.

If he has got claims of gratuity, he cannot get them from BCCL. He has got to go to that owner who is no longer there. That is the position here. In this way the entire justice was being denied to the entire old workmen. We need to amend this now.

Only last month, in March, the Supreme Court gave a judgment. The case was like this. The BCCL applied against the award of a tribunal. They said: We are not liable to pay anything to the workmen because we are not to take over the liabilities of the previous management. This was their contention. The Supreme Court gave a unique judgment. They said, your workers are not liabilities; your workers are your assets. So, you are duty bound to take the entire responsibility to accommodate the workers today.

MR. CHAIRMAN: Please conclude.

SHRI A. K. ROY: I need two minutes more, because I like to tell all these things to the hon. Minister. This is the only opportunity we have

to point out these things, and we are from the coalfields. Daily we are battered from all sides. So, I request you to give me two more minutes.

MR. CHAIRMAN: No please. Please conclude in one minute.

SHRI A. K. ROY: A number of hon. Members said, the coal industry is going into loss and this and that.

Only today you see what has come in the *Times of India*. In the front page there is a big news item regarding coal scandal. I know this. A month back I was there. Some people came hurriedly to us and they told us: "You see in Bagha, you see in Jharia, thousands and thousands of gunny-bags of coal are lying there. You should intervene." I immediately got it checked up. I informed the Administration. The entire thing was caught. We don't know how much quantity was smuggled before. But today nearly 90,000 bags were found. They were lying unclaimed. There is nobody to claim anything. We do not know to whom that coal belongs. We don't know how that coal has come there. You make an enquiry thoroughly. You will find that the coal involved is coking coal. Where from has the coal come? How long the smuggling of coal of this type went on? You may say that captive mining is one of the reasons. For that only 30 per cent of the coal used to be extracted from the mines whereas 60 to 70 per cent of the coal could be extracted. You know, Mr. Chairman, coal is a wasting resource. Once you take that out, it cannot be regenerated.

So, the necessity arises to stop this waste of precious coal. We have to nationalise it. In collieries, till today, captive mining is going on. And you would be surprised to know that 80 million tonnes of coal is burnt in Dhanbad District alone. Nothing could be done about it. Anyway, I would like to tell you that to-day the position is this. It is said the cost of

labour is 70 per cent of the total cost of coal produced. I would like to ask—What is the character of this cost? After nationalisation, there is complete unproductive overhead on coal. They have eliminated the productive capability of workmen. So, I ask the Minister that instead of bringing in this type of a Bill so as to give money to the ex-coal-owners, he will kindly bring in a more effective Bill so that the coalmines which are our biggest assets could be saved and thereby our country can prosper.

SHRI P. RAMACHANDRAN: Mr. Chairman, Sir, I am very happy to note that a number of hon. Members have participated in the discussion and they have tried to give some suggestions also.

I would like to dispel one or two doubts raised by the hon. Members in the beginning itself. Mr. Ramamurthy from Tamil Nadu has raised a doubt about the nationalisation of the coal mines. I can assure this House that the Policy of the Government is not to go back upon it. Nationalisation is an accomplished fact and there is no dilution of nationalisation in this respect and it would be effectively implemented.

The other hon. Member also raised a doubt about the availability of coal. With regard to the availability of coal in the Southern States for feeding the power stations, it is true that there were some bottlenecks in transport. That has been sorted out and now you will find that there is free flow of coal to the Southern Power Stations. Every day before yesterday, when I was in Madras, the officers came to me and told me that the other problems are removed now and coal is coming on time.

About the Bill, some of the hon. Members have raised one or two points under the impression that this Bill is aimed at helping the ex-coalmine owners. Unfortunately, there seems to be some misconception in this respect. Ex-coalmine owners get

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the last priority in the matter of disbursement of compensation. I would like to place before the House that when the compensation is decided, the amount that is available with the Compensation Commissioner is being disbursed or will be disbursed in the following order:—

1. Workers' due is the first priority which will include provident fund, wage, pension, gratuity etc. That is the first priority with regard to compensation payable;

2. Second priority is unsecured debts. Mostly the nationalised Banks have advanced the money to the ex-coalmine owners.

3. Third priority is the amounts advanced by the Central Government during the management period for running the mines.

4. Even in the fourth priority (a) the sum due to the State Governments by way of royalty, debt, rent etc.

(b) amounts due under the Workmen's Compensation Act and

(c) Deductions made by the employers from the salaries and wages for provident fund or welfare fund.

5. Fifth priority is; all other claims including the supplies.

Then only, if any money is left after meeting the claims in the above order of priority, that will be paid to the owners, managing contractors and raising contractors, if any.

So, from this, I would like to impress upon the Members of this House that coalmine owners are not going to be benefited by this amendment. They only get the last priority and it is only to help and to see that the other people get not only the priority but also adequate compensation, in inter-State rates are equa-

lised so that the interest that is going to accrue to the money that was deposited with the Compensation Commissioner must have enough interest. Otherwise there may not be enough money. The creditors have advanced money at a very high interest, namely, 15 per cent to 16 per cent. We want to bring it to the level of interest that will accrue to the deposits made from public funds or any such thing. That is why this provision is made in the amending Act. It is with a view to help the various priority claimants in the matter of compensation.

Then, Sir, we have brought about one or two provisions in order to expedite the compensation payment. Ever since nationalisation—for the last four to five years before the Janata party came to power—the total number of cases disposed of is only 9,000 out of 92,000. Whereas in the course of last eight months after this Government came into power the number of cases disposed of is around 16,000. Our aim is after the passage of this Bill compensation will be paid within the next eighteen to twenty-four months. We want to see that the compensation is paid as quickly as possible so that those who are suffering—the priority sectors particularly—should not be made to suffer more. That is why we have brought forward this amendment. It is more to help the people rather than to help some vested interests.

Some hon'ble Members raised the point regarding current assets etc. There was some ambiguity in the definition of those things. We wanted to make it explicit so that people will not go to the court and go on having enlarged litigation. So, we have tried to define the current assets so as to make it easier for the disposal of claims.

Mr. Chairman, hon'ble Members also raised certain points about corruption nepotism, prices, scarcity of coal, etc. I would like to tell the House that during 1977-78 the coal

production has gone up. Apart from that, during 1977-78 we have despatched to various consumers 4 million tonnes more coal than the previous year, that is 1976-77. Our stock position at the end of 31st March this year is 12.5 million tonnes. So, the hon'ble Members will appreciate that adequate quantities of coal are available. May be because of some other reasons we have not been able to despatch coal to the needy places. Because of closure of Gomia factory production of coal got affected for three to four months during the last year but in spite of that the coal industry has done well during the course of last one year. My ministry officials and myself have personally visited the coal mines and made personal appeals to the workers to put in their best to increase coal production. As regards safety and other measures, I would like to say, that during the year 1977-78 as compared to the previous year the accident rate was not only less but also the casualties were less. Even if a single person dies, it is very tragic and we are sorry for it, but at the same time step by step we want to see that these accidents are minimised and the safety measures are implemented to the best degree possible.

Sir, as regards corruption, we have recently opened a vigilance and an inspection cell in the Ministry. They have been asked to make periodical surprise visits to the various coal companies and producing places and detect the malpractices, if any. Whenever any specific instances are brought to our notice, we take expeditious action.

During the course of the debate, a number of points have been raised by many hon. Members. For lack of time, I am sorry I will not be able to meet all the points raised but in a way, broadly, I tried to cover the salient points raised by our friends in this House. The number of points raised are about the corruption in

some of the companies and I can assure this House whatever steps are necessary to put down corruption in the coal industry, we are doing it. Mr. Roy mentioned about some scandal in one of the places. I would like to tell this House that the distribution of coal in the local areas is done by the State Government and whenever any instances are brought to our notice, we immediately draw the attention of the State Government to that effect. About illegal mining also, some points were raised. It is true there were a lot of illegal minings which were going on in the past. But after we took over, we tried to draw the attention of the State Governments and instruct them to treat this as a law and order problem and we have been in constant touch with the Chief Ministers of the States where the coal mining is taking place. And at official levels also, our Secretary is keeping in touch with all the Chief Secretaries of the various States and we are trying to put down illegal mining. I cannot dwell upon this more because cases are pending with the Supreme Court. I do not know when the judgement will come. Either today or a few days later it may come. But after the judgement comes, if there are any difficulties experienced, I may come to this House again to get sanction for certain steps that may have to be taken. But as far as the coal industry is concerned, we are trying our best to see that it is put on a proper place.

Some hon. Members have mentioned about the losses and about the arrears... (*Interruptions*)

SHRI RAMDAS SINGH: There were a lot of corruption cases and illegal mining also.

SHRI P. RAMACHANDRAN: I was mentioning about the illegal mining and on this point I have already told and also about the retrenchment and other problems that were raised. After we took over, not a single per-

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son was retrenched from the coal industry and in fact on the other hand we are trying to find out whether we can legally and also without causing any hardship to anybody employ more people. But, unfortunately already we find in a number of places surplus labour and our problem is to deploy these surplus labour to the places where there is more work, it is not our intention to retrench anybody. When the opportunities arise, we would like to employ more people; when the production goes up, we want to see that more opportunities are given for employment of those people... (Interruptions)

**SHRI RAMDAS SINGH:** I am told that about 30,000 workers had been retrenched during the Emergency. They were working in those mines and at the loading points. I want to know whether they would be reinstated or not.

**SHRI P. RAMACHANDRAN:** About the retrenchment of 30,000 workers, I do not know whether they were retrenched during the Emergency or prior to that even. Those cases will have to be gone through and then seen that justice is done. Suppose I start employing those who were retrenched earlier for various other reasons, then there will be no end to it. Unless we formulate firm policies of getting these people back to employment, it will be very difficult. I do not want to make any commitment for the simple reason that there are lakhs of people unemployed. If I just make a relaxation for a particular place without proper examination, it will be opening the flood gates in this point.

About the new coal mines, as and when we find the need for producing more coal, we are sanctioning new schemes also and whenever we sanction new schemes, certainly more opportunities will be given for new employment also. But these are long

gastation period projects and they have to be cleared by the Planning Commission. We have to embark on new coal mines and when new coal mines are started there will be more opportunities for new employment.

श्री रूपनाथ सिंह यादव (प्रतापगढ़) :  
नई कोलमाइन्स बनाने में कितना समय सरकार लेगी, मैं यह जानना चाहता हूँ क्योंकि अनएम्प्लॉयमेंट बहुत बढ़ता जा रहा है ?

**SHRI A. K. ROY:** Unless and until scope for employment is created, how can we give more employment? That is what he means to say. What is happening in coal mines is this. Miners and other productive workers are going out of service and retiring or they are retrenched. But we find that non-productive workers, parasites, those people are coming through different doors, with the result you are always loaded with over-employment; that is unproductive over-employment. That is why we say that you should follow certain procedures so that the entry to your colliery must be through productive workers.

**SHRI P. RAMACHANDRAN:** Yes. Even in this regard we are giving certain new guidelines with regard to employment; it must be production-oriented. We are attending to that. The hon. Member can rest assured that no unproductive labour will be employed in the coming months, whatever might have been done in the past, we want to see that productive labour is employed more and more. With these words, I commend the Bill to the House.

**MR. CHAIRMAN:** Before putting the motion for consideration to the vote of the House, I shall put the amendment moved by Shri Vinayak Prasad Yadav to the vote of the House, amendment No. 3.

*Amendment No. 3 was put and negatived.*

*Clauses 19 and 20 were added to the Bill.*

MR. CHAIRMAN: The question is:

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

"That the Bill further to amend the Coking Coal Mines (Nationalisation) Act, 1972, and the Coal Mines (Nationalisation) Act, 1973, be taken into consideration."

SHRI P. RAMACHANDRAN: I beg to move:

"That the Bill be passed."

*The motion was adopted.*

MR. CHAIRMAN: The question is:

MR. CHAIRMAN: I shall put the clauses to vote. The question is:

"That the Bill be passed."

"That Clauses 2 to 18 stand part of the Bill."

*The motion was adopted.*

*The motion was adopted.*

18.40 hrs.

*Clauses 2 to 18 were added to the Bill.*

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, May 3, 1978/Vaisakha 13, 1900 (Saka).*