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Thursday, March 8, 1979  
Phalgun 7, 1900 (Saka)

## LOK SABHA DEBATES

Seventh Session  
(Sixth Lok Sabha)



LOK SABHA SECRETARIAT

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No. 14, Thursday, March 8, 1979/ Phalguna 17, 1900 (Saka).

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## LOK SABHA DEBATES

### LOK SABHA

Tuesday, March 8, 1979/Phalgun  
17, 1900 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair]

### OBITUARY REFERENCE

MR. SPEAKER: I have to inform the House of the sad demise of one of our former colleagues Shri R. K. Khadilkar, who was Deputy Speaker of Lok Sabha from March 1967 to November, 1969. Shri Khadilkar was a Member of the Second, Third, Fourth and Fifth Lok Sabhas from 1957 to 1977. He also served as Minister of State in the Ministry of Supply and a Minister of State in the Ministry of Finance from November, 1969 and June, 1970. Later he became a Minister in the Ministry of Labour and Rehabilitation in 1971.

A renowned social and political worker, he played a prominent role in the freedom movement and suffered imprisonment several times from 1930 to 1945. He joined the Youths League Movement in 1928 and became Secretary, Maharashtra Youth Congress in 1931.

He was a delegate to the Asian Peace Conference held in China in 1952 and a delegate to the World Agricultural and Forestry Workers' Conference held in Vienna in 1953. He was a Member of the Parliamentary Delegation which visited U.S.A. in 1963. He was a Member of a delega-

tion to the Middle-Eastern countries in 1965. He also served as Chairman, Study Team appointed by the Government to examine the Iron and Steel Control Organisation.

A man of versatile ability, he served in various capacities during his long parliamentary career. He served as a Member of the Estimates Committee from 1957 to 1958 and of the Public Accounts Committee from 1962 to 1964.

Shri Khadilkar was a Member of the Poona University Court and Executive Committee and of the Poona Branch of the Indian Council of World Affairs.

Shri Khadilkar had literary taste. He was interested in international affairs particularly in the socio-economic aspects of development in the under-developed regions of Africa and Asia.

He published a book on the developments in China after liberation.

Shri Khadilkar passed away at Pune in Maharashtra in the early hours of 6 March, 1979, at the age of 73.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

The House may stand in silence for a short while as a mark of respect to the departed soul.

The Members then stood in silence for a short while.

## ORAL ANSWERS TO QUESTIONS

## Increase in D.T.C. Bus Fares

By [H.  
\*242. SHRI K. LAKKAPPA:

SHRI SHYAM LAL  
DHURVE:

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

(a) the reasons for the recent increase in DTC bus fares in Delhi;

(b) whether along with the increase in fares, DTC has effected any improvements in bus services, such as introduction of new routes, increasing of frequency of existing services, maintaining punctuality etc.,

(c) if so, details thereof; and

(d) whether DTC has taken any steps to plug the loopholes, if any, in fare collections and with what results?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):—(a) to (d). A statement is laid on the table of the Sabha.

## Statement

(a) The erstwhile fare structure of the Delhi Transport Corporation had not kept pace with the increasing cost of operation over the years. The income from the fares was not adequate even to meet the working expenses. The losses were mounting year by year. Fares had, therefore, to be increased to offset a part of increasing losses.

(b) and (c) For the improvement of the services to be commutes in Delhi, the Delhi Transport Corporation has taken a number of steps to increase operational efficiency. It has increased its fleet utilization from 70 per cent in April, 1977 to 80 per cent in January, 1979 and has been carrying nearly 25 lakh passengers daily

against 17 lakh passengers in April 1977. As many as 1037 additional trips to the far-flung colonies and 665 additional trips to the rural areas have been introduced since April, 1977. Peak hour services also have been introduced to meet heavy traffic demand during that period and to reduce waiting time. Surveys are undertaken from time to time to assess traffic demand on each and every route and frequency increased if so warranted. Ratio of trips operated to trips scheduled, which is a measure of dependability of service, increased from 83.78 in April 1977 to 90.81 in February, 1979.

(d) The Corporation has deployed a team of 244 members of its inspectorial staff to check ticketless travelling by passengers and non-issue of tickets by the conductors. With the intensification of this checking arrangement, it has been possible for the Corporation to increase its traffic income per k.m. from 144 paise in January '78 to 154 paise in January, '79.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, the Delhi Transport Corporation is often called a 'Don't Trust Corporation'. We have been observing not only on the floor of the House but outside that it was subjected to a lot of criticism. I think that the hon. Speaker must have gone through the statement that the hon. Minister has given. Don't mistake me for a small preface regarding this question because it is only the hope and...

MR. SPEAKER: I am not surprised at all because it is invariable.

SHRI K. LAKKAPPA: It is a poor man's transport in Delhi. It is the worst type of poor man's transport provided by the Government organisation under the very administration of this Transport Ministry. Sir, the Minister has not stated what are the reasons for fare hike. It is a subject of criticism all round. We have

brought to the notice of the Government that the buses are running in such a shabby manner that it is not even safe to travel by them.

**SHRI VAYALAR RAVI:** Ladies have been raped.

**SHRI K. LAKKAPPA:** Not only that, molestation and eve-teasing have also been there. The attention of the Government was drawn to these things by a call attention. But this Ministry has been just repeating its performance...

**MR. SPEAKER:** Come to the question.

**SHRI K. LAKKAPPA:** Why is it that the hon. Minister has not come out with a proper reply to my question regarding the improvement in bus services and increasing the number of bus routes. He has not given even the statistical figures of utilisation of buses because old buses are in operation. What are the steps the Government is going to take to improve the situation, at what point of time?

**SHRI CHAND RAM:** I do realise that DTC has not been able to give the service that one would expect from the Transport Corporation of the Central Capital. But we have been able to make some improvements and they have been listed in reply to parts (b) and (c). DTC has increased its fleet utilisation from 70 per cent in April 1977 to 80 per cent in January 1979. Is it not an improvement? We have been carrying nearly 25 lakhs passengers daily as against 17 lakhs in April 1977. This has been possible by introducing 1037 additional trips to the far-flung colonies and 665 additional trips to the rural areas. Similarly we have increased the number of buses.

**SHRI K. LAKKAPPA:** He has not answered my question. Let him list

the specific steps. He is reading out his statement.

**SHRI CHAND RAM:** If the hon. Member is not satisfied with what I have said, what can I do? We have listed the various steps.

**SHRI K. LAKKAPPA:** Let him satisfy the people of this country.

**SHRI CHAND RAM:** If the hon. Member does not care to go through the reply, what can I do? (Interruptions)\*.

**MR. SPEAKER:** Don't record.

(Interruptions)\*

**SHRI CHAND RAM:** So many steps that we have taken have been listed in the answer itself. I do not know what else the hon. Member requires of me? So far as eve-teasing and other things are concerned, I have been meeting the DTC officials and also the traffic police officials and I have been impressing upon them to see that these things do not recur. I am again meeting them day-after tomorrow to see that these things do not occur again. We have to strengthen our checking staff and also the traffic police so that these things do not recur.

**SHRI K. LAKKAPPA:** No less a person than the Chairman of the DTC himself has made a statement that the daily loss of the DTC (Don't Trust Corporation) is to the tune of Rs 2 lakhs. Actually, it may be more. It may run to lakhs and crores of rupees. With a view to off-set the loss, instead of plugging the loopholes, they have increased the fares. It is a big hoax. I would like to know... (Interruptions)

Are you defending this corruption. Mr. Jyotirmoy Bosu? Kindly keep quiet. If you are defending corruption, I have no objection.

\*Not recorded.

This corruption is rampant and in addition to that the bureaucracy is running in such a manner that they have no control over it. Even these private...

**SHRI JYOTIRMOY BOSU:** I condemn this...

(Interruptions)\*\*

**MR. SPEAKER:** Mr. Bosu... (Interruptions).

**SHRI K. LAKKAPPA:** I take a very serious view of Mr. Jyotirmoy Bosu's disturbing me like this. I think you can take action. They have allowed private operators to go on these lines. They are taking money from the private operators. The Government organised sector has run into difficulties and also loss. This is the conspiracy among private operators.

**MR. SPEAKER:** Mr. Lakkappa, every question is a speech for you. Please put the question.

**SHRI K. LAKKAPPA:** This is a big hoax.

**MR. SPEAKER:** This is all right. Which is the hoax. I do not know?

**SHRI K. LAKKAPPA:** Let the Minister answer. Allow me to put the supplementary. Let the Minister reply.

The private operators in connivance with these bureaucrats are operating successfully to see that the Government organised sector is completely collapsed so that...

**MR. SPEAKER:** Mr. Lakkappa, what is your question?

**SHRI K. LAKKAPPA:** In view of large scale corruption, inefficiency and all these things and also the private operators operating in this sector, will the hon. Minister concede for a full-fledged enquiry consisting of a

Parliamentary Committee to go into all these things to see all round improvement in D.T.C.?

(Interruptions)

**MR. SPEAKER:** What is all this?

**SHRI GAURI SHANKAR RAI:** Kindly expunge the entire non-sensical...

**SHRI K. LAKKAPPA:** Why are you here for? I am asking a simple question. Do you want to defend this kind of charges?

(Interruptions)

**MR. SPEAKER:** Order, order I do not

(Interruptions)

**MR. SPEAKER:** Mr. Lakkappa

**SHRI GAURI SHANKAR RAI:** Kindly expunge the entire non-sensical...

**SHRI K. LAKKAPPA:** He has no business to defend. What are we here for?

**MR. SPEAKER:** On every question you make a speech.

**SHRI K. LAKKAPPA:** It is my right to put a question. It is my Constitutional right.

**MR. SPEAKER:** Mr. Minister, have you any further answer?

(Interruptions)\*\*

**MR. SPEAKER:** Don't record. Mr. Minister, have you any further reply? Please reply only to the question. Are you appointing a Parliamentary Committee?

(Interruptions)

SHRI K. LAKKAPPA: Mr. Speaker, have I put any irrelevant question?

SHRI CHAND RAM: Recently I appointed a Committee headed by Shri Shyam Charan Gupta. That Committee has given its Report. Various recommendations of that Committee are under examination. So far as the losses are concerned, they have been coming down from year to year and now the loss suffered by DTC runs into hundred crores and that is why the fare structures are being made commensurate with the expenses that D.T.C. have been incurring.

The working expenses excluding interest, depreciation, in 1977-78 were 227.65 per km, whereas the average fare was only 157 paise per km. Therefore, you can very well realise that even though the fares have been increased but still we will suffer loss to the extent of more than Rs. 5 crores annually and these losses would be working losses and the depreciation and interest charges will be extra.

SHRI V. ARUNACHALAM ALIAS 'ALADI ARUNA': The conditions is very poor. Apart from the Central Government aid...

(Interruptions)

SHRI V. ARUNACHALAM alias 'ALADI ARUNA': Has DTC received any loan from the World Bank for improvement of the bus service? How much amount has been utilised?

SHRI CHAND RAM: did not catch.

SHRI V. ARUNACHALAM ALIAS 'ALADI ARUNA': Has this Government received any loan facilities from the World Bank for improvement of bus facilities as we have received in Tamilnadu?

SHRI CHAND RAM: The Central Government does provide the assistance. So, there is no necessity for World Bank loan.

SHRI DINEN BHATTACHARYA: What is the total number of buses under the DTC? How many buses ply on the routes and how many buses are in the workshops for break-down works? How many hours a bus plies within the periphery of Delhi?

SHRI CHAND RAM: The total number of buses is 2300. Besides this, 600 private buses have been hired by the DTC in order to meet the demand of the rising traffic. So far as other things are concerned, I require notice.

#### संभद्र की सलाहकार गमितियाँ

\*244. श्री नवाब सिंह चौहान :  
श्री विजय कुमार एन. पाटिल :

क्या संभद्र कार्य तथा अम संस्कृती यह बताए वाले कृपा करेंगे :

(क) संभद्र की सलाहकार गमिति के सदस्यों की शक्तियाँ क्या हैं ;

(ख) उन मामलों से निगराने के लिये क्या अवध्या की गई है जिन में सदस्यों को गलत सूचना दी गई हो अथवा तथ्यों को छिपाया गया हो ;

(ग) क्या इन गमितियों को भीर अधिक शक्तियाँ देने का विचार है ;

(घ) यदि नहीं, तो इसके क्या कारण हैं ;

(क) क्या बंतमान मंत्रकार ने इस बारे में कोई परिवर्तन किये हैं ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) The powers of the Consultative Committees of Parliament are governed by the Guidelines formulated in consultation with Political Parties/Groups in Parliament (copy of which is attached).

(b) No case of furnishing wrong information or concealment of facts has been brought to the notice of this Department so far.

(c) to (e). No changes have been made by the present Government, and no proposal to give more powers to these Committees is under consideration of Government, since the Consultative Committees attached to the Ministries are functioning satisfactorily.

#### Statement

1. The informal Consultative Committees will henceforth be known as Consultative Committees. These Committees are not, however, comparable to the standing Committees of Parliament. The deliberations of these Committees would remain Informal and no reference to the discussions held in the meeting thereof would be made on the floor of the House.

2. Government will fix the strength of these Committees in Consultation with the opposition parties with due regard to the respective strength of various parties in Parliament. Each party may choose its own nominees to these Committees.

3. The Minister concerned with each Ministry/Department shall preside over the meeting of the Consultative Committee attached to his Ministry. Whenever for exceptional reasons this is not possible, the meeting will either be presided over by the Minister of State of the Ministry or the meeting will be postponed.

4. Notices etc. for Consultative Committee meeting will be issued to the regular members of the Committee. If any member other than member of the Committee suggests any points for discussion in the meeting of a particular Committee, he may be invited for the meeting, subject to conditions that he will not be entitled to any TA & DA for attending such meeting. Regular member will, however, be entitled to TA & DA for attending the meeting held during inter-session period as per prescribed administrative orders.

5. Meetings of the Committees should be normally arranged during session period. It has also been agreed to hold one meeting of each committee during inter-session period and the date of that meeting may be decided if possible, during the previous meeting. The duration of the meeting should be left to the Chairman depending on the business to be transacted.

6. These meetings would be attended by the Senior Officers of the Ministries who would assist the Minister in regard to information on specific items on the agenda and provide the Minister with facts and figures. The Committee would not have the right to summon any witness to sent for or demand the production of any files, or to examine any official records. The Chairman of the Committee may, however, furnish any additional information required by members.

7. Brief record of discussions in the meetings on specific matters for which adequate notice had been given, will be circulated to the members. Where there is unanimity of view in the Committee, Government will normally accept the view subject to the following exceptions, viz.

(i) any view having financial implications;

(ii) any view concerning security, Defence, External affairs and Atomic Energy; and

(iii) any matter falling within the purview of an autonomous Corporation.

In case of non-acceptance, reason therefore will be given to the Committee.

8. These Committees would be formed for all the Ministries/Departments.

9. The reconstitution of the Committees will normally be timed with Budget Sessions.

10. Secretary of the Department of Parliamentary Affairs will notify the constitution of these Committees.

11. At these Committees, Members of Parliament are free to discuss any matter which can appropriately be discussed in Parliament. It would not, however, be desirable to refer on the floor of the House to anything which might have taken place in the Consultative Committees. This will be binding on both the Government and the Members.

श्री नवाब तिह औहान : श्रीमन्, मंत्री महोदय से तो मुझे शिकायत नहीं है, लेकिन जिन विनियोग की कनसल्टेटिव कमेटीज की बैठक में हम का गलत सूचना दी जानी थी, हम इस बारे में उन्हें लिखो चै, या उस प्रयोग को यह उठाने की कोशिश करें थे। हमें यह लिख कर आ जाता था कि यह कायदा नहीं है कि जिम बाट पर कमेटी में विचार हो, उसको यहाँ रेकर विया जाये। मेरा निवेदन है कि ये कमेटियाँ में बग्रों व बनती हैं, चाहे उन्हें सरकार बनाये या पार्लियामेट बनाये। किसी बाट की कनसल्टेटिव कमेटी में उठाया जा सके, मगर इस बड़े मदन में नहीं उठाया जा सके, यह ताज़ज़ब की बात है। यह कानून अफसरों ने बना रखा है। उन्होंने यह भायरन कर्न बना रखा है। वे जो भी उलटी शीर्छी बात कह दें, वह टीक है, यह स्वैप्नमंड और तथ्यहीन है, क्या मंत्री महोदय इस गलत रूप का इटाने की कोशिश करेंगे?

SHRI RAVINDRA VARMA: As far as the question of giving wrong information or making mis-statements before the committees of Parliament is concerned, they are of the same character as mis-statements in the House. If such an instance arises and the hon. Member is sure that there has been a wrong statement or an effort to mislead the Committee or the House, he can write to the hon. Speaker or to the Minister concerned. But the guidelines that have been agreed upon between the leaders of the opposition and the parties and groups, and the Government in 1969 clearly state that discussions in these committees will not be referred to on the floor of the House. This is primarily

because the objective of having consultative committees and discussions in consultative committees is to enable Members to exchange views more frankly, freely and informally on matters of policy and implementation than they have opportunities to do on the floor of the House.

श्री नवाब तिह औहान : जैसा कि मंत्री महोदय ने कहा है, मैं मानता हूँ कि सब ने मिल कर किसी जमाने में, बाया आदम के जमाने में, यह मञ्जूर किया था। लेकिन क्या यह गलत नहीं है कि जो बात कनसल्टेटिव कमेटी में डिसकाम होती है, वह इस मदन में डिसकाम न हो सके? क्या यह गलत और अबसर्ने नहीं है? जब मंत्री महोदय को मासूम हुआ है कि इस तरह का यान्त्रन किसी जमाने में बनाया गया था, तो क्या उसको हटाया नहीं जा सकता है? यह सब से बड़ा कोरम है। पार्लियामेट में हर एक बात डिसकाम हो सकती है।

SHRI RAVINDRA VARMA: I know that my hon. friend is very erudite in history and, therefore, perhaps he has lighted upon the date of Adam's arrival in the garden of Ede. But these guidelines were formulated in the year 1969 which is not commonly recognised as the year of birth of Adam (In eruptions) \*

MR. SPEAKER: You just answer the earlier question.

SHRI RAVINDRA VARMA. The question is important. Since he made a reference to Adam, how should he expect me to repudiate Adam from whom he and I are supposed to have descended?

Sir, the question in fact, or in essence, relates to the character of the Consultative Committees and the nature of the Consultative Committees. Therefore, Sir, it is essential for us to remember that the present character of these Committees is based on the concept of Cabinet responsibility in a parliamentary democracy. They have been conceived and outlined in the context of the concept and pattern of Cabinet responsibility. There are certain acknowledged forms and accepted ways in which institutions have to function within the four cor-

ners of the concept of Cabinet responsibility in a parliamentary democracy. The legislative functions of Parliament cannot be shunted to such Committees without a basic change in the structure of the Constitution. The responsibility of the Cabinet to formulate policies or to oversee and direct the execution of policy or the carrying out of policy by the executive are functions that have been assigned to the Cabinet. If again they have to be transferred to a Committee of this kind, it would involve a basic change in the character of our system and the Constitution. Even if the hon. Member wants it, he certainly can raise it in forums and in a manner, in which such a demand has to be raised, but obviously you don't change the basic structure by demanding some additional powers for the Consultative Committee.

**SHRI N. VIJAYKUMAR PATIL:** Mr. Speaker, Sir, the Consultative Committee meetings are just like informal get together and during April-May 1978, in the Symposium held for considering the aspects by which the Parliament can be made more effective, this question was discussed in detail and you inaugurated that function also. I want to know from the Minister whether a Committee was appointed for this purpose to make Consultative Committees more effective and what are the guidelines for that after 1959, that is, 1973-74 and what are the results?

**SHRI RAVINDRA VARMA:** I am not, at the moment, able to recall the appointment of any Committee in 1973-74.

**MR. SPEAKER:** He is mixing up. A Committee was appointed in the Speakers' Conference, not by the Government.

**SHRI RAVINDRA VARMA:** That is what I am saying.

**MR. SPEAKER:** You are mixing up the idea. The Committee was appointed in the Speakers' Conference.

**SHRI N. VIJAYKUMAR PATIL:** I just want to know whether a parliamentary committee was appointed to make the consultative committees more effective.

**MR. SPEAKER:** Government has not appointed any Committee.

**SHRI VINODBHAI B. SHETH:** Sir, it is an important question and I think most of the Members will agree that the papers of the Consultative Committee are sent to us and only five minutes are allotted to each Member to discuss. I come from 1200 or 1500 kilo. miles to Delhi to attend the meetings in off-season and 5 minutes are allotted to me. It would not be justice to me nor to Parliament nor to the nation. So, I would request the hon. Minister to kindly inform all the Ministers concerned to allow sufficient time to Members to express their feelings in the Consultative Committee meetings and to reply to the queries raised in the Consultative Committee meetings by the Members. Otherwise it will be a cry in wilderness as it is a bigger cry in wilderness in Parliament. Will the hon. Minister Please inform all the Ministers concerned to give proper effective and result oriented replies to the Members when there is a discussion in the consultative Committee meeting?

**SHRI RAVINDRA VARMA:** Sir, by the very definition these Committees are Consultative Committees. I do not think the hon. Member is right if he suggests that Ministers do not deal with the items that are inscribed on the agenda thoroughly and fully. Every Minister attempts to deal with all the items that are raised by hon. Members. I know that in most cases detailed notes are supplied to the hon. Members about the items that they raise. Since time is limited—the time of this House is limited, the time for which the Committee meets is limited—it may sometimes happen that an hon. Member does not get as much time as he wants to explain himself. This is the common difficulty that we

experience in this House as well as in the Committees of the House. I shall certainly convey the request that the hon. Member has made to my colleagues.

**की राजकीय सभी :** माननीय मन्त्री जी ने बताया कि कम्मिटीज में जो डिस्केन्शन न होते हैं वह की, कम्मर एंड इन्डस्ट्रीज में होते हैं नेशनल बेरा कहना है कि वह की, जैक और इन्डस्ट्रीज में होते हैं, सिफ़ काम्मल होते हैं। केवल पांच मिनट में बहस बोलते हैं और बेस्टर ने जो कृष्ण बोलता है उसके बारे में बिनिटर साहब का कथा कहना है। गवर्नरेंट का कथा कहना है उसका डिस्ट्रॉ नोट कमी नहीं आता है। इसलिए मैं जानता चाहता हूँ कथा इन कम्मिटीज को ज्यादा उपयोगी बनाने के लिए इस पदाति में काइ परिवर्तन किया जायेगा ?

**SHRI RAVINDRA VARMA:** The utility of the Committee is the result of the collective contribution of the hon. Members as well as the Minister. Therefore the responsibility to increase the utility of the Committees is a responsibility that is commonly shared by all of us. As far as the hon. Member's observation that discussions are not free and frank is concerned, what I tried to tell the House was that the objective with which the Committees were set up was to enable the Members to have a free and frank discussion. Now if hon. Members want to raise in the Committee specific questions of the kind that they raise during question hour, then obviously discussion will centre round specific questions and not questions of policy and the utility of the forum as a forum for free and frank exchange of views on the formulation of policies will be affected by the kind of questions that are raised.

**PROF. SAMAR GUHA:** I want to know from the Minister whether sometime earlier a question was raised as to how this kind of Committee could be made more effective and purposeful. The present position is, some discussions are held and the next day the Ministers get a good coverage for their performance. There is no other effect. Sometimes good information is given, and most of the time it is not. A question was raised whether it is

possible to convert these Consultative Committees into Standing Committees so that some of the burdens of this House can be diverted to them, as it is being done in other democratic countries where this kind of committees have some effective role to play and thereby reducing the burden of this House itself. Some important businesses are being transferred. I would like to know whether the Government will consider these Consultative Committees being given the status of Standing Committees so that they have some effective work, sharing the effective work of the Parliament.

**SHRI RAVINDRA VARMA:** I agree with the hon. Member that some Ministers as well as some hon. Members... (Interruptions) I have agreed with the hon. Member even on the question of Subhas Babu and still he says... (Interruptions) That was the crucial occasion.

**SHRI HARI VISHNU KAMATH:** Why even?

**SHRI RAVINDRA VARMA:** I said I agree with the hon. Member that there are some hon. Members and some Ministers who have a special felicity with the press, and are able to hit the headlines whatever they do and whatever they say. As for the very important question that my hon. and distinguished friend has raised about the nature of the Standing Committees, I am sure that a senior Member like him is aware of the fact that an alteration of the functions of the Committee will affect the structure of responsibilities in the Constitution.

**SHRI EDUARDO FALEIRO:** Let us amend the Constitution.

**SHRI RAVINDRA VARMA:** It is open to my hon. friend to move a Bill as he does on many other issues on this issue also, to amend the Constitution. But the question is whether an amendment of the Constitution is to be conceived from the point of view of the necessity to alter the Constitution as

such, or in the light of a feeling that the Consultative Committees are not functioning satisfactorily.

I would like to say in answer to my hon. friend's question that the Constitution is not amended through answers to supplementaries in the question hour...

**SHRI DINEN BHATTACHARYA:** Is it functioning very effectively?

**MR. SPEAKER:** We are functioning very effectively.

**SHRI RAVINDRA VARMA:** My hon friend, Shri Dinen Bhattacharya can be effective anywhere, and the nature of his effectiveness continues to be the same anywhere. In answer to my friend, I was saying that though there are countries in which the Standing Committees perform certain functions which are different from those of our Consultative Committees, he must be aware and the right hon. Gentleman from Hoshangabad sitting behind him certainly is aware, of the fact that when the Constitution came into force in 1952, there was a statement made by both the Presiding Officers of the Lok Sabha and the Rajya Sabha to the effect that in the context of the concept of Ministerial and Cabinet responsibility, the Standing Committees have ceased to be as important as they were in an earlier time. Thereafter, there have been considerable discussions between the Opposition parties and the Government on the question of the nature of powers that the Consultative Committees must have. The House is perhaps aware that between 1952 and 1954, there were no Consultative Committees whatsoever. The Standing Committees were abolished in 1952 and they were re-established in 1954 as Consultative Committees after considerable discussion and exploration of the limits to which powers can be given to such Committees within the framework of the Constitution that we have. But these are matters of a basic character which cannot be settled through supplemen-

tary questions, and they will continue to agitate us because we are all in a common search for ways to increase the effectiveness of the organs of Parliament.

**ROF P. G. MAVALANKAR:** Mr. Speaker, Sir, I might claim that I know part of the history of this whole business of Consultative Committees and also the Standing Committees, how it began and ended and again started, beginning from 1946. But this is not the time to go into all those things, although the Minister himself has gone into all those things right now while answering. Before I put my question, I may submit to you, Mr. Speaker, that you also come very much in the picture, not in the form...

**MR. SPEAKER:** Not in this House, outside.

**PROF. P. G. MAVALANKAR.** I know, not in this House at this stage. But you come very much in the picture and I am making this plea to you on another ground that the Department of Parliamentary Affairs hardly gets discussed in the House through the Demands for Grants because the priority is very low and we have no chance at all to discuss important matters concerning the effectiveness and utility and credibility of the Parliament in the eyes of the public. Therefore I am requesting you before I put my question—it is not a question but a request to you—would you not consider some ways of bringing the Government the Members of Parliament and yourself into some kind of a co-ordinated activity to see how not only the Consultative Committees, but many such activities of Parliament are made more effective, useful and credible in the eyes of the Government, the people and in the eyes of the Members of Parliament themselves. Now having said that, my question is, he has stated that the Consultative Committees, attached to the various Ministries are functioning satisfactorily. It is a very general term. I

cannot ask him what his idea of satisfaction is. His idea of satisfaction may be different from my idea of satisfaction. But when he says that the informal Consultative Committees have ceased to be informal and they are now formal Consultative Committees, may I know whether the Government are aware of the fact that no consultation whatsoever takes place in these meetings and that these meetings are informal tea-taking, refreshment affairs, going out of Delhi many times, contrary to your directives. Contrary to your directives, these Consultative Committee meetings are held outside Delhi, at places where there is no need for the Committee to hold meetings.

Apart from that, my question is, what kind of consultation takes place in these Committees, what kind of discussions take place in these Committees, what kind of effectiveness, seriousness and importance is attached by individual Ministers of these Committees to the discussions that take place in these Committees? If this is not the matter for answer, I do not know what he means by satisfaction. Will he please tell us that he will at least go into the question by consulting you, by consulting all of us and have some kind of a dialogue effectively so that these Committees become more effective and meaningful because the press is increasingly reporting about this? The other day an important article and an interesting article appeared in the *Indian Express*. My question is, will the Government make it satisfactory to the satisfaction of the people, the Parliament and the country at large?

SHRI RAVINDRA VARMA: I have great respect for the hon. Member and I agree with him, the question of satisfaction involves an element of subjectivity. I find myself unable to...

(Interruptions)

MR. SPEAKER: Forget further supplementaries. You answer the main supplementary.

SHRI RAVINDRA VARMA: My hon. friend is accustomed to hyphens. So, with a hyphen I should reply to Shri Dinen Bhattacharya that I can understand his objection his obsession with objectivity. My hon. friend raised a question—what are the subjects discussed and how are they discussed and are they taken seriously. I must say that I do not share his view that there is a general feeling that these meetings do not discuss matters seriously. I am sure that many hon. members will agree with me when I say that in many Committees the discussions are quite serious, and subjects are seriously taken up. I can assure him, and through you, the House that all my distinguished colleagues in the Cabinet give utmost consideration and respect to the Consultative Committee and treat them with the highest respect and consideration. If there are any instances where hon. members feel that Members have been given a cavalier treatment and the Committee has been given cavalier treatment, he can draw our attention and I can take up the matter with the hon. Minister and with the Prime Minister. Sir, your guidance will always be sought for the improvement and effectiveness of the Committees of Parliament.

#### Report on Medico-Botanical Survey of Pachmarhi

\*245. SHRI HARI VISHNUU KAMATH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the team deputed last September-October to conduct a medico-botanical survey of Pachmarhi (Madhya Pradesh) and the surrounding region has completed its work and submitted its report;

(b) if so, what are its findings and recommendations; and

(c) whether the report will be laid on the table?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) Yes, Sir.

(b) A statement is laid on the Table of the Sabha.

(c) The report is being edited and printed for limited circulation. The work is of routine nature of the Council. As such it is not proposed to lay the same on the Table of the Sabha.

**Statement**

Pachmarhi owing to its commanding altitude along the Satpura ranges harbour characteristic vegetation with wide range of species, both of medicinal and botanical value. Although the vegetation in general is characterised by deciduous forests of mixed type, the altitude, geological formation and the climate of the area play an important role in the distribution and abundance of the species and as such the flora of Pachmarhi has a variety of elements. A detailed survey which has been carried out by the team has shown that the area is quite rich in the plants of economic and medicinal importance such as *Shorea robusta*, *Terminalia chebula*, *Amblica officinalis*, *Madhuca longifolia*, *Aegle marmelos*, *Buchwania lanzan*, *Clerodendron serratum*, sps. of *Dioscorea* and ferns, besides a large number of herbs. A large variety of wild ferns can be of great economic value when exploited on a large scale. The species of *Berberis* (*B. asiatica*) *Lycopodium* and *Psilotum* are some of the plants which may be of immense export value.

The team collected a total of 2000 specimens consisting of 396 field numbers distributed in various families of Angiosperms and Cryptogames, besides information on about 90 folklore claims prevalent in the area. The team observed that the tribals still have a very good knowledge of the medicinal virtues of the plants which is being practised by them through the ages. Some of the medicinal lore in practice appears to be based on

tantras associated with religious prayers to their respective gods and goddesses.

**SHRI HARI VISHNU KAMATH:** The statement laid before the House is an interesting one. I wish he had read it out. The House would have appreciated it. It is a short statement. Anyway, I shall not read it in full but only a part of it.

I believe the hon. Minister in the course of his extensive peregrinations, during the exciting years before he joined the Treasury Benches, has visited Pachmarhi, and seen the abundance of Nature's bounty of jari booti.

**MR. SPEAKER:** He has mentioned that in the statement. There are 2,000 species, he says.

**SHRI HARI VISHNU KAMATH:** I shall be happy if you also visit that site, Pachmarhi, as the statement says...

**SHRI DINEN BHATTACHARYA:** What is Pachmarhi?

**SHRI HARI VISHNU KAMATH:** He knows only Darjeeling. He does now know Pachmarhi. The statement says that the area is quite rich and there are plants of economic and medicinal importance such as *Shorea robusta*, *Terminalia chebula*, *Amblica officinalis*, *Madhuca longifolia*, *Aegle marmelos*...

**MR. SPEAKER:** All botanical names. For most of us it is Greek

**SHRI HARI VISHNU KAMATH:** *Buchwania lanzan*, *Clerodendron serratum*, species of *Berberis* (*B. asiatica*) *Lycopodium* and *Psilotum*.

**MR. SPEAKER:** Shall we come to something understandable? What can I do?

**SHRI HARI VISHNU KAMATH:** That is his responsibility. You can transfer that to him.

I take it that the team deputed by the Health Ministry was a medico botanical team, and was deputed by the Central Council for Research in Ayurveda and Siddha. I raised the question twice last year, first time on 15th May, 1978 and the second time on the 24th August, 1978. On those occasions, the then Minister answered saying that the Central Council for Research in Ayurveda and Siddha intended to conduct survey of medicinal plants in and around Pachmarhi...

MR. SPEAKER: What do you want now?

SHRI HARI VISHNU KAMATH: I am sorry to note that the monumental patience which you used to show on the Supreme Court bench is not with you now.

MR. SPEAKER: I am in a different seat now.

SHRI HARI VISHNU KAMATH: Even at your age, certainly, you have changed somewhat. I am sorry to note that you have become impatient.

IDPL is well known. It is well known to even Mr. Dinen Bhattacharya, who does not know where Pachmarhi is. The answer was: "IDPL is considering a proposal to set up a formulation unit in the joint sector in collaboration with the Madhya Pradesh State Industries Corporation." I would like to know whether this proposal is still before the Government.

The statement says that the team observed that the tribals still have a very good knowledge of the medicinal virtues of these plants. The IDPL does not want to bother itself about the medicinal virtues of these plants. I hope, it will undertake some research in this.

Is the Government still considering the proposal to set up a unit of IDPL in or near Pachmarhi in collaboration with the Madhya Pradesh State Industries Corporation?

SHRI RABI RAY: I think the House should have some interest in the subject. The question put to me by Kamathji related to the existence of botanical and medicinal plants in Pachmarhi in Madhya Pradesh. I think Dinen Babu should know where Pachmarhi is. The tribals have sufficient knowledge. The Indian names of these medicinal plants are

शात्, हरीतकी, आमलकी मधुक महामा, बिल्ब वेल, प्रिपाल, भारंगी, कन्दमूल, पृष्ठरहित पीडे।

These are Indian names of these medicinal plants.

So far as the question put to me by Kamathji is concerned, I would like to inform him that the report is with me here. I would like to place it in the library for the benefit of the Members and Kamathji who is taking great interest in this, can read it. The report was submitted by the Council on 4th December. It will go to the Scientists Committee. The question of IDPL does not arise at the moment. Let it be tested clinically, let it go to the Scientists Committee. I think, so far as IDPL is concerned, it is with Bahugunaji. If it is scientifically and clinically proved and it is standardised, then this question would arise, and then we can take up this issue.

SHRI HARI VISHNU KAMATH: He says that IDPL is not in the picture at this moment. But the answer by the Health Minister to my question of May 15 says:

"IDPL is considering a proposal to set up a formulation unit in the joint sector in collaboration with the Madhya Pradesh State Industries Corporation."

In that context, the answer further states:

"The Central Council for Research in Ayurveda and Siddha is expected to include the region in and around Pachmarhi under its medico-botanical survey programme."

Now, Sir, he seems to put the IDPL out of the picture for the moment. Am I to understand that this proposal will be considered at a later appropriate stage, after the Report has been considered by the Government quarters? Will the IDPL then reconsider the proposal to set up a unit in or around Pachmarhi, according to the previous answer?

**SHRI RABI RAY:** Since Kamathji is taking so much interest in the matter, I may say that so far as my Ministry is concerned, the specific steps taken in this regard are that the Central Council of Research in Ayurveda and Sidha has field offices in Madhya Pradesh, located in the following locations: Survey of Medicinal plants units at Government Ayurvedic College, Gwalior, a composite Drug Research scheme at Government Ayurvedic College, Gwalior, a composite Drug Research scheme at G.R. Medical College, Gwalior, an Ayurvedic Mobile Research Unit of the New Delhi Hospital at Vidisha. It is proposed to establish a Regional Research Institute at Gwalior by amalgamating all the above mentioned units. For this purpose the State Government has extended the basic facilities and rent free accommodation. I am going to take up this matter personally with the Chief Minister of Madhya Pradesh also.

So far as the setting up of a Joint Sector unit with IDPL is concerned, it can come up at a later stage.

**MR. SPEAKER:** The main interest is whether there is a herb to give longevity:

**SHRI RATANSINH RAJDA:** Shri Hari Vishnu Kamath has raised a very important question, when he talked about Ayurvedic medicinal properties. He has also discussed about Sidha. I would like to ask the Hon. Minister whether there is any proposal, since there is Chavanprash which is made out of these herbs, which gives a physical, moral and

mental boost, and there is Sidha Makaradwaj, to supply these to the old Members of the House so that they can render their services to the nation better.

**SHRI RABI RAY:** I will give due consideration to this proposal.

**श्री यश दत्त शर्मा:** इस प्रतिवेदन में यह जा प्रायुर्वेदिक बनस्पतियों का विवरण दिया गया है या मरुक्षण हुआ है, उनको सरकार रखने की, प्रियंक करने की भी कोई व्यवस्था है क्योंकि एक बात निश्चिन ह कि एक वर्ष के बाद इन में कुछ खाराची भा जाती है अच्छी तरफ देश में इनको प्रियंक करने की कोई व्यवस्था नहीं है।

**श्री रवि राव:** इसके लिए भ्रलग से मरुक्षण माननीय सदस्य करे

#### Dalai Lama's Dialogue with Chinese

\*247. **SHRI JYOTIRMOY BOSU:**  
**SHRI C. K. JAFER SHARIEF:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Dalai Lama said in New Delhi on 23rd January, 1979, that he could have a dialogue with the Chinese on Tibet only if a majority of the Tibetans were satisfied about conditions obtaining there; and

(b) if so, Government's reaction thereto?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE):** (a) Government have seen newspaper reports on these lines which were based on interviews between His Holiness the Dalai Lama and journalists.

(b) If the Dalai Lama and the Tibetans consider that the conditions are suitable for their return to the places of their origin, the Government of India on their part would not stand in their way in doing so.

**SHRI JYOTIRMOY BOSU:** Would the Hon. Foreign Minister take the

House into confidence and tell us whether, during his last visit, the issue of the Dalai Lama and Tibetans in India was discussed and, if so, what the details are.

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE):** In the statement in this House on the 21st . . .

**SHRI JYOTIRMOY BOSU:** No, I want to hear a little more than that; we have seen that statement.

**SHRI ATAL BIHARI VAJPAYEE:** I did refer to this matter. The question of the Dalai Lama and the Tibetans was discussed with the Chinese side. I reiterated the Government's policy.

**SHRI DINEN BHATTACHARYA:** What is that policy?

**SHRI ATAL BIHARI VAJPAYEE:** The policy has been consistent. We regard Tibet as a region of China. That was done in 1954 under an agreement between India and China. But we would be happy if the Dalai Lama and Tibetans go back if they think that conditions are suitable for them to return to their country.

**SHRI JYOTIRMOY BOSU:** Very recently the Dalai Lama has said that he took a pragmatic approach to liberalisation process adopted by China towards the Tibetans which was to be welcomed. He has also stated that he could have a dialogue with the Chinese on Tibet only when majority of the Tibetans are satisfied with the conditions obtaining there. In view of the two statements which are of great significance, will the Government of India take energetic and vigorous steps to induce the Tibetans and the Dalai Lama to go back to Tibet?

**SHRI ATAL BIHARI VAJPAYEE:** No, Sir. It is a matter between the Dalai Lama and the Chinese and we don't come in the picture so far as their return to Tibet is concerned.

**DR. SUBRAMANIAM SWAMY:** I believe that after the initial enthusiasm amongst the Tibetans residing in India to visit Tibet, that initial enthusiasm has somewhat wanted because there appears to be in their minds some uncertainty that if they were to go back to Tibet and wanted to come back to India, the Government of India would discourage that. I would like the Minister to tell this House whether the Government of India would take a consistent stand on this question that those who want to stay in this country in terms of refuge would be allowed, no matter what their political beliefs are.

**SHRI ATAL BIHARI VAJPAYEE:** Sir, those who want to stay in India are welcome to do so. Nobody will be sent from India against his or her wish.

**DR. KARAN SINGH:** Mr. Speaker, Sir, apart from the question of Tibetans, the question of Indians going to Kailash and Mansarovar, I understand, was also discussed . . .

**MR. SPEAKER:** It does not arise.

**DR. KARAN SINGH:** . . . because it deals with Tibet and this is in the Tibetan region. Would the hon Foreign Minister let the House know whether these pilgrims who look upon Kailash and Mansarovar as extremely holy and sacred will be given facilities to go there?

**SHRI ATAL BIHARI VAJPAYEE:** Sir, this question was also raised during the talks in Peking and I have already mentioned that in my statement. I myself would like to go to Kailash and Mansarovar.

**MR. SPEAKER:** Not during the Session.

**SHRI ATAL BIHARI VAJPAYEE:** Not alone, not during the Session. The Chinese side has promised to look into the matter.

श्री अटल बिहारी वाजपेयी: प्रधानमंत्री, 1962 के अन्दर भारत पर जो चीज़ ले हमला किया था कहि बन्धुहाटू में से एक बजाह यह भी थी कि हमने दलाई लामा की मेहमाननवादी की। यह बात व्यापार में रखते हुए दलाई लामा व्यापार के बारे में कितने सालों के लिए हम और उनकी मेहमाननवादी करते जाने हैं, और इसी के साथ मात्र हिन्दुस्तान की आजादी की हिजाजत के बारे में मोर्चे द्वापर्य यह मेहमाननवादी कब तक करने वाले हैं?

श्री अटल बिहारी वाजपेयी: प्रधानमंत्री, भारत में जो भी आवश्यक सेने के लिये आता है भारत के द्वारा उसके लिये हमेशा के लिये तुले तुला है और हम मध्यन्ती इस नीति से विचलित नहीं होते।

SHRI JYOTIRMOY BOSU: Only Iranian students you were deporting.

श्री अटल बिहारी वाजपेयी: दलाई लामा और उनके साथी जब स्वयं ही वापस जाने का नियंत्रण करते हुए तभी वह नियंत्रण कार्यान्वय होगा प्रथम वह हमारे मेहमान है, हम उनकी सुख सुविधा की यहा व्यवस्था कर रहे हैं।

श्री राम किशन: मत्री जी ने कहा कि जा भी शरण लेना चाहेगा हम उसको शरण देंगे तो यथा मत्री जी ईर्शन के शाह को भी शरण देंगे?

श्री अटल बिहारी वाजपेयी: प्रधानमंत्री, कोई शरण मार्गी नहीं गई है इमरिंग यह प्रश्न पैदा नहीं होता।

श्री बिनायक प्रसाद यादव: अभी मत्री महांदय ने कहा है कि 1954 के समझौते के अनुसार नियन्त्रण की चीज़ का रीजन मानते हैं। तो मैं मत्री जी से जानना चाहता हूँ कि 1954 के समझौते में और यथा क्या प्रावधान था, और इस समझौते में पहले नियन्त्रण की क्या गोष्ठीयता थी? वह चीज़ का रीजन समझा जाना था या आजाद समझा जाता था?

श्री अटल बिहारी वाजपेयी: अगर मानीय सदस्य चाहे तो मैं 1954 का समझौता सदन पटल पर रख सकता हूँ।

## WRITTEN ANSWERS TO QUESTIONS

### Double Track Between Madras and New Delhi

\*246. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) what is the progress of work on doubling the track between Madras and New Delhi and when is the work expected to be completed;

(b) whether there is any plan for electrification of the track between Delhi and Madras; and

(c) if so, details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Out of the total length of 2185 kms. of Delhi-Madras Trunk Route, about 368 kms. of track remains to be doubled. Of this, a length of 98 kms. is already approved for doubling and work is in various stages of progress. Another 24 kms. of doubling on this route are included in 1979-80 budget. The doubling on the balance 246 kms. will be considered in suitable phases, keeping in view the traffic needs and availability of funds.

(b) and (c). Electrification of Delhi-Mathura and Madras-Vijayawada sections of Madras-Delhi route has been sanctioned and work on them is in progress. There are no further plans for electrification as far as this route is concerned.

### Rise in Fares of Mini Buses under D.T.C.

\*248. SHRI G. Y. KRISHNAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the fares of the mini buses plying under DTC have been raised;

(b) if so, to what extent;

(c) whether any concessional tickets are given in mini buses; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) Yes, Sir.

(b) Fares have been revised with effect from 11th February, 1979. Prior to the revision the mini bus fares were as under:

The minimum fare of 30 paise upto 6 Kms. and additional 5 paise for every kilometre subject to maximum of Re. 1.00.

Revised Fares are as under:—

Up to 4 Kms.	30 paise
Over 4 Kms. & upto 16 Kms.	60 Paise
Over 16 Kms. and upto 30Kms.	90 Paise
Over 30 Kms.	120 Paise

(c) No, Sir.

(d) Does not arise.

#### Losses Incurred by DTC

\*249. **SHRI BALASAHEB VIKHE PATIL:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether he is contemplating to set up a Committee to investigate into the affairs of the D.T.C. with a view to determine the causes leading to loan in the Corporation; and

(b) what measures have been taken to prevent travelling by passengers without ticket thereby incurring huge loss in earning?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) No, Sir.

(b) The D.T.C. has intensified the checking arrangements.

#### Devices for Detecting Drunkenness of Drivers

\*250. **SHRI R. KOLANTHAIVELU:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have studied the efficacy of the devices evolved in Tamil Nadu to detect drunkenness of car/bus drivers; and

(b) if so, the steps taken to introduce such devices for all India application?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) and (b). The information received from the Tamil Nadu Government reveals that they have not evolved any device to detect drunkenness of motor drivers. They intend to purchase 20 Breath Alcohol Analysers from National Instruments Ltd., Calcutta, for use of Madras Traffic Police.

The instrument developed by the National Instruments Ltd. Calcutta, has already been notified by the Central Government as an approved instrument for testing the alcohol content in a person's blood.

#### Scraping of Leprosy Act

\*251. **SHRI DHARM VIR VASISHT:**

**SHRI A. R. BADRI NARAYAN:**

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to scrap the Leprosy Act and if so, the reasons for the same;

(b) whether social and medical experts had been consulted in this re-

pect and if so the details of the same; and

(c) the figures of the incidence of disease and medicare in Government and non-Government hospitals during last three years—1976, 1977 and 1978?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) and (b) The Ministry of Health and Family Welfare appointed a Committee composed as follows to review the various provisions of the Indian Lepers Act, 1898;

1. Dr. C. G. S. Iyer, Director, CLTRI, Chingleput—Chairman.

2. Dr. M. S. Nilakantha Rao, Director, G.M.L.F. Hindinagar, Wardha—Member.

3. Dr. V. Emambaram, Director, E. L. E. P.—Member.

4. Dr. P. Kapoor, Dy. Director of Health Services, Maharashtra—Member.

5. Dr. K. C. Das, Assistant Director General (Leprosy), DGHS—Member.

6. Dr. S. K. Noordeen, Dy. Dir., CLTRI, Chingleput attended the meeting of the Sub-committee held on 28-11-1975 by special invitation.

The committee expressed the view that the Act was framed on the basis of knowledge regarding Leprosy as also means for treatment available at that time and that those provisions could no longer be considered valid in the present day knowledge of the disease. The Committee has also expressed the opinion that it was not desirable to maintain any special status for this disease but to allow Leprosy to be dealt with like any other public health problem. The Indian Lepers Act, 1898 had essentially two objectives, namely (i) to restrict free movement of beggars with leprosy; and (2) to restrict or to prevent leprosy patients from following certain traders or occupation. The Com-

mittee is of the view that these objectives are capable of being achieved by wider and more extensive use of health education while at the same time providing adequate facilities for treatment of leprosy patients, as near to their homes as possible. The restrictions on the movement trade, etc. of the leprosy cases could apply only to open type cases i.e. those who continue to discharge bacilli. The committee is of the opinion that the leprosy Act 1898 should be rescinded in toto and that any measures required for dealing with leprosy should be incorporated within the existing Acts for other public health problems.

It is accordingly proposed to repeal the Indian Lepers Act, 1898 but to provide for retention of provision even now valid.

(c) The estimated number of Leprosy cases in the country is about 3.2 million of these, 2.52 million cases have been detected and 2.1 million registered for treatment so far. The number of cases registered for the treatment during the last 3 years as follows:

1976	346148
1977	413705
1978	209138

(figures provisional)

#### Tobacco Injurious to Health

\*252. SHRI ANANT DAVE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the manufacturer of chewing tobacco and tobacco used for other purposes are not indicating the statutory warning like "Smoking/drinking is injurious to health" on its packing; and

(b) if so, what steps Government propose to take in this regard?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) and (b). The provisions of the Cigarette (Regulation of Production, Supply and Distribution) Act, 1975 do not cover the manufacturers of chewing tobacco and tobacco. Hence they are not required to indicate the statutory warning namely 'smoking is injurious to health' on their packings. Chewing tobacco or tobacco cannot be treated on the same footing as Cigarette inasmuch as these are not products of scheduled industries and as such do not fall within the purview of Entry 33 of the Concurrent list in the Constitution. It is thus for the State Governments to consider having appropriate legislation in this regard?

पकड़े गये जास्ती पासपोर्टों की संख्या

253. श्री विजय कुमार मल्होत्रा: क्या विवेश मंत्री यह बताने की कृपा करेंगे कि :

(क) लोगों की विवेशों में, विवेशकर भरव देशों में नोकरियां विवराने का लालच देकर छोड़ देने के कार्यत भासलों में अब तक किनने व्यक्तित्व निरस्तार निये गये,

(ख) सरकार ने अब तक कितने जास्ती पासपोर्ट बरामद किये; और

(ग) ऐसे भासलों की रोकथाम के लिए क्या कार्यावाही की जा रही है?

विवेश मंत्री (भी भासल विवाही बालबोधी) : (क) और (ख). 13 राज्य हस्तांत्रों और 8 ऐन्ड भासित भासलों से रिपोर्ट प्राप्त हुई है जिनके द्वारा 26 विवेशतारियां हुई हैं तथा अब तक 794 भासल, जो या तो नकली ये या जिन पर मृते पुँछाने वे, पकड़े जा चुके हैं। दूसरे राज्यों से सूचना आने की अपी प्रतीका है और अब वह ज्ञा जास्ती तब सदृश की देख पर रख दी जाएगी।

(ग) अधिक भासलात्मक का कोई भी भासला जब भी जानकारी में आता है, उसी भीरत संबद्ध राज्य सरकार द्वा, समूचित कामनी कार्रवाई करने के लिए, उसके बारे में सूचित कर दिया जाता है। राज्य सरकारों के द्वारा निरंतर संपर्क रखा जाता है ताकि यह सुनिश्चित हो जाए कि संबद्ध राज्य भासितारी प्रतिक्रिया एवं दोनों की कार्रवाईों पर सतर्कताएँ रखा जाए और जो नीकीटी की तात्पर करने जाने को विरोध जाने के लिए जूँझ प्रतोग्य वें उनके विरुद्ध दुरंत और सतत कार्रवाई करे।

### Encephalitis

\*254. SHRI S. R. REDDY:  
SHRI GANGA BHAKT  
SINGH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is an increase in 'encephalitis' cases and the disease is spreading rapidly in the country;

(b) whether Government have made enquiries into the root causes of this disease;

(c) whether it is also a fact that it is difficult to check the spread of this disease in India mainly because the country does not produce the vaccine against this disease; and

(d) if so, the steps Government have taken in this regard?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) No, Sir. It is assumed that the question relates to Japanese encephalitis. If so, the incidence has declined.

(b) Yes, Sir. The method of causation of the disease is well known. It is a mosquito-borne virus disease caused by group B virus.

(c) It is not so. Man to man transmission of Japanese Encephalitis does not occur. It is not a contagious disease.

The liquid vaccine for Japanese Encephalitis has a very short shelf life. When there were cases during 1978 in some States, vaccine was imported by Government of India and distributed to the concerned State for immediate use. A project report has been prepared for manufacture of the freeze dried vaccine in the country.

(d) A statement is laid on the table of the Sabha.

### Statement

The following steps have been taken/are proposed to be taken in case large scale outbreaks of the Japanese Encephalitis occurs:—

1. For reduction of density of mosquito population:—

- (i) An intensive indoor insecticidal spraying.
- (ii) Fogging with malathion/pyrethrum outside the houses.
- (iii) Intensification of anti-larval measures.

2. A project report has been drawn up for indigenous manufacture of the freeze dried vaccine (with longer shelf life) at Central Research Institute, Kasauli.

3. Ayurvedic drugs are also used for treatment of the disease.

4. Health Education for personal protection against mosquito bites is being intensified.

### Reduction in Strength of Gangmen

\*255. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether 12½ per cent of the strength of Gangmen has been reduced;

(b) whether a directive has been issued by the Railway Board not to fill up the vacancies of Gangmen, Keymen, mates etc. to the extent of 10 per cent;

(c) whether no recruitment has been made in place of Gangmen utilised for patrolling the Railway line; and

(d) if so, reason thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) On the introduction of modern methods of track

maintenance, including use of tie-tamping machines, the requirements of gangmen, which is based on workload, came down. The organised labour wanted restoration of the old strength and as a result of an agreement in the J.C.M. Departmental Council the Railways were authorised to operate 87½ to 90 per cent of the strength as on 31st March, 1970 by regular gangmen and where higher percentages of posts were already filled the *status quo* was to be maintained.

(b) No.

(c) and (d). Monsoon patrolling is a seasonal work. The requirements of seasonal work are met by employing casual labour and not by recruiting regular hands.

### Decentralisation of Health Care

\*256. SHRI MUKHTIAR SINGH MALIK:  
SHRI SHYAM SUNDER GUPTA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under Government's consideration for the decentralisation of health care to give a new deal to the common man;

(b) if so, broad outlines of the proposal; and

(c) whether the Central Government have also earmarked any extra funds for the purpose and if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Health care is already a State subject and the question of its decentralisation does not arise.

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

## स्वास्थ्य वृक्ष एजेंसियां

\*257. श्री वसंत सिंह चौहानः  
श्री वसंत सिंह चौहानः

स्था रेल मंत्री वह बताने की कृपा करेंगे कि :

(क) स्था वह सच है कि रेल में अनेक अनिवार्य वृक्ष एजेंसियां कार्य कर रही हैं;

(ब) स्था सरकार को इन एजेंसियों द्वारा किए जा रहे कारबारों के बारे में कोई विवादतंत्र नहीं है; और

(ग) यदि हाँ, तो ऐसी एजेंसियों के विवर तक स्था कारबाही की वही है ?

रेल मंत्रालय में राज्य बंडी (श्री लिपि नारायण) :

(क) और (ब). अनिवार्य एजेंसियों, इसलाली वर्षा विवरित करने के बारे में कोई विवादतंत्र नहीं है; और बाजारी के भावने विवेदकर कृद्वारों की ओर भावह की दौरान, प्रक्षर रेल प्रकाशन के नोटिस में आते हैं।

(ग) भारतीय अवधारणा को सरल और कारबर बनाया गया है तथा लोकीय रेलों के लिए इसी व्यापक दरतों तथा तत्कालीन रेलों की वरद से बांध कार्य और प्रधिक सेवा कर दिया जाता है। रेल बंडालव में एक विशेष वस्त्रा भाजावा याता है जिसका कान भूखलवा भारतीय में कारबार के भावनों को देखना है। अनिवार्य एजेंसियों द्वारा भारतीय रेल अनिवार्य में उपचुक्त सहोदर करने का भी प्रस्ताव है।

## Training Facilities to U.A.E. Students in Medical Colleges

\*258. SHRI JANARDHANA POOJARY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether UAE delegation which visited India during January 1979 urged the Indian Government to extend training facilities to UAE students in the Medical Colleges; and

(b) if so, reaction of Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Yes, Sir. The UAE delegation suggested allotment of 3 seats for

their students in the Medical Colleges in India.

(b) It was agreed to give due consideration to their request, keeping in view the overall pressure on seats in the Medical Colleges.

## Plight of Indian Railwaymen in Mozambique

\*259 SHRI VASANT SATHE:

SHRI K. PRADHANI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of Government has been drawn to the news report appearing in the various leading newspapers dated the 10th February, 1979 regarding plight of Indian Railwaymen in Mozambique;

(b) if so, what is the reaction of Government to the various observations made therein and full facts of the matter;

(c) actual steps taken/proposed to mitigate the difficulties of Indian workers; and

(d) whether similar complaints have been received from Indian workers in other countries, details thereof and action taken/proposed?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir. In fact, the Embassy of India, Maputo, had also drawn the attention of the Government to the difficulties that are being faced by Indian railwaymen in Mozambique. Furthermore, I had the opportunity to meet these persons and discuss their problems during my recent visit to Maputo to attend the Foreign Ministers' meeting of the Non-aligned Coordination Bureau.

(b) and (c). A statement is laid on the Table of the House.

(d) No similar complaints about such plight of workers have been received from other countries.

### Statement

A Memorandum of Understanding regarding terms and conditions for Indian experts to be deputed for service in Mozambique under the Economic, Technical and Scientific Co-operation Agreement entered into between India and Mozambique on 8th October, 1976 was signed in Maputo on 20th December, 1977. The Memorandum stipulated terms and conditions for experts that would be deputed for work in Mozambique and had specific provision for housing accommodation.

2. However, even though the experts reached Mozambique in the month of June 1978, family accommodation has not yet been provided for and the experts continue to be housed in hotels—two experts in one room. This has also resulted in the families of experts continuing to stay on in India forcing the deputationists to incur extra expenditure on maintaining establishments in India. Mainly, it is this delay in providing housing accommodation which has affected indirectly, but significantly, other terms and conditions of their deputation particularly those relating to the extent of remittance facilities.

3. Some of the difficulties about which the deputationists have represented relate to the inadequate repatriation facilities, delay in repatriation of savings from emoluments because of delayed sanction by the Government of Mozambique and the prescribed banking procedures which take unduly long time, adverse affects on quantum of remittance made because of the change in exchange rate, lack of availability of Indian food in hotels in Maputo, liability for payment of penal rents for government accommodation in which families of deputationists are staying in India at market rates, etc.

4. The Government of India have taken steps in consultation with Railway Board to ensure that the families are not charged penal rents for accommodation which they are occupying. The Government are in touch with the Mozambican authorities and are using all possible efforts to ensure that family accommodation is provided as early as possible in Mozambique for our deputationists. In order to mitigate difficulties regarding repatriation, the Government of India have, as an exceptional measure, agreed in principle, repatriation through Reserve Bank of India facilities of 20 per cent of the emoluments of the deputationists for the period their families are away in India in addition to the facilities that have been extended to them by the Mozambican authorities.

5. Considering the complexity of the issues involved, the Government of India decided to depute the Secretary of the Railway Board and Director (Signals) to visit Mozambique for an on-the-spot study of their problems and hardships arising from non-availability of housing accommodations etc., and to advise the Government on the basis of their study about such further measures as we may have to undertake. The report of this delegation which returned to India on February 20 is about to be finalised and appropriate action will be taken by the Government after full examination of its recommendation by all concerned in the Government.

पहली बार भारतीय अधिकारों को कम भूमिका दिया जाना

\*260. श्री दीपक राम तारच : क्या संसदीय कार्य तथा भव नीति यह बताने की कृपा करेंगे कि :

(क) क्या रोजगार की दसान में सदृशी धरव जाने वाले भारतीयों को एक जीसा ही काम करने वाले भव देने की जीतों को ही जाने वाली भूमिका की दृष्टि में बहुत कम भूमिका ही जाती है; और

(ख) भारतीयों के साथ ऐसा कर्तव्य किये जाने के लक्ष कारब है?

**लंगडीव कार्बन स्थान बाली (बी रेलवे बर्न):**  
 (क) और (ब). सरकार भारतीय अधिकारों को साड़ी घरव सहित बास्त देखों में नियुक्त हैं और जेने की अनुमति भी देती है जब वह मजदूरी बर्तों और नि. जूल्क भोजन या खुराक भासे, जिसके निवास स्थान समयांपर भरते हैं जैसी बातों को सन्तोषजनक समझती है। इन मजदूरी बर्तों और रोजगार की सेवा बातों का भौतिक विदेशी में हमारे द्वारा बास्त देखों से प्राप्त हुई अधिकारियों के द्वायार पर वैयार किया जाता है। ऐसा करते समय भारतीय अधिकारों की भाग, विदेशी के स्थानीय अम कानूनों और बहुं विद्यमान भव्य सम्बद्ध परिस्थितियों जैसी बातों को ध्यान में रखा जाता है। उपलब्ध स्थानों के अनुसार सरकार ने साड़ी घरव सहित विदेश देखों में जिन भारतीय अधिकारों को नियुक्त हैं विदेश भेजने की अनुमति दी है, सामान्यतः उनकी मजदूरी दरें दूसरे पांचांसी एकियाई देखों से आए अधिकारों की दी जा रही मजदूरी दरों से कम नहीं है।

#### Introduction of Diesel Rail Car between Trichur and Ernakulam

\*261. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal under consideration to introduce a diesel rail car between Trichur and Ernakulam for the benefit of factory workers; and

(b) if so, the details thereof?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) (a)**  
 No, Sir.

(b) Does not arise.

#### Alleged Scandal in Time Table of Trains

2401. SHRI BHAGAT RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of the news appeared in the 'Punjab Kaur' dated the 13th January, 1979 under caption "scandal in the time table of trains" demanding high level enquiry in the matter; and

(b) what is his reaction thereto?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) Yes, the news item makes an allegation about cancellation of some trains on the pretext of coal shortage in connivance with some transporters of Punjab resulting in non-availability of trains for 5 hours between Ludhiana and Jullundur city and for 8 hours between Amritsar and Delhi.

(b) Out of 18 pairs and 24 pairs of passenger carrying trains on Ludhiana-Jullundur and Jullundur-Amritsar sections respectively only four pairs of passenger trains are temporarily cancelled due to shortage of steam coal. These trains will be restored in a phased manner on improvement in steam coal position. There is, therefore, no truth in the allegation.

#### ईरान में भारतीय बाली

2402. बी बदाराम शास्त्र: क्या विदेश भंडी यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ईरान सरकार ने भारत सरकार से राष्ट्रपति भवन के कुछ मालिकों की सेवाएं उन्हें उपलब्ध करने के लिए भारतीय किया था, जिसके परिणामस्वरूप 1977-78 में बहुं कुछ माली भेजे गये थे;

(ब) क्या यह भी सच है कि ईरान पहलं बने पर उनके पारपत जबत कर लिये गये थे और उन्हें ठेकेदारी के अन्तर्गत काम करना पड़ा जिसके लिए उन्हें बहुत कम मजदूरी मिली और परिणामतः उनमें से कुछ ने बहुं काम करना बन्द कर दिया था और भारत लौट आये थे;

(ग) यदि हां, तो इन सोगों को बहुं ठेकेदार के नीचे काम करने के लिए क्यों बाष्प दिया गया जाकि उन्हें सरकार ने भेजा था; और

(घ) क्या सरकार ने इस सम्बन्ध में कोई जांच की है और दोषी व्यक्तियों को दण्डित किया है?

**विदेश भंडारण में राज्य बाली (बी स्पेशल कूच्चु):** (क) जी हां। राष्ट्रपति भवन की उदान स्थापना से 12 बाली भेजे गए थे। उन्हें तिसदार 1977 में काम मुक कर दिया था।

(ब), (ग) और (घ). हमारे पास उपलब्ध सूचना के अनुसार ये बाली जहाजारी अवारक पहली

के सामाजिक, आर्थिक, शास्त्रियिक कार्रवाई के लिए कार्य कर रहे थे, किसी डेकेवर के लिए नहीं। इन मालियों ने कभी इस बात की सरकार का व्यापार आकृष्ट नहीं किया कि उनके पासपोर्ट उनसे से लिए गए हैं या उन्हें कम बेतन दिया जाता है।

तितम्बर 1978 में नियोक्ता संगठन ने 3 मालियों को उनकी प्रतिनियुक्ति का एक वर्ष पूरा होने पर बाप्तस भेज दिया था। बाद में अक्टूबर 1978 में एक माली ने अवितरण कारणों से प्रतिनियुक्त समाज करने का अनुरोध किया था। 1978 में वांच बाय माली भी जोड़े। तीन माली 1 जार्म, 1979 को लौट आये थे। इन मालियों की बाप्तस में पहले स्वास्थ्य कार्यकारी समिति ने उनकी सारी बकाया राशि बुका दी थी जिसमें उस बाग का काम अपने हाथ में से लिया था जिसमें वे कार्य कर रहे थे। इन मालियों के लिए बाप्तसी हार्ड टिकटों का भी प्रबन्ध किया गया। उन्होंने कम बेतन दिए जाने के बारे में लिकाबत नहीं की थी।

#### Compendium of Statistical Information

2403. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to refer to the Statement No. XVII of a Compendium of Statistical information on material management, 1978 published by the Ministry of Railways, the requirements of garments (uniforms) of Northern Railway for summer and winter uniforms were highest of Indian Railways and state whether Government will confirm that the entire requirements of Northern Railway are being fulfilled through Northern Railway clothing factory situated at Shakurbasti under the control of Dy. Controller of Stores, Shakurbasti?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): Northern Railway Clothing Factory, Shakurbasti undertakes only cutting of cloth for uniforms of this Railway. Stitching thereof is, however, got done through Railway's various Handicraft Centres by female dependents of Railway employees.

2404. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) total sale under 'Indrail Pass Tickets Scheme' introduced in 1977 for foreign tourists up to the end of December, 1978;

(b) total foreign exchange earned through the sale of these tickets up to that period;

(c) whether Government consider that scheme has shown good response from the foreign tourists; and

(d) if so, what steps are proposed to be taken to popularise the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) During the period June, 1977 to December, 1978 the total number of 'Indrail Pass' tickets sold was 26,716.

(b) Total foreign exchange earned through the sale of these tickets during this period was 11,25,795 US Dollars.

(c) Yes.

(d) Indian Tourism Development Corporation have been requested to design and produce a folder on 'Indrail Pass' containing all the essential information of the Scheme for the purpose of publicity abroad.

Specific quotas have been set apart in selected important trains for allotment to Foreign Tourists. Every endeavour is made to provide rail accommodation to Foreign Tourists on priority. Tourist Guides have been provided at major important Railway Headquarters offices who render all possible assistance to Foreign Tourists in drawing up their itineraries and fixing up their rail reservations.

## Libraries in Trains

2405. SHRI S. S. SOMANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have engaged private contractors running lending libraries on the railway trains;

(b) whether Government are in a position to run all such libraries departmentally; and

(c) if not, the obstacles Government face in this regard?

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

(b) No.

(c) It is the policy of the Government to allot such mobile libraries-cum-bookstalls to unemployed graduates, their associations, partnerships and cooperatives and the co-operatives of actual workers and vendors and to existing small Railway Bookstall contractors to create more job opportunities. Managing of such

bookstall-cum-libraries departmentally is not considered commercially viable due to heavy overheads.

विविध बंदर, भूगोल द्वारा आय

2406. श्री बार्टिल्ड चाहूँ घोड़ : क्या रेल बंदी वह बताने की हुआ करते हैं कि :

(क) क्या 9 अगस्त, 1978 को जबकि बहुराष्ट्र के दौरे पर हे, उन्हें वापिस्य बंडल, जूनागढ़ द्वारा एक बड़ा सूचीय आपान दिया गया था;

(ब) यदि हाँ, तो तम्बंडी भागवार बीरा रेल हैं;

(ग) भागवार क्या कार्रवाही की गई है;

(इ) यदि तक किसी भागें स्वीकृत की गई हैं तो वे को स्वीकार न करने के लिए कारण हैं और इन भागों को कब और कसे स्वीकृत करने का प्रस्ताव है?

रेल वालाम ने राज्य बंदी (श्री लिल बाराक्कर) : (क) नी है।

(ब) से (इ) एक विवरण संलग्न है

## विवरण

जापन में उत्तिवित विविध भागों के बारे में स्विति नीति बतावी गई है :—

## भाग

## श्री नई कार्रवाई

1. जेतलसर-बेरावत 346 डाउन लोकल 1-11-78 से 46 गोदीजाम एक्सप्रेस और 346 डाउन जेतलसर-बेरावत टेज साथी गाड़ी के बीच 22 निनट का अन्तर रख कर जेतलसर में बेल लेने की व्यवस्था कर दी गई है।

2. 'गोदीजाम' गाड़ी में कोटा का यह एक नई गाड़ी है जो 9-8-78 से चलाई गई है तथा कोटा का गोदीजाम तरवं भागवार पर किया गया है। भारिटि कोटा के उपयोग पर कही दृष्टि रखी जाती है तथा भगवारी सभीजा में स्वित पर पुनर्विचार किया जायेगा। यदि कि विविध भागों से हीमे बाले भासायात की जकड़तों के भगुतार कोटे में उपयुक्त समावेश किये जायेंगे।

3. बम्बई की ओर चाले गाड़ी गुरु-रात एक्सप्रेस में गोदीजाम गाड़ी के लिए आरक्षित डिव्हे में जूनागढ़ के लिए कोटा 11 डाउन/12 अप गुरुरात एक्सप्रेस ग्रहमदावाद और बम्बई लैंड्रल के बीच चले गाड़ी लिन की जायेगी हैं। 45 अप से ग्रहमदावाद पहुँचे बाले बम्बई की ओर के यात्रियों के लिए 12 अप गुरुरात एक्सप्रेस में गाड़ी गुरुरात लैंड्रल ग्रहमदावाद लैंड्रल के यात्रियों के लिए आरक्षित है। उनमें से 10 लैंड्रल जूनागढ़ के यात्रियों के लिए आरक्षित हैं।

## माग

## की गई कोरिंग

4. 23 अप/24 डाउन और 37 अप/38 डाउन गाड़ियों का डीजली-करण अतिरिक्त डीजल रेल इंजन उपलब्ध न होने के कारण तथा रेल पथ की बहुमान त्विति को दृष्टि में रखकर थी, जिसकी वजह से रेलार धीमी हो जायेगी, आवहारिक नहीं है।

5. 32 डाउन, 86 डाउन, 133 अप और 145 अप गाड़ियों से अहमदाबाद में बेल सेने की व्यवस्था ।

1-11-78 से 23 सोमवार बेल तथा 133 हावड़ा एक्सप्रेस और 145 नववीन एक्सप्रेस के बीच बेल सेने का अन्तराल 15 मिनट से बड़ा कर 25 मिनट कर दिया गया है। 23 सोमवार बेल के समय में परिवर्तन करना, जिसके लिए यांग की गई है, आवहारिक नहीं है क्योंकि यांगीयाम एक्सप्रेस 5.35 बजे अहमदाबाद पहुंचती है। रियरल सेन के बाले बाले, यांगी यांग 32 डाउन जयती जनता से यात्रा करना चाहूँ तो वे 46 यांगीयाम एक्सप्रेस से आकर जेतलसर में तथा 86 बेलार सवारी गाड़ी से आकर अहमदाबाद में गाड़ी बदल कर देसा कर सकते हैं। अन्यथा, बेराबल की ओर से दिल्ली की ओर जाने वाले यांगी 23 बेल से आ कर 2 डाउन बेल से यात्रा कर सकते हैं जो अहमदाबाद से 8.35 बजे छूटती है।

6. भावनगर मंडल के लिए 32 डाउन अहमदाबाद-दिल्ली जयन्ती जनता में कोटा का आवंटन ।

अहमदाबाद-दिल्ली के बीच 31/32 जयन्ती जनता गाड़ियों में से यात्रनायन (एक 3-टियर और एक 2-टियर) चलते हैं। इन यानों में मार्गवर्ती महत्वपूर्ण स्टेशनों के लिए कोटा आवंटित किया गया है और अहमदाबाद में जहाँ से गाड़ी बुरु होती है, बहुत कम स्थान बच रहता है। अतः भावनगर मंडल के लिए इस गाड़ी में कोई कोटा आवंटित करना आवहारिक नहीं है। 35 अप/23 अप/2 डाउन गाड़ियों में पोरबन्दर और दिल्ली के बीच एक 3-टियर यात्रनायन स्थान जाता है। जिसमें भावनगर मंडल के विभिन्न स्टेशनों के लिए स्थान अलग रख दिये गये हैं। भावनगर मंडल के स्टेशनों के लिए आवंटित कोटे के उपयोग नहीं होता। अतः भावनगर मंडल के स्टेशनों के लिए और कोटा आवंटित करने का कोई आविष्ट नहीं है।

7. बेराबल से महसूना तक सुपर कास्ट गाड़ी ।

राजकोट-बीरभगाम जल पर एक अतिरिक्त गाड़ी बलाना परिचालनिक दृष्टि से फिलहाल आवहारिक नहीं है क्योंकि इस बंड को बड़ी साइज में बदलने का काम बल रहा है जिसके 1981 तक पूरा होने की संभावना है।

8. राजकोट-बेराबल बंड में गाड़ी लाइन की सुविधाओं की व्यवस्था ।

राजकोट-जेतलसर-काटोला और जेतलसर-ज्ञानगढ़-बेराबल भीटर साइनों के आमान परिवर्तन के लिए कोई सर्वेक्षण नहीं किया गया है तथा यह परियोजना संसाधनों की कमी के कारण विचाराधीन भी नहीं है।

9. अविद्यमान थीटर आमान सम्पर्की गुजरात के लीटोप्ट बेल में एक सुविकसित थीटर-आमान रेल प्रणाली पहले से ही है। इस बोर में, फिलहाल, कोई नई थीटर लाइन बनाने का विचार नहीं है। बास्तव में, बीरभगाम से थोका तक तथा कालानुप्र से पोरबन्दर तक अहमान थीटर लाइनों के बदलाव की एक कड़ी योजना बुक की गई है और काही प्रवर्ति पर है।

वार्ता

की गई कार्यवाही

10. जूनामङ्ग स्टेशन के ढांचे में जूनामङ्ग रेलवे स्टेशन की इमारत यथापि पुरानी है परन्तु अचूकी हालत में है और उसकी उचित वेबाल की जाती है। इस स्टेशन पर होने वाले यातायात के लिए इस स्टेशन पर उपलब्ध बर्तमान सुविधाएं पर्याप्त समझी जाती हैं, यद्यपि स्टेशन के ढांचे में कोई अधिक परिवर्तन करना भी आवश्यक नहीं समझा जाता। एक घरितरित घेटकामें और एक अमरी ऐवल पुल बनाने का भी कोई आविष्यक नहीं है।

**Foreign Traffic Accounts Office  
Western Railway**

2407. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the vacancies occurred in the Foreign Traffic Accounts Office, Western Railway, Delhi on account of promotions, transfers, deputation, retirement, death, etc., since January, 1977;

(b) the number of vacancies filled by recruitment and transfer from outside offices etc. and the number of vacancies still remaining unfilled; and

(c) action taken to fill the above vacancies?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) 37 in Class III and 8 in Class IV.

(b) 29 vacancies in Class III and 7 in Class IV have been filled from sources indicated below:

	Class III	Cl. IV
Vacancies filled up by recruitment	3	1
Vacancies filled up by transfer from other offices.	19	6
Vacancies filled up by promotion from Cl. IV staff.	7	..
	29	7

9 vacancies (8 in Class III and 1 in Class IV) remain to be filled.

(c) Applications from willing staff to come on transfer to Foreign Traffic Accounts Office have been called from all the Divisions of Western Railway.

**Construction of Ports in Orissa**

2408. SHRI PABITRA MOHAN PRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government of Orissa have been pressing for construction of (i) Gopalpur minor port; (ii) Chandbali minor port; (iii) 4th Jetties at Paradeep Port; and

(b) if so, what steps have the Government of India taken by now?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b). The Executive responsibility for the development of Ports, other than Major Ports, vests with the State Governments concerned. The Government of Orissa had sponsored development of Gopalpur Port in the Centrally Sponsored Sector in the Fourth Plan period. As the scheme could not be finalised in time, it could not be included in the Plan, but a token provision of Rs. 40 lakhs for preliminary investigations was made in the Fourth Plan and against this amount, Rs. 5.22 lakhs was released to the State Government in the Fourth Plan. The remaining Rs. 34.78 lakhs of the token provision spilled

over to the Fifth Plan period against which Rs. 12.50 lakhs was released to the State Government in the Fifth Plan which ended on 31-3-78. No loans have been released thereafter. Planning Commission have tentatively agreed to a provision of Rs. 510 lakhs for the development of minor ports in the period 79-80 pending a final decision of the National Development Council on the policy question of central assistance to State Governments for schemes relating to minor ports in the Centrally Sponsored Sector in the Plan period 1978-83.

No proposal has been received from the State Government for the development of Chandbali Port.

The Ministry of Agriculture is concerned with the development of Fishing Harbours. It is understood from the Paradip Port that they have submitted a revised Project Report for the development of a Fishing Harbour at Paradip at an estimated cost of about Ra. 311 lakhs to the Ministry of Agriculture.

#### Starting Dadar-Kalyan Shuttle Service

2409. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry are considering a proposal to start Dadar-Kalyan Shuttle service on the suburban section of the Central Railway; and

(b) if so, the details of the proposal and decision taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. It has been examined in depth earlier and not found feasible due to operational difficulties in the section as well as lack of terminal facilities at Dadar.

(b) Does not arise.

Employment to Gangmen etc. in Jagadharji Carriage and Wagon Workshop, Kalka

2410. SHRI ROBIN SEN: Will the Minister RAILWAYS be pleased to state number of Gangmen, Safaiwala, Store Khalasi or Store Mazdoor taken against 10 per cent posts fell vacant or newly created in Jagadharji Carriage and Wagon Workshop, Kalka Workshop and Amritsar Locomotive Workshop during the last 3 years, year-wise?

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

Year	Amritsar workshop	Jagadharji & Kalka Workshops
1976	3	1
1977	9	Nil
1978	24	1

#### Tribal Sub-Plan for Orissa State

2411. SHRI GIRIDHAR GOMAN-GO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government of Orissa proposed a Master Plan for the Tribal Sub-Plan areas of that State for Five-Year Plan and Annual Plan for 1979-80;

(b) if so, the schemes proposed for the year 1979-80 and money earmarked from the State Sector for these areas;

(c) money earmarked by his Ministry for Tribal Sub-Plan areas of the country and funds to be provided to the Government of Orissa for tribal areas; and

(d) guidelines issued by his Ministry to the Government of Orissa for Health Schemes in tribal areas of the State?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) The State Governments have proposed a Tribal Sub-Plan for the tribal areas of the State for the Five Year Plan 1978-83 and Annual Plan 1979-80.

(b) A list of Scheme proposed under the Tribal Sub-Plan is given in the statement enclosed. A sum of Rs. 219.83 lakhs has been proposed by the State Government for the Tribal Sub-Plan areas for the year 1979-80.

(c) No funds have been earmarked by the Ministry of Health and Family Welfare for the Tribal Sub-Plan areas of the country. However, a sum of Rs. 199.86 lakhs is proposed to be spent by the State Government for the implementation of the Centrally Sponsored Schemes during 1979-80.

(d) In consultation with the Ministry of Health and Family Welfare, the Ministry of Home Affairs, who are concerned with the development of Tribal areas, have issued suitable guidelines.

Statement

Name of the Schemes		Outlay from State Plan to the Sub-Plan (Rs. in lakhs)
1	2	3
1. Completion of Incomplete P. H. C. Building and staff quarters and Sub-Centres . . . . .		26.40
2. Estt. of 25 Sub-Centres, Building and medicine grant . . . . .		3.50
3. Upgradation of PHCs into 30 bedded Rural Hospital . . . . .		86.35
4. Augmentation of Medicine grant to F.W. Sub-Centres . . . . .		6.39
5. Augmentation of Medicine grant to PHCs & Sub-centres . . . . .		23.60
6. Construction of Addl. Staff qrs. for Sanitary Inspectors/Health Assistant . . . . .		3.15
<i>Control of Communicable Diseases</i>		
7. Filaria Control Programme . . . . .		0.90
8. T.B. Control Programme . . . . .		5.50
9. V.D. Control Programme . . . . .		0.40
<i>Hospital &amp; Dispensaries</i>		
10. Strengthening of Distt. Headquarters Hospital . . . . .		11.77
11. Specialist Services in Distt. Headquarters Hospital & T. B. Hospital . . . . .		1.17
12. Strengthening of Sub-Divisional Hospital . . . . .		10.68
13. Specialist services in Sub-Divisional Hospital . . . . .		1.35
14. Improvement in Nursing Care . . . . .		1.00
15. Provision of Lab. Services in PHCs & Referral Hospital . . . . .		0.44
16. Continuance of Bedded Hospital in Rural area . . . . .		2.50

1	2	3
17. Strengthening of Rural Health Services	.	11.50
18. Strengthening of Rourkela Hospital	.	4.50
19. Strengthening of Rajgangapur Hospital	.	0.40
20. Extension of Bacteriological Lab. Services in District Headquarters Hospital	.	0.50
21. Improvement of Sanitation in existing Hospital	.	2.00
<i>Other Programmes</i>		
22. Expansion of Drugs Peripheral Organisation	.	0.25
23. Strengthening of V. H. S.	.	0.44
24. Strengthening of Regional P.H. Laboratory	.	1.50
25. School Health Services	.	1.00
26. Improvement and opening of Homoeopathy & Ayurvedic Dispensaries	.	6.24
<b>TOTAL</b>	.	<b>213.33</b>

**Foreign Minister's Visit Abroad**

(c) amount spent on these visits by the Minister plus officials?

2412. SHRI VAYALAR RAVI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how many times did Foreign Minister go out of India since 1977;

(b) names of countries he had visited so far; and

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) to (c). The information is detailed in the statement placed on the Table of the House.

**Statement**

Country visited	Amount spent on delegation of Minister and officials (Rupees)
1. France	1,22,136.00 (approx.)
2. U.K.	19,907.15
3. Nepal	7,610.84
4. Tanzania	75,381.80 (Approx.)
5. Burma	20,476.80 (approx.)
6. Afghanistan	5,343.80

Country Visited	Amount spent on delegation of Minister and officials (Rupees)
7. U.S.A. . . . .	2,58,027.74
8. USSR . . . . .	20,152.52
9. Yugoslavia . . . . .	72,102.25
10. Bhutan (cost of aircraft charter extra, specified at the end of statement) . . . . .	1,875.00
11. Nepal . . . . .	1,435.28
12. Pakistan (cost of aircraft extra, specified at the end of statement) . . . . .	687.30
13. Australia (cost of aircraft extra, specified at the end of statement). . . . .	18,055.91
14. Mauritius . . . . .	58,444.00 (approx.)
15. U.S.A. . . . .	92,888.20
16. Austria . . . . .	51,745.68
17. Iran . . . . .	25,905.20
18. U.K. & U.S.A. . . . .	56,295.57
19. Yugoslavia . . . . .	96,964.32
20. Japan, Republic of Korea & Hong Kong . . . . .	86,897.00
21. U.S.S.R. & Afghanistan . . . . .	67,684.39 (approx.)
22. U.S.A. . . . .	1,06,874.23
23. Nepal . . . . .	4,689.32
24. Mozambique and Kenya . . . . .	55,547.19 (approx.)
25. China (cost of airfare) . . . . .	71,160.00
(a) Cost of Charater of aircraft for visit to Australia of Prime Minister, Minister of External Affairs and delegation.	10,00,000.00
(b) Cost of charter of aircraft for visit to Bhutan of Minister of External Affairs. . . . .	90,483.34
(c) Cost of charter of aircraft for visit to Pakistan of the Minister of External Affairs. . . . .	34,118.00

## Repair of Railway Quarters

2413. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) how many complaints and suggestions regarding repairs, maintenance, additional facilities and improvements in Railway Quarters of Railwaymen from 'Vangani' to 'Thana' and from 'Thana' to 'Kaseva' stations in District of Thana (Maharashtra) are pending as on 31st January, 1979 Station-wise;

(b) how many of them have been attended to, so far;

(c) whether it is a fact that Government have recently earmarked some amount of money for more amenities and facilities of quarters of railwaymen and if so, the whole amount of the scheme; and

(d) how much amount has been so far expended on the quarters of above mentioned stations from the funds of the said scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). The information is being collected and will be placed on the Table of the Lok Sabha.

## Introduction of Local Train between Thiruvallur and Arkonam

2414. SHRI A. MURUGESAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that additional local train service between Thiruvallur and Arkonam on the Southern Railway requested for by the Non-Suburban Rail Passengers' Association, Kadambattur has not been conceded though there is enough passenger traffic; and

(b) whether Government will investigate and order for the extension

of 441/442 passenger Train on the Southern Railway upto Thiruvallur as enough passenger traffic is already assessed but extension service is not extended by the Southern Railway due to extraneous reasons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A representation has been received from the Non-Suburban Railway Passengers' Association Kadambattur for an additional train between Arkonam and Thiruvallur by extension of 433/444 Arkonam-Reginjunta passenger (and not 441/442) to Thiruvallur. This has not been found feasible due to lack of adequate stabiling facilities at Thiruvallur. However, an alternative service is already available in 96 Bangalore-Madras Passenger scheduled to leave Arkonam at 20.05 hours.

## Transport Facilities in North Eastern States

2415. SHRI KIRIT BIKRAM DEV BURMAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Prime Minister during his recent visit to Tripura and other North Eastern States had identified the lack of transport and communication facilities in the region as being mainly responsible for the backwardness of the region;

(b) if so, what specific road development schemes have been submitted by the Tripura Government for implementation during the year 1979-80 and under the Sixth Plan period, so as to ensure accelerated development of road transport in the States; and

(c) what is Government's decision thereon?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT

(SHRI CHAND RAM): (a) to (c). It is recognised that one of the main reasons for backwardness of North Eastern States, including Tripura is the lack of adequate transport and communication facilities.

For the development of Road Transport, the Government of Tripura has proposed an outlay of Rs. 361 lakhs for the Sixth Plan period 1978-83 and an outlay of Rs. 101.52 lakhs for the Annual Plan 1978-80. The Plan includes acquisition of buses and trucks, creation of workshop facilities, garages, passenger amenities and acquisition of communication equipments etc. As for roads and bridges, an outlay of Rs. 33.56 crores has been proposed for the Sixth Plan period including rural roads under the minimum need programme. The amount in the Annual Plan for the same proposed is Rs. 6.50 crores. The State Government pro-

चिदेश मंत्रालय में राष्ट्र मंत्री (श्री सरदेह कुम्हू) :

(क) 1978 में भारत की यात्रा पर आये भोमान के अधिकारियों का व्योरा

क्रम प्रतिनिधिमंडल का गठन यात्रा का समय क्रम सं० प्रतिनिधिमंडल का गठन यात्रा का समय  
सं०

1. डा० मुद्रारक सालेह अलखदुरी, भोमान के स्वास्थ्य मंत्री

6-2-78  
से

1. श्री गुलाम हुसैन, अम मंत्रा-  
स्थ में महानिवेशक

12-2-78  
है

डा० ए० एच० जपकर कार्नेंटी एवं मेडिल स्टोर के महा-  
निवेशक एवं मंत्री के सचिव

11-2-78

2. श्री एस० क० भट्टाचार, विदेश  
मंत्रालय में उप मंचिव

16-2-78

2. श्री एचनी एज वर्ड, भोमान  
के सूचना एवं संस्कृति मंत्री  
के निवी सताहकार

25-9-78  
से

30-9-78

3. (1) शह अमीर मंत्री उमेर,  
विज्ञा मंत्रालय में भवर  
सचिव

14-10-78

(2) बूसा जपकर हस्त, छात्र  
वृत्ति निवेशक

से  
19-10-78

poses, under the minimum needs programme, rural roads connecting all villages of population of even less than 1000.

Final allocation of funds for various schemes of the Annual Plan 1979-80 and the 1978-83 Plan is yet to be made by the Planning Commission.

भारत प्रभान सम्बन्ध

2416. श्री विज नारायण सरतूरिया : वह विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1978 में भोमान से किस-किस तारीख को मैली, वायिज, विद्या, कृषि, उद्योग आदि के बारे में प्रतिनिधिमण्डल भारत पाये और भारत से किस-किस तारीख को ऐसे प्रतिनिधिमण्डल भोमान की तथा इनमें प्रतिनिधियों की सभ्या कितनी भी तथा उनके नाम क्या हैं; और

(क) भोमान में उन संस्थानों और परियोजनाओं के नाम क्या हैं जिनमें भारतीय कार्य कर रहे हैं?

1978 भोमान की यात्रा पर गए भारतीय  
अधिकारियों का व्योरा

कम सं० प्रतिनिधिमंडल का गठन याता का समय

4. (1) श्री अब्दुल्ला अमीर, कार्मिक  
निदेशक, स्वास्थ्य मंत्रालय

(2) श्री मुहम्मद नासर, स्वास्थ्य  
प्रतारी, ओमान का महा-  
कोलाहावास, बर्मै

18-12-78

स

23-12-78

(3) श्री हामजा, अम्भान अधिकारी  
(स्वास्थ्य) स्वास्थ्य मंत्रालय

5. कर्तव बाई, चिकित्सा  
सेवा निदेशक

पश्चिम  
बर्मै, 1978

(ब) उन स्वास्थ्यों एवं प्रयोजनाओं के नाम जिनम भारतीय कार्य कर रहे हैं : -

1. द इंडियन टेलीफोन इंडस्ट्रीज टेलीफोन एक्सचेंज का संस्थापन ।

2. कर्सिटिंग इंजीनियर्स निमिटेड मस्कत में रायन पैलेस के निर्माण के लिए डिजाइन  
एवं परामर्शी संविदाएं ।

3. शपथरी पश्लोनजी मस्कत में रायन पैलेस का निर्माण । दूसरे चरण पर  
काम चल रहा है । प्रथम चरण का कार्य पूरा हो  
चुका है ।

4. डोडसाल्स प्राइवेट लिं. बालिका शिक्षालय एवं इस्तामी अन्तर्राष्ट्रीय केन्द्र का  
भवन निर्माण कार्य ।

5. श्री० भार० मुकरेजा एवं एसोसिएट्स भवन निर्माण सेवा से सम्बद्ध संयुक्त उद्यम ।

6. द इंडियन होटल क० (ताज मूप) मस्कत में एक भारतीय रेस्तरां बोला है । मस्कत में  
रायन होटल का प्रबन्ध करने की श्री संविदा  
की है ।

7. शिसरै हैवराकाद एस्टेट्स सीर्टेंट प्रोजेक्ट लिं. सल्लनत में बानियों की खोज करने के लिए परिवर्तन  
बानियों की कार्य एतरनित के परामर्शक ।

8. मैसरै टाटा एक्सप्रेट लिं. आपारिक कार्यकालय के लिए बंयुक्त उद्यम ।

9. बाटलीबाई एच क० (प्रा०) लिं. कोल्ड स्टोरेज बर्फबाजा ।

10. हक कम्पनीट्स सड़कों के डिजाइन एवं विस्तृत हेजीनियरी कार्य ।

11. इसके प्रतिरिक्ष, ओमान सरकार के विभिन्न सरकारी विभागों में भारतीय कार्यरत हैं ।

University Special from Lampur Border Narela to Maurice Nagar, Delhi

2417. SHRI U. S. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that general passengers are not permitted to travel by the D.T.C. University Special buses from Lampur Border Narela to Maurice Nagar at 7.50 A.M. in the morning; if so, the reasons therefor and what alternate arrangements Government have made for passengers who have to travel daily from Lampur Border to Delhi between 7.30 A.M. to 8.30 A.M. every day;

(b) whether there is a proposal under Government's consideration to provide one D.T.C. bus at 8.00 A.M. daily from Lampur Border to Railway Station or Central Secretariat complex; if not, the reasons therefor; and

(c) whether it is also a fact that D.T.C. shuttle are not provided on route No. 131 from Azadpur and Lampur Border on Sundays and holidays; if so the reasons therefor and what remedial steps Government propose to take to streamline the D.T.C. service to these rural areas of Delhi?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) No, Sir. The general passengers are permitted to travel by the DTC University Special Buses. However, student passengers do not allow other passengers to travel in these buses.

(b) A survey is proposed to be carried out to assess the traffic requirement. A trip will be provided, if so warranted after the assessment, at 8.00 A.M. from Lampur Border to Railway Station.

(c) Regular services on route No. 131 are operated between Lampur Border and Delhi Railway Station via Azadpur on all days of the week.

The Corporation is making all out efforts for overall improvement of its services, including those connecting rural areas.

#### Insurance of Passengers and Property on board Inland Water Vessels

2418. SHRI K. PRADHANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Central Government has recently framed rules for insurance of passengers and property on board inland water vessels; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir.

(b) The broad details of the Rules are as shown below:—

(i) The Rules have been called as the Mechanically Propelled Inland Vessels (Third Party Insurance) Rules, 1978.

(ii) The Rules have been brought into force w.e.f. 1-1-1978.

(iii) The Rules cover both passengers and properties on board inland vessels.

(iv) A certificate of insurance has to be issued by the insurers.

(v) Procedure for establishment of a fund which may be set up by Central Government, State Governments, Public Sector Undertakings, etc., certain categories of whose vessels have been exempted under the Act, has been prescribed for meeting any liability arising out of use of their mechanically propelled vessels.

(vi) Procedure for cooperative insurance in respect of vessels owned by Co-operative Societies has been prescribed.

(vii) Procedure for insurance of the inland vessels by foreign insurers on the guarantee of an Indian insurer has been prescribed.

(viii) The rules are broadly on the basis of Motor Vehicles (Third Party Insurance) Rules, 1946.

### S.C. & S.T. Employees

2419. SHRI MAHI LAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) total number of LDCs, UDCs and Assistants in his Ministry including D.G.H.S. and its sub-ordinate office like Central Health Education Bureau separately;

(b) the number of SC & ST employees out of them separately in each category Department-wise;

(c) whether promotion of SC & ST employees is being made according to the forty-point roster; and

(d) if not, the reasons for not adopting the norms of forty-point roster and what steps are being taken in regard thereto?

THE MNISTER OF HEALTH AND FAMILY WELFARE: (SHRI RAVI RAY): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

### नेपाल के साथ आर्थिक सहयोग

2420. श्री ओम प्रकाश त्यागी : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) नेपाल में भारत के आर्थिक सहयोग के साथ कितनी योजनायें कार्यान्वित की जा रही हैं और उनमें कितने भारतीय राष्ट्रिक काम कर रहे हैं;

(ख) क्या यह सच है कि सरकार ने अब उन शर्तों को स्वीकार करने से इन्कार कर दिया है जिन पर इन भारतीय राष्ट्रिकों को नियुक्त किया गया था;

(ग) यदि हां, तो उसके क्या कारण हैं;

(घ) यदि नहीं, तो क्या इन भारतीय राष्ट्रिकों को सरकार द्वारा स्वीकार की गई शर्तों के अनुसार वेतन एवं अन्य सुविधायें दी जा रही हैं; और

(ङ) यदि नहीं, तो उसके क्या कारण हैं?

विदेश मंत्रालय में राज्य मंत्री (श्री समरेन्द्र कुमार) : (क) यद्यपि भारत के आर्थिक सहयोग से नेपाल में बहुत सी योजनाएं कियाजित की जा रही हैं लेकिन भारतीय राष्ट्रिक सङ्कर परियोजनाओं तथा देवीधाट पन विजली परियोजना में नियोजित हैं। सङ्कर परियोजनाओं में नियोजित भारत आस्थानी कार्यमालों की संख्या 543 तथा देवीधाट परियोजना में 53 है। इनके अलावा स्थानीय रूप से भर्ती किए गए 350 भारतीय राष्ट्रिक भी सङ्कर परियोजनाओं में काम कर रहे हैं।

(ख) से (ड). सरकार की यह कोशिश रही है कि समय समय पर स्थानीय तौर पर भर्ती किये गये कर्मचारियों के वेतन और भर्तों तथा सेवानी शर्तों में सुधार किया जाए।

### विदिशा में उपरिपुल का निर्माण

2421. श्री राघवजी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार से विदिशा (मध्य प्रदेश) में एक उपरिपुल और एक पैदल-पार-पथपुल के निर्माण के लिए कोई प्रस्ताव प्राप्त हुआ है; और

(ख) यदि हां, तो उस पर अब तक क्या कार्यवाही की गई है और उस पर स्वीकृति कब तक दे दी जायगी?

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

(ख) सङ्कर उपरिपुल के लिए सामान्य ज्लान पर राज्य सरकार का अनुमोदन प्राप्त होने की प्रतीक्षा की जा रही है। विदिशा रेलवे स्टेशन पर वर्तमान पैदल उपरिपुल के विस्तार के सम्बन्ध में राज्य सरकार को सूचित कर दिया गया है कि इसका विस्तार करना संभव नहीं है तथा यह कि वे एक अन्य पैदल उपरिपुल के निर्माण के लिए अलग से प्रस्ताव भेज सकते हैं। इस सुझाव पर राज्य सरकार की प्रतिक्रिया की अभी प्रतीक्षा की जा रही है।

माल की हुलाई तथा यात्रों सेवा में लगी नौवहन कार्यनियां

2422. श्री हुकम चन्द कछवाया : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय जल की सुधारी उचा यात्रियों को जाने से जाने में कितारी नीवहन कम्पनियों नामी हूँ हैं, और उनमें पांच छोटे तथा बड़े किंवद्दन ने जहाज हैं तथा इनकी कागजता पूर्वक-न्यूनता कितारी कितारी है, और

नीवहन और परिवहन नेतृत्वमें इतारी राज्य मरी (श्री चांद राज)

(क) देश में इस समय माल और यात्रियों को जाने से जाने के काम में नामी नीवहन कम्पनियों की सेवा... 61 :

31-1-79 को जहाजों की संख्या	संख्या	श्री राज्य दी (मिलियन मी० टनों में)
1	2	3
ग्रंड (5000 दी राज्य दी से कम)	59	0 121
वडे	324	9 121
	383	9 241
(क) भारत में बने जहाजों की संख्या विदेशों में बने जहाजों की संख्या	34 349	
	383	

किसी भी जहाज की सामान्यता आय कर जाय 20 वर्ष मानी जाती है, परन्तु इस अवधि के बाद भी जहाजों का परिवहन फ्रिका वा सकता है जब तक कि भारतीक स्वयं उनके स्वीकृत किए जाने की अनुमति न मार्गे और वह सुनिश्चित किए जाने के बाद कि जहाज का चलाना तकनीकी और सांस्कृतिक कम हो जायेगा है, स्वीकृत की अनुमति दे दी जाती है। 68 भारतीय जहाज 20 वर्ष पुराने हो जाते हैं।

दिल्ली परिवहन नियम भी नहीं योग्य

2423. श्री बुद्धेन्द्र तिवारी तथा नीवहन और परिवहन नीवी वह बताने की कृता करें कि :

(क) तात्पर नियमी 'परिवहन नियम' में यह नहीं योग्य की भौतिक भी है यिन्होंने दिल्ली के यही योग्यों को बह द्वारा योग्य दर्शित किया जाएगा।

(क) यह हो, तो बन्दुनापार के शाहररा लोड के योग्यों और नम्ब नम्बरी, नोकुलन्डुपी, आदि योग्यी 'युवारीत यात्रोनियों की योग्यी दर्शित के तात्पर तत्त्वात्मक तक न लोडों के लिए कारण है; और

(क) उपरीत लोडों के योग्यी दर्शित के तर्फ योग्यी बह द्वारा तत्त्वात्मक यात्रोनियों की योग्यी है।

(क) उत्तर कम्पनियों के बाद कितने भारतीय तथा कितने दिल्लीय-नियमित बहाज हैं और उन्हेंने तथा विदेशी विदेशी के रहे और उनमें से कितने जहाज तक ये बाहु नियमित में रहे और उनमें से कितने बहाज ऐसे हैं जिनकी उन्नतीयता का समय को पूरा है?

नीवहन और परिवहन नेतृत्वमें इतारी राज्य

31-1-79 को जहाजों की संख्या

श्री राज्य दी  
(मिलियन मी० टनों में)

1 2 3

ग्रंड (5000 दी राज्य दी से कम) 59 0 121

वडे . . . . . 324 9 121

383 9 241

383

नीवहन और परिवहन नेतृत्वमें इतारी राज्य दी (श्री चांद राज) (क) से (क) तक देशी योग्यों की योग्यता नहीं की गई है। नियम की सेवा दिल्ली द्वारा है। इस प्रकार के छान्तीय, बहाज में कई स्थानों पर मूल्य स्थान नियमित किए गए हैं, जहाज से यार्ड ड्रेवर और नियमित यात्रियों और नियमिती के बासी यात्रियों को बोहरती है। केंद्रीय टार्मिनल से यात्री यात्रियों और यात्रियों की योद्धा यात्रा यहाज सही यात्रायों की योद्धा यात्रा है। यहाज यात्रा यात्रियों को उपर्युक्त मूल्य स्थानों से भी जोड़ा यात्रा है।

दिल्ली भारतीय यात्रा यात्रियों को हृष्णमें देशी यात्रा यात्रियों की योग्य दर्शित के तात्पर तत्त्वात्मक है।

2424. श्री बुद्धेन्द्र तिवारी और परिवहन नीवी वह बताने की कृता करें कि :

(क) तात्पर यात्राकार से, यात्रियों भारतीय योग्यों तथा तरकार के बीच हूँ एक नदी के यात्राकार कर्तव्यों यात्रियों का यात्रियों भारत बहाज करना चाहेगा;

(क) यह यात्रा यात्रियों की हृष्णमें देशी यात्रा यात्रियों के योग्य यात्राकार के तात्पर तत्त्वात्मक यात्रोनियों की योग्य है।

जहाँ से यात्रा उतारने में भीरी या नहीं जाते हैं;

(ग) यदि हो, तो सरकार को कृत कितना बर्बाद उठाना पड़ेगा और यदि बोनस देना स्वीकार कर लिया गया तो बोनस के रूप में कृत कितनी राशि प्रदा किये जाने की सभावना है ?

बीबहुन और परिवहन मंत्रालय में प्रभारी राज्य भवी (भी बाबू राम) : (क) 24-11-1978 और 10-1-1979 के बीच सरकार और प्रत्यन एवं गोदी कर्मचारियों के बारें महालंबी के प्रतिनिधियों के बीच हुई बातचीत के बारें बोनस किए गए नियंत्रणों को क्रियान्वित करने से बर्बाद, कलकत्ता, मद्रास, कोलकाता, विश्वासा-पत्तनम, नार्मगाव, कांडपला और पारालीप के बड़े पत्तनों में पोर्ट ट्रस्टों/डाक सेवर बोर्डों के लिये बर्बाद जाएगा।

एतिहर के कारण बर्बाद	भावर्ती सालाना बर्बाद
पोर्ट ट्रस्ट	662.42 लाख रु
डाक सेवरन पोर्ट	91.70 लाख रु

प्रत्यन एवं गोदी कर्मचारियों पर बोनस एट, 1965 लाग नहीं होता और इसलिये बोनस के बहुतार नहीं है। फिर भी, इन कर्मचारियों को हर बाल नियंत्रण से कर बोनस के बदले अनुदान राशि भी जा रही है। परन्तु, 1978-79 बर्बाद के लिए अनुदान राशि देने के बारे में अभी तक नियंत्रण नहीं किया गया है।

सरकार देशों वे भेजनार पाने के लिये गये व्यक्ति

2425. भी भोक्तालाल पटेल : क्या लंबीय बार्बाद तथा अन्तीम यह बदाने की कृपा करेंगे कि :

(क) क्या भरव देशों में रोजगार की कोज में शात बर्बादी संभवा में लोग गये हैं और यदि भी जा रहे हैं; भीर

(ख) यदि हो, तो ऐसे लोगों की संभवा कितनी है ?

लंबीय बर्बाद अन्तीम (भी रवीन्द्र राम) :  
(क) भीर (ख) अन्तीम बर्बाद ने 1978 के दौरान विवेदों में रोजगार के लिए लगभग 81,000 भारतीय अधिकारियों को नियुक्ति हेतु अनुबंधि प्रवान की है।

1979 के प्रवान 2 माह के दौरान, 24196 अधिकारियों को नियुक्ति हेतु अनुबंधि प्रवान की जाए है।

(ब) संभवतः मानवीय संस्करण का आकाश नदम्बर, 1978 में बड़े पत्तनों में हुई हृष्टता से है इस हृष्टताल के दौरान, विकासावलय, पारालीप और कलकत्ता के पत्तनों में भाल की उतारने-बदाने के कार्य और अन्य बायं अधिकारियों द्वारा जारी होते हैं। बर्बाद को छोड़ कर, जहाँ पर जहाँसों का बेनुमार असाक होता का रहा है, वाकी दूसरे पत्तनों में अधिकारियों द्वारा जारी काम निष्पादा लिया गया है।

हृष्टताल के कारण विभिन्न पक्षों को कितनी हानि हुई, इस का अनुभान लगाना सभक नहीं है।

(ग) प्रवान के भाग (क) के उत्तर में उल्लिखित विभिन्न नियंत्रणों को क्रियान्वित करने के लिए पोर्ट ट्रस्टों/डाक सेवर बोर्डों को कृष्ट प्रतिवित अध्य करना। पड़ेगा, जो अनुमानत निम्न प्रकार से होगा —

प्रशासनिक अधिकारियों की संख्या

2426. भी राम किशन : क्या रेल मंत्री यह बदाने की हृष्टा करेंगे कि :

(क) 31 दिसम्बर, 1978 को प्रयोक्त लंबीय रेलवे, रेलवे बोर्ड तथा अनुबंधि कार्यालयों में वरिष्ठ डेप्ट के प्रशासनिक अधिकारियों तथा कनिष्ठ डेप्ट के प्रशासनिक अधिकारियों के कितने पद थे,

(ख) उक्त तिविय को त्रृप्तीय अंगी तथा बहुत अंगी के स्तीकृत पदों की संख्या कितनी भी और उन की बास्तविक संख्या कितनी थी;

(ग) उपरोक्त भाग (क) और (ख) में उल्लिखित अधिकारियों/कर्मचारियों के बेतन आदि परम्परा-प्रत्यय प्रति बर्बाद कितना अध्य होता है और यह पाव अंगी द्वारा इस अध्य में कितने प्रतिक्रिय बढ़ि हुई, भीर

(घ) यदि उपरोक्त भाग (क) में उल्लिखित पावों पर अध्य में बढ़ि हुई है तो देशभारी को दूर करने के लिए उत्तीर्ण अनुपात में त्रृप्तीय अंगी और बहुत अंगी के पदों पर भर्ती पर से प्रतिक्रिय न होने के क्या कारण हैं ?

रेल निकाल ने राज्य अंगी (भी शिव नारायण) द्वारा समाज और पर कामकाज और दैवार त्रृप्त इस अध्यकार है —

(क) 31-3-78 को शेषीय रेवों, उत्पादन यूनिटों, रेवे और तथा सम्बद्ध कार्यालयों तथा अधिकारी एवं यात्रक संगठन में जूनियर प्रशासनिक रेव के 1492 रकमांकित रद्द थे।

(ब) 31-3-78 को शेषी III तथा II/कर्मचारियों की संख्या 14,85,664 थी।  
(ग) 31-3-78 तथा 31-3-74 को कुल देय बेतन इस प्रकार है:—

(करोड़ रुपयों में)

\*राजप्रबित्त कर्मचारी प्रतिशत बढ़ोतारी शेषी III तथा II/ प्रतिशत बढ़ोतारी के कर्मचारी (पुप 'क'तया'क')

31-3-74 को	11.17	511.29
31-3-78 को	18.69	846.28

\*प्रशासनिक अधिकारियों के सम्बन्ध में अलग से आंकड़े उपलब्ध नहीं हैं।

(घ) कार्यालयों में बेतन चपरासियों की भर्ती को छोड़कर शेषी III तथा II/के पदों की भर्ती पर; व समय कोई रोक नहीं है। यह पाबन्दी कार्यक्रम विभाग द्वारा मंत्रालयों को जारी आदेशों के परिणाम स्वरूप लगा रही है।

दिल्ली परिवहन निगम की आय और व्यय

2422. जी कर्मचारी हेतु राज बीम: यदा भौवहन और परिवहन मंत्री यह बताने की हुपा करें कि गत तीन वर्षों में दिल्ली परिवहन निगम की आय और व्यय का अंतरा क्या है?

भौवहन और परिवहन मंत्रालय में प्रभारी राज बीम (जी बांद राम): 1976-77, 1977-78 और 1978-79 (संशोधित अनुमान) की आय और व्यय निम्न प्रकार है।

वर्ष	आय (लाख रु०)	व्यय (लाख रु०)
1976-77	2276.82	3316.86
1977-78	2137.75	3757.99
1978-79	2332.21	4295.31

(संशोधित अनुमान)

भौवा विवरण में दिया गया है।

विवरण

(लाख रु० में)

वर्ष 1976-77, 1977-78 और 1978-79 (प्रैस, 1978 से जनवरी 1979 तक) की आय और व्यय

	1976-77	1977-78	संशोधित अनुमान 1978-79		
			2	3	4
तद की यदी कि ० भी ० हूरी दि०परिक्षिक (लाख रु० में)	1390.35	1344.86	1455.77		
आय					
मालावास कर्माई दि०परिक्षिक	2243.15	2187.33	2311.52		
कार्यी कर घटाई	(-) 69.81	(-) 74.69	(-) 87.00		

1	2	3	4
विवर यातायात कमाई दिव्यपरिवर्तनों	2173.34	2112.64	2224.52
वातायात कमाई नियंत्री परिवालक	37.86	273.42	769.30
नियंत्री परिवालकों की अवायवी बटाईए	40.32	343.17	754.11
नियंत्री परिवालक का प्रभाव	(-) 2.46	(-) 69.75	(+) 15.19
विवर यातायात कमाई	2170.88	2042.89	2239.71
विवर प्राप्तियां	105.94	94.86	92.50
कुल यात	2276.82	2137.75	2332.21
8 बाय			
1. देतन और घरे (टी०ए० और बोगस सहित)	995.04	1206.58	1437.15
2. खपत माल	1112.57	1234.48	1309.11
3. किराया, दरें और कर	75.09	89.60	102.85
4. बीमा	11.61	12.44	13.75
5. कल्याण कार्य और घर्दे-वाचिकी (भविष्य निधि और फ्रेंचुरी सहित)	98.10	108.20	130.30
6. अन्य प्राकृतिक व्यय	43.71	67.07	134.65
7. कर्म व्यय	2336.12	2718.37	3117.81
8. मूल्य हात	14.45	15.89	21.86
9. व्यय किसी की अवायवी (वसों पर मूल्य हात के बासे में)	319.97	324.97	336.97
10. ब्याज	646.32	695.76	825.67
11. कुल व्यय	3116.86	3757.99	4285.31

### Measures for Safety in Mines

2428. SHRI M. V. CHANDRA-SHEKHARA MURTHY:

SHRI A. R. BADRI NARAYAN:

SHRI RAJENDRA KUMAR SHARMA:

SHRI RAJ NARAIN:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the Union Government are considering to intensify the measures for safety in mines and to enforce the time bound programme for the purpose; and

(b) if so, the measures being considered?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). Apart from the general steps taken by the Government to make working more safe in all mines, the following specific steps have been taken:—

(1) Provision of portable Methanometers to supervisory personnel.

(2) Installation of Methane monitoring system in Degree III Gassy Mines.

(3) Supply of self-rescuers to persons employed in Degree III Gassy Mines.

(4) Compliance with the prescribed standards of ventilation and lighting in underground mines.

(5) Supply of protective equipment to workers.

(6) Survey of accident prone mines and identification of corrective measures.

(7) Identification of the areas and sources of danger of inundation to the present workings in coal mines.

2. On the recommendations of the Committee on Safety in Coal Mines constituted by the Department of Coal under the Ministry of Energy, the following time bound programme of safety measures in coal mines is under implementation by Coal India Limited since June, 1977:—

(1) Setting up of Internal Safety Organisation.

(2) Replacement of timber supports by Steel props including hydraulic and friction props.

(3) Installation of automatic warning system along rivers, nallahs etc. to alert nearby Coal Mines of the rise in water level beyond the danger mark.

(4) Replacement of lighter sections rails by heavier sections rails to reduce haulage accidents.

(5) Imparting vocational training to workers.

(6) Broadcasting safety propaganda.

(7) Appointment of workmen's Inspectors.

(8) Procurement of sophisticated safety and rescue equipments.

चीन द्वारा पाकिस्तान अधिकृत काश्मीर में हवाई अड्डों का निर्माण

2429. श्री अनन्तराम जायसवाल : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चीन ने पाकिस्तान अधिकृत काश्मीर में हवाई अड्डे बनाने की योजना बनाई है;

(ख) यदि हां, तो कितने हवाई अड्डे बनाने का विचार है और क्या ये हवाई अड्डे सैनिक होंगे अथवा सिविल; और

(ग) ये हवाई अड्डे किन स्थानों पर होंगे और इनके वास्तविक मानक क्या होंगे?

विदेश मंत्रालय में राज्य मंत्री (श्री समरेन्द्र कुण्ड) : (क) सरकार के पास इस आशय की कोई प्रामाणिक सूचना नहीं है कि चीन ने पाकिस्तान अधिकृत काश्मीर में हवाई अड्डे बनाने की योजना बनाई है।

(ख) और (ग) प्रश्न नहीं उठते।

किंतु, चाक्कमाता द्वारा भविष्य निश्च भवते वा चरता

2430. डा. वहारीपाल तिहू तथा :

जी दुकान चाव चाक्कमाता :

क्या संसदीय कार्य तथा अम नंती यह बताने की हुपा करेंगे कि :

(क) क्या किल, 224 दाखार्य प्रमुख बन्द रोड, कलकत्ता-40 अपने कर्मचारियों को अम कल्पाण कानूनों के अन्तर्गत लाभ नहीं देते और यदि हो, तो क्या सरकार इस कार्य के विरुद्ध कार्यवाही करेगी ;

(ब) गत तीन वर्षों में इस कार्य ने भविष्य निश्च की कितनी राशि का भुगतान किया है तथा कितनी राशि अभी बकाया है ;

(ग) क्या जोडों को दैनिक मजूरी पर रखा जाता है तथा उनकी सेवा में अवधान डालकर उन्हें पुनः जीर्ण किया जाता है ; और

(द) क्या इस कार्य की ओर कर्मचारी राज्य बीमा योजना की भाँती राशि बकाया है और यदि हो, तो इस बारे में सरकार क्या कार्यवाही कर रहा है ?

क्या संसदीय कार्य अंग्रेजाल में राशि नंती (डा. राम द्वारा तिहू) : (क) यदि कोई विवाद अम कानून, जिसका पालन नहीं किया जा रहा है, व्यान में लाया जाए, तो "सम्बन्धित सरकार" कार्यवाही कर सकती है ।

(ब) कर्मचारी भविष्य निश्च प्राधिकारियों ने सूचित किया है कि पिल्ले तीन वर्षों के दौरान इस प्रतिष्ठान ने नवम्बर, 1978 तक भविष्य निश्च अनुदानों की 16,583 वटों की राशि का भुगतान कर दिया है और विसम्बर, 1978 के लिए 439.50 वटों की राशि का अभी भुगतान करता है ।

(ग) यह भागला राज्य लेलालिकार में जाता है और इस सम्बन्ध में केंद्रीय सरकार के पास कोई सूचना नहीं है ।

(द) कर्मचारी राशि बीमा नियम ने सूचित किया है कि कर्मचारी राज्य बीमा भविष्यनियम, 1948 परिवर्तन बंगाल राज्य में दुकानों पर लाए नहीं किया जाया है । यह भविष्यनियम बिकारारोन प्रतिष्ठान को लाए नहीं होता है ।

#### Chakma Tribals from Bangladesh attack on Indian Civilians

2432. SHRI MUKUNDA MONDAL:  
SHRI VAYALAR RAVI:  
SHRI SAMAR MUKHERJEE:  
SHRI VASANT SATHE:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that the armed Chakkmas who had been driven out from Bangladesh attacked Indian Civilians causing loss of lives and properties;

(b) if so, whether our armed force played effective roles to restrict them; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) No, Sir.

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

दुकानों के कर्मचारियों को बोनस का भुगतान करने की नीति

2433 जी दलपत तिहू परस्ते :

जी दलपत जाए :

क्या संसदीय कार्य तथा अम नंती यह बताने की हुपा करेंगे कि :

(क) क्या सरकार ने अभी कर्मचारियों को बोनस का भुगतान करने की नीति अपनाई है ;

(ब) यदि हो, तो क्या सरकार का व्यान दुकानों के उन अस्य बेतनभोती कर्मचारियों की दृष्टिकोणियता की ओर देता है, जो दुकान मालिकों के लिए भाँती भुगतान का आंदोलन कर रहे हैं ; और

(ग) यदि हो, तो क्या इन कर्मचारियों को बोनस का भुगतान करने के बारे में सरकार का उदार नीति अपनाने का विचार है ?

संसदीय कार्य तथा अम नंती (जी दलपत जाए) :

(क) से (ग). बोनस संदाय भविष्यनियम, 1965 में कुछ संशोधन करने के लिए, जिसमें इस भविष्यनियम को कर्मचारियों के और वर्षों पर लाए करना चाहिया है, सरकार को विषय स्थानों से प्रस्ताव प्राप्त हुए हैं। सरकार का विचार है कि इन प्रस्तावों का गहराई से भविष्यनियम किया जाय और भविष्यनियम में संशोधन करने से पहले सम्बन्धित पक्षों के साथ परामर्श किया जाए ।

इस समय बोनस संदाय भविष्यनियम, 1965 ऐसे सभी कारबानों और ऐसे सभी दल्ल भविष्यनियम को पर लाए होता है जिसमें किसी लेहा वर्ष के दौरान किसी भी दिन औस वा अधिक व्यक्ति नियोजित हो । "संबन्धित सरकारों" को भविष्यनियम नहीं है कि वे सरकारी राजपत्र में कम से कम वो भाँति नीति दे कि इस भविष्यनियम को किसी ऐसे प्रतिष्ठान या प्रतिष्ठानों की ओर पर लाए कर सकते हैं जिसमें किसी लेहा वर्ष में किसी भी दिन इस वा उन अधिक व्यक्ति को नियोजित हो ।

**Unemployment**

**2434. SHRI C. K. CHANDRAPPAN:**  
DR. RAMJI SINGH:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the figures shown in the live registers of Employment Exchanges (according to the educational qualifications) of job seekers when the present Government assumed office in 1977 and what is the latest figures available from the same source on the same subject; and

(b) If it shows an increase in unemployment, the reaction of Government thereto?

**THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA):** (a) Available information is furnished in the statement attached.

(b) Government are aware of the seriousness of the unemployment problem amongst the educated job-seekers. The main emphasis in the 1978-83 Plan is therefore on the generation of employment, the strategy being, to adopt an employment intensive sectoral planning, utilise and regulate technological change to enhance employment and to promote area planning for full employment.

Number of Educated (Matric and above) job-seekers on the Live Register of Employment Exchanges according to qualifications, as on 30th June, 1977 and 1978.

**Statement**

Number of Educated (Matric and above) Job Seekers on the Live Register of Employment Exchanges according to qualifications, as on 30th June 1977 and 1978.  
(In thousands)

**Educational level.****Number of Educated job-seekers on Live Register at the end of**

	June, 1977	June, 1978
Matriculates	2971.9	3261.7
Higher Secondary (including Intermediates and Under-Graduates).	1325.9	1553.1
Graduates.	993.8	1125.2
Post-Graduates.	99.0	108.9
<b>TOTAL (EDUCATED)</b>	<b>5390.8</b>	<b>6048.4</b>

Matriculates	2971.9	3261.7
Higher Secondary (including Intermediates and Under-Graduates).	1325.9	1553.1
Graduates.	993.8	1125.2
Post-Graduates.	99.0	108.9
<b>TOTAL (EDUCATED)</b>	<b>5390.8</b>	<b>6048.4</b>

**Note :** 1. Information regarding educated job-seekers is collected at half-yearly intervals, at the end of June and December each year, the latest available being for the half-yearly ending June, 1978.  
 2. Excludes information in respect of University Employment Information and Guidance Bureaux except for those in Delhi and Maharashtra.  
 3. Figures may not add upto total due to rounding off.  
 4. All the job-seekers registered with the Employment Exchanges are not necessarily unemployed.  
 5. Registration being voluntary, all unemployed persons may not register with the Exchanges.

### Allowance to Jobless Persons

2435. SHRI AMAR ROYPRADHAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether jobless persons will get Rs. 35.40 per month in the Capital; and

(b) if so, the facts thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) The Delhi Administration has not formulated any such scheme.

(b) Does not arise.

### Cooperation with Japan for peaceful uses of Nuclear Energy

2436. SHRI BHAUSAHEB THORAT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the steps taken for effective cooperation with Japan in the peaceful uses of nuclear energy; and

(b) whether technological cooperation in third countries was discussed when he visited Tokyo in August 1978?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) and (b). India does not have a bilateral cooperation agreement with Japan in the field of peaceful utilisation of atomic energy. There has, however, been exchange of views in this regard at the level of officials with the Japanese Authorities, the last such occasion being during the visit of the Minister for External Affairs in Japan in 1978.

### Maternity Benefit to Females in Industries

2437. SHRIMATI MRINAL GORE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

2437. SHRIMATI MRINAL GORE: ing the maternity benefit to the female employees in case of abortion induced under the M.T.P. Act of 1971 has been denied to the industrial female employees; and

(b) when this rule is made applicable to the female employees of non industrial and Ministerial cadre, the reasons for not making it applicable to female industrial employees?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND PARLIAMENTARY AFFAIRS (DR. RAM KIRPAL SINHA): (a) and (b). The reference presumbaly is to the order issued by the Ministry of Finance in April, 1975 providing that abortion induced under Medical Termination of Pregnancy Act, 1971 should also be considered as a case of 'abortion' for the purpose of granting 'maternity leave' under the Central Civil Services (Leave) Rules, 1972. These orders are applicable only to the women employees of the Central Government. Women employed in industrial undertakings are entitled to maternity benefit either under the Employees' State Insurance Act, 1948 or Maternity Benefit Act, 1961. Both the Acts already provide for payment of maternity benefit in case of 'miscarriage' which terms would include abortion induced under the M.T.P., Act, 1971.

राष्ट्रीय राजपथ संख्या 31

2438. श्री रोतलाल प्रसाद वर्मा : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बाढ़ी से झूमरी तलैया-राजोली तक राष्ट्रीय राजपथ संख्या 31 के विस्तार और मिलाकर एक कर देने सम्बन्धी परियोजना को कब आरम्भ किया गया था और यह कब तक पूरी हो जायेगी ;

(c) यह इसका नियंत्रण कार्य विहार तरफार का बोर्ड विभाग विभाग, लोकलेली लोगों तथा यात्रक लोगों के समाचार कर रहा है और यह केवल संरक्षण तथा सुरक्षा परे हीरे कार्य का नियंत्रण भी करती है ; और

(g) यह ही, तो उक्त परियोजना के नियंत्रण में विवरण के काम करता है और इस कार्य में अनियंत्रितताओं की जबरें समाचार लोगों में क्यों उप रही

नोव्हेम्बर और दिसेम्बर अंतराल में विभागीय राज्य लोगों (जी और राज) : (क) से (ब) परियोजना वास्तव में एज्युकेशन राजमार्ग 31 पर बट्टी-लोगों लोगों-दालों की 61 कि० मी० की दूरी लोगों में बीड़ा और मजदूर करने की है। इसमें न्यूबनरखया पुल और कोडरमा उपमार्ग में रेलवे लाइन पर अपरी पुल का नियंत्रण भी विभागीय है। परियोजना 2.30 क्षेत्र ४० की है विभागीय वित्तमंडल, 1970 और नार्क, 1976 के बीच स्वीकृत किए गए (४ कर्म्मोनेट और अपरी पुल भवा कैम्पोनेट) विस्तो व्यापक, 1978 में स्वीकृत किया गया जायिन्स है। परती तारकोंनी सतह सहित दो सेनों में बीड़ा करता, और अवश्यक पुल और कोडरमा उपमार्ग विभाग में पूरा किया गया अपरी पुल स्टेंड अधिकारी नहीं है और इसके बाताबात में कोई कठिनाई नहीं है। परन्तु उपमार्ग का प्रबोध केवल जून, 1980 के बाद ही किया जा सकता है जबकि अपरी पुल के पूरा हो जाने की तकाना है। दूसी परियोजना के जून, 1982 में पूरा हो जाने की संभावना है।

परियोजना में विवरण, व्यवस्था: भूमि धार्षित व्यवहार में सभी का लगाना, हाट-मिस्ट सदरों और देवर्हे का उपलब्ध न होता उन्हीं कारों से विहार में ३० लो० रोड पर अधिक महत्वाली 392 कि० मी० लम्बाई पर अधिक मोटी बिट्टन की मतह किलोमीटर, और 1973 के मध्य में हुए रेल संकट के कारण बन की कमी की कारण हुआ।

कारों की विहार सोक नियंत्रण विभाग और केन्द्रीय अधिकारियों द्वारा नियंत्रित क्या से जाय की कारण ही है और इस बात में विवासास करने का कोई कारण नहीं है कि स्वीकृत अवश्यकाधी में विभेद अन्तर है।

इस परियोजना के कार्यान्वयन में किसी प्रकार की अनियंत्रितताओं से सम्बन्धित प्रेस रिपोर्ट की मंदानीय की कोई सूचना नहीं है।

वैसे कि फूले कहा जाता है वो लेन वाली तारकोंनी सदक उपलब्ध है और यह याताबात में कोई कठिनाई नहीं है।

### Goods Trains Derailed

2439. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state the details of goods trains derailed during the month of January, 1979 in the country and the causes thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): During January, 1979, 44 goods trains were derailed, out of which 24 derailments took place at stations and 20 in mid-sections. The prima-facie causes of these derailments are given below:

Cause	No. of accidents
Failure of railway staff . . . . .	14
Failure of person other than railway staff . . . . .	1
Failure of equipment :	
(a) Mechanical . . . . .	17
(b) Track . . . . .	2
Accidental . . . . .	3
Cause not yet available. . . . .	7

### Threat of Kamakom Conference to Levy Congestion Surcharge

2440. SHRI R. V. SWAMINATHAN: SHRI NIHAR LASKAR; SHRI BEDABRATA BARUA; DR. VASANT KUMAR PANDIT; SHRI P. M. SAYEED:

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

(a) whether Kamakom Conference has threatened to levy a congestion surcharge on Madras Port upto 25 per cent and on Bombay Port 35 to 55 per cent with effect from January 5, 1979;

(b) if so, the reaction of Government;

(c) whether there is no control of Indian shippers or of Government on the moves of the Conference;

(d) how far this is true; and

(e) what steps are being taken in this regard?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CAND RAM): (a) to (c). The congestion surcharge in Madras port has been increased to 25 per cent from 8-1-1979 and in Bombay port to 50 per cent from 12-2-1979. Protest has been lodged with the Conference against these levels of surcharge and they are being persuaded to reduce the percentage. To ensure that vessels do not suffer berthing delays, several measures are being taken in the two ports to reduce the congestion, e.g., diverting vessels to other ports to the extent possible; midstream unloading in barges wherever feasible; augmentation of the strength of shore labour and reservation of berths for vessels ready to load and unload within 48 hours in the Bombay port.

#### Employment Exchanges

2441. SHRI HITENDRA DESAI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) how many Employment Exchanges are located in each of the States and Union Territories;

(b) the annual expenditure on these exchanges; and

(c) how many from the registered persons have remained jobless in each of these States and Union Territories as on 31st December, 1978?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (c). Information is furnished in the statement attached.

(b) Employment Exchanges are run under the financial and administrative control of the State Governments. Information is not therefore readily available regarding the exact amount spent on these exchanges. However, the estimated expenditure on the National Employment Service is Rs. 976 lakhs per annum as reported in the Employment Service in the Report of the Mathew Committee on National Employment Service.

#### STATEMENT

Number of Employment Exchanges located in each of the States and Union Territories and number of job-seekers on the Live Register of Employment Exchanges at the end of December, 1978

State/Union Territory	No of Exchanges @	No of job seekers on Live Register. <sup>†*</sup> (`000)
1. Andhra Pradesh . . . . .	23	982.7
2. Assam . . . . .	30	286.7
3. Bihar . . . . .	40	1503.7
4. Gujarat . . . . .	21	397.1
5. Haryana . . . . .	25	289.3
6. Himachal Pradesh . . . . .	14	108.1

1	2	3
7. Jammu & Kashmir . . . . .	8	47.4
8. Karnataka . . . . .	30	536.6
9. Kerala . . . . .	14	1051.7
10. Madhya Pradesh . . . . .	55	756.4
11. Maharashtra . . . . .	33	1008.5
12. Manipur . . . . .	6	74.7
13. Meghalaya. . . . .	5	10.4
14. Nagaland . . . . .	2	3.2
15. Orissa . . . . .	17	381.1
16. Punjab . . . . .	30	384.6
17. Rajasthan . . . . .	23	322.3
18. Sikkim *		..
19. Tamilnadu . . . . .	19	967.1
20. Tripura . . . . .	3	68.3
21. Uttar Pradesh . . . . .	70	1375.1
22. West Bengal . . . . .	41	1749.0
23. Andaman & Nicobar Islands. . . . .	1	6.8
24. Arunachal Pradesh*		..
25. Chandigarh . . . . .	1	48.7
26. Dadra & Nagar Haveli*		..
27. Delhi . . . . .	19	250.7
28. Goa . . . . .	1	26.7
29. Lakshadweep . . . . .	1	3.0
30. Mizoram . . . . .	3	10.4
31. Pondicherry . . . . .	1	27.4
<b>ALL INDIA TOTAL :</b> . . . . .	<b>535</b>	<b>12,677.8</b>

Notes : 1. @Excludes University Employment Information and Guidance Bureaux.  
 2. \*\*Exclude figures in respect of University Employment Information and Guidance Bureaux except for Delhi and Maharashtra  
 3. No Employment Exchange is functioning in these States/Union Territories.  
 4. All the job-seekers registered with the Employment Exchanges are not necessarily unemployed.  
 5. Registration being voluntary, all unemployed persons may not register with the Exchanges.  
 6. Figures may not add upto total due to rounding off.

**Petition to help in Cargo Ship Building**

**2442. SHRI NIHAR LASKAR:**

**SHRI A. R. BADRI NARA-  
YAN:**

**SHRI M. V. CHANDRASHE-  
KHARA MURTHY:**

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

(a) whether it is a fact that Poland has agreed to help in Cargo ship building;

(b) if so, whether Module Cargo ships with Polish collaboration will be constructing a Hindustan Ship Building Yard in Visakhapatnam;

(c) if so, when the first ship is likely to be launched; and

(d) whether any agreement has been there in this regard?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) to (d). An agreement was signed between the Hindustan Shipyard Limited, Visakhapatnam and M/s. Z. P. M. H. Cegielski of Poland in February, 1978 for cooperation in design and construction of ships at Hindustan Shipyard. The Agreement broadly provides for scrutiny and optimisation by the Polish firm of the basic standard design developed by the Hindustan Shipyard Ltd. for constructing a range of vessels between 14,000 DWT and 27,000 DWT covering Cargo Liners, Semi-containers and Bulkcarriers and providing expertise for ensuring fulfilment of the design parameters. The Agreement came into force in June, 1978 after approval by the two Governments. No contract for construction of ships of this standard design has so far been designed by Hindustan shipyard with any shipping company.

रेलवे सुरक्षा बल का कार्यकारी

2443. श्री रामचन्द्र लिलारी : रेलवे सुरक्षा बल का कार्यकारी

(क) रेलवे सुरक्षा बल के ऐसे कर्मचारियों की संख्या कितनी है जिनमें न तो रेलवे क्लाउर विदेश में है और न ही बैरक ;

(ख) रेल सुरक्षा बल की ऐसी चौकियों की संख्या कितनी है जिनमें न तो कौटिरियों की व्यवस्था है और न ही स्टोर हाउस की ओर दोनों की कव व्यवस्था की जाएगी ;

(ग) रेल सुरक्षा बल के कितने कर्मचारियों को रेल सुरक्षा बल के डिवीजनल तथा रीजनल कार्यालयों में लिपिकीय कार्य पर लगाया गया है और क्या उन्हें इस प्रकार के कार्य पर लगाये जाने की सम्भावना है ; और

(घ) क्या रेल सुरक्षा बल के कर्मचारियों के बेतन, राति भत्ता तथा धन्य सेवा की जरूरी के बारे में गह वंशालय की तारीख सी जाती है और क्या ऐसा इसलिए कि जाता है कि रेल सुरक्षा बल सरकार सेवाओं के लोकाधिकार के अन्तर्गत आता है ?

रेल वंशालय में राज्य बंडी (श्री लिल नारायण) :  
(क) लगभग बीस हजार।

(ख) रेलवे सुरक्षा बल की 137 चौकियों पर कौटिरियों या स्टोर हाउस (स्टोर रूम) की व्यवस्था अभी तक नहीं है। तथापि, वार्षिक निर्माण कार्यक्रम के अनुसार इनकी व्यवस्था करने के लिए प्रयास किये जा रहे हैं जिन्हें कि अनुप्रबध हो।

(ग) रेलवे सुरक्षा बल का कोई भी कर्मचार स्वास्थ्य लौंग या विनियोग कार्य करने के लिए नहीं लगाया गया है, किन्तु सम्पर्क विभाग-विभाग के कार्यालय को सम्भालने के लिए उचित बल के 124 कर्मचारियों को लगाया गया है।

(घ) रेल कर्मचारियों के बेतन तथा धन्य सेवा जरूरी में परिवर्तन के प्रस्तावों के बारे में विवरण प्रभाव तथा वंशालयीकरणों पर पड़ता है, उन वंशालयी और विभागीय वरागवर्त करने की परम्परा है।

**Indo-Bangladesh Discussion on  
Railways**

**2444. SHRI SUBHASH CHANDRA BOSE ALLURI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Indo-Bangladesh Railway discussion was held recently and they have settled outstanding issue between the two countries; and

(b) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). A meeting of officials of Bangladesh and Indian Railways was held at New Delhi from 26-12-1978 to 2-1-1979 to review the progress of action taken on the decisions arrived at in an earlier meeting held at Dacca in September, 1977.

At this meeting, various outstanding issues relating to the settlement of claims in respect of interchange of railway traffic and utilisation by Bangladesh of the Rs. 8 Crore Credit given to them by the Government of India were reviewed and settled. Claims preferred by Indian Railways and outstanding against Bangladesh, as at the end of October, 1978, under various categories like wagon hire charges (Rs. 134.19 lakhs), loco hire charges (Rs. 33.52 lakhs) and miscellaneous items (Rs. 4.02 lakhs) were discussed at this meeting. Since the acceptance of these claims was pending for exchange of certain documents and information, these were identified and target dates fixed for completion and supply by either side. In the meanwhile, Bangladesh Railway agreed to make a further payment of around Rs. 25 lakhs by the end of February, 1979.

The exact amount of utilisation of the Rs. 8 crore credit afforded by India to Bangladesh for the rehabilitation of that Railway, soon after the formation of Bangladesh, could not be

4445. ~~17-2-80~~

assessed earlier as there were some outstanding issues relating to the basis of fixing the price and hire charges for the flotilla (river vessels) given by India on sale and hire basis and the adjustment of the cost of girders and rails. All these issues were settled and on that basis final figure of utilisation of the credit has been subsequently assessed at Rs. 7.50 crores leaving a balance of around Rs. 50 lakhs for further utilisation by Bangladesh Railways.

**Direct Train from Ranchi to Madras**

**2445. SHRI ISHWAR CHAUDHRY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government to start a direct train from Ranchi to Madras; and

(b) if so, by when this train is likely to be introduced?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). It has been agreed to in principle to bifurcate 89/90 Madras-Bokaro Express with one part going to Ranchi, thus providing direct service between Ranchi and Madras. However, this can be done only after dieselisation of 89/90, which has not been found feasible at present due to shortfall in availability of diesel locos. As soon as the availability position of diesel locos improves, the position will be reviewed.

**National Status of Trade Unions**

**2446. SHRI K. RAMAMURTHY:** Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the names of Trade Unions that have lost the National Status as

a result of the verification proceedings conducted by the Ministry;

(b) the names of Trade Unions that have been invited by the Ministry of Labour for consultations on the Industrial Relations Bill; and

(c) the names of Trade Unions that attended the meeting?

**THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA):** (a) General verification of membership of central trade union organisations is undertaken by Government from time to time for the purpose of representation on tripartite bodies and conferences. Representation so given to the organisations may vary depending on the nature and composition of the tripartite body or the conference concerned.

(b) and (c). No meeting has taken place with Trade Unions in connection with consultation on the various provisions of the Industrial Relations Bill, after the Bill was introduced in the Lok Sabha on 30th August, 1978.

#### Financial help to River Transport

**2447. SHRI BEDABRATA BARUA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that river transport is not provided with cheap finance, as are provided to Sea Transport even though Sea Transport is operated mainly by Big Houses;

(b) what is the provision made for cheap Finance to River Transport in the Eastern area and the details thereof; and

(c) whether Government has any scheme to provide river transport with finance at rates equivalent to the S.D.F.C. rates?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) It is a fact that at present there is no provision for providing finance at concessional rates for river transport.

(b) and (c). A scheme has been prepared for subsidising the rates of interest for loans being advanced to Entrepreneurs for acquisition of inland vessels as also for modernisation of inland vessels through nationalised banks and other Government Financial Institutions. This scheme is still under examination. A provision of Rs. 1.00 lakh has been made for the entire country in the current financial year's budget for interest subsidy being advanced to the banks in case the scheme is finalised.

#### D.T.C. Services

**2448. SHRI RAJ KRISHNA DAWN:**

**SHRI KACHARULAL HEM-RAJ JAIN:**

**SHRI SUKHDEO PRASAD VERMA:**

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

(a) whether Government are aware that the Delhi Transport Corporation services are deteriorating day by day;

(b) is it a fact that Delhi has easily the worst public transport system in India for minimum reliability;

(c) if so, what remedial steps are taken by Government to improve the service of D.T.C.;

(d) if not, how grievances are still expressed every day through news papers by the passengers for non-stoppage of buses, irregular services and impolite behaviour of the staff members; and

(e) what other effective modes are existing to register public complaints and the existing procedure to attend these complaints?

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) It would not be correct to say that the services provided by DTC are deteriorating day by day. In January 1978 DTC had only 2131 buses on the road operating 27041 trips daily covering 4.86 lakh kilometers and carrying 22.50 lakh passengers. As against this in January 1979 DTC had 2386 buses on road operating daily 29,230 trips covering 5.21 lakhs Kms. and carrying nearly 25 lakh passengers.

(b) No, Sir. As one of the indicators of reliability, comparative position of breakdowns shows that the breakdowns per 10,000 K.Ms. for DTC during 1977-78 was 4.87 whereas it was as high as 14.73 in case of Ahmedabad Municipal Transport Services. The accident figures per lakh Kms. for 1977-78, in respect of B.E.S.T. M.T.S. (Ahmedabad), Pallavan and D.T.C. were 8.82, 2.82, 2.40 and 1.87 respectively. The kilometres operated per vehicle for the year 1977-78 in respect of M.T.S. (Ahmedabad), Pallavan and DTC were 182, 217, 228 respectively.

(c) Continuous efforts are being made to optimise the fleet utilization, augment the fleet of the Corporation and improve efficiency of its operations, so that more reliable and efficient services could be provided to the commuters in the Capital.

(d) The number of such complaints has considerably reduced No. of complaints against behaviour of the bus crew and operation of services etc. fell from 548 in Sept. '78 to 351 in Jan. '79.

(e) Complaint Books have been provided with bus conductor and at

time-keeping booths. Complaints are also received by post. Suitable departmental disciplinary action is taken, after due investigation, against the erring staff.

#### Amount spent on Labour Welfare

**2449. SHRI T. S. NEGI:** Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the total amount being spent on the labour welfare work by the Government of India during 1978-79; and

(b) how much is being proposed to be spent on labour welfare during 1979-80?

**THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND PARLIAMENTARY AFFAIRS (SHRI LARANG SAI):** (a) Welfare funds have been constituted by the Ministry of Labour so far for workers employed in Coal Mines/Iron, Manganese Ore Mines/Mica Mines/Limestone and Dolomite Mines and in manufacture of beedis. The estimated expenditure on welfare work from these funds during 1978-79 is Rs. 13,87,99,000.

(b) The estimated expenditure on these during 1979-80 will be Rs. 19,69,10,000.

#### Parcel Office of New Delhi Station

**2450. SHRI SIVAJI PATNAIK:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a separate counter has been created in Parcel Office, New Delhi station for the last one year for booking of merchandise goods as luggage after 17 hours;

(b) if so, whether the quantum of work-load offering justifies it; and

(c) if not, reasons for allotting separate set of staff in view of all-round shortage of parcel staff?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). A counter has been opened in Parcel Office, New Delhi as an additional passenger amenity and to ease the congestion of general merchandise packages near and around the Luggage Office which is located adjacent to the Entrance and Exit gate for passengers. With the opening of this counter, the hindrance to the free movement of passengers, which was caused by the congestion of packages, has been eliminated. No separate set of staff has been posted as the existing staff who work between 14 hrs. and 17 hrs. on other seats of Parcel/Luggage counter also work on this Luggage counter from 17 hrs. to 22 hrs.

#### Sale of Antibiotics Drugs

2451. SHRI D. D. DESAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government is considering any proposal to strictly enforce sale of drugs, more particularly antibiotics, on prescription of a doctor only;

(b) if not, the reasons therefor; and

(c) considering the fact that even Schedule drugs are freely sold by chemists, what steps do Government contemplate to enforce drug sale regulations?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) No Sir, because even under the existing rules (i.e. Drugs and Cosmetics Rules) no drug can be sold except under a Licence issued by the Licensing Authority appointed by the

State governments for the respective States i.e. State Drugs Control Authority. One of the conditions attached to the sale licence granted under the Rules is that substances specified in Schedule H and L, such as Sulpha drugs, anti-biotics, narcotic drugs Hormones etc. and preparations containing such substances shall not be sold in retail except on, and in accordance with, the prescription of a Registered Medical Practitioner.

(b) Does not arise.

(c) Under the Drugs and Cosmetics Rules, Scheduled Drugs (Schedules H and L) should not be sold except on the prescription of doctor. However if individual cases of sales of drugs in contravention of the existing provisions of the law are brought to the notice of the State Drugs Controllers, prosecution will be launched under the law as such sale of drugs is an offence under the Drugs and Cosmetics Act. Any person found guilty of such offences is punishable with imprisonment for a term which may extend to three years, or with fine or with both.

#### A cup of tea at 25 paise

2452. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to reduce the price of a cup of tea to Paise 25 at railway platforms; and

(b) if so, what steps have been taken to ensure that the quality of tea is maintained?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The matter is under examination.

**Recommendations of Technical Committee of Tuberculosis Association of India**

2453. DR. P. V. PERIASAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the action taken on the recommendations made by the Technical Committee of the Tuberculosis Association of India to ensure effective implementation of the National TB Control Programme;

(b) whether the Government has considered the recommendation that TB Drugs should be exempted from the customs duty in view of reported increase in the incidence to the extent of 90 lakh active TB cases; and

(c) if so, the decision of the Government on this particular recommendation?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Most of the recommendations made by the Technical Committee of the TB Association of India regarding effective implementation of the National TB Programme have been incorporated for implementation during the Sixth Plan. Necessary guidelines have already been issued to the State Government for the improvement and effective implementation of the TB Programme.

(b) Yes.

(c) Rifampicin has been exempted from customs duty and others duty on D-2 Aminobutanol used for manufacture of Ethambutol has been reduced from 75 per cent to 25 per cent.

**Leprosy relief in Tamil Nadu**

2454. SHRI C. N. VISVANATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the particularly good work done in Tamil Nadu for leprosy relief;

(b) if so, the salient features of the work done in that part of the country;

(c) the concrete assistance proposed by the Central Government for this essentially social and humanitarian work; and

(d) whether Government have urged other States to fall in line with Tamil Nadu in this noble endeavour?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Yes.

(b) A statement containing the required information is attached.

(c) For 1978-79 provision of Rs. 91.60 lakhs exists for assistance to Govt. of Tamil Nadu.

(d) Yes. Similar assistance as for Tamil Nadu is available from the Central Government to other States for implementation of National Leprosy Control Programme.

**Statement**

**Salient features of work done by Govt. of Tamil Nadu for Leprosy Control**

1. The State Government have successfully implemented the targets given by the Centre under the Centrally sponsored National Leprosy Control Programme.

2. The State Government have co-ordinated the efforts of all voluntary organisations in the field, thus covering the entire State by the establishment of Leprosy Control Units, Voluntary Survey, Education and Treatment Centres, Establishment of Leprosy Centres, Leprosy Hospitals and temporary Hospitalisation wards attached to the District and medical college hospitals.

3. House to house examination of population, school children and child contacts has been undertaken.

4. Health education has been undertaken through specially trained leprosy workers and through general out-door

clinics with a view to early detection of cases.

5. By these measures out of estimated 7 lakh cases of leprosy 6.28 lakhs have been detected and 4.83 lakhs cases have already been registered for treatment. On an average 9000 additional new cases are detected per month and about 3000 cases are discharged per month from the list as cured.

#### Railway Division at Trivandrum

2455. SHRI M. N. GOVINDAN NAIR: Will the Minister of RAILWAYS be pleased to state what progress has so far been made on the work of proposed Railway Division at Trivandrum in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN). The decision on the formation of a new full-fledged broad gauge division on Southern Railway with headquarters at Trivandrum had been taken a long time ago. Its implementation has, however, got delayed on the question of defining its territorial jurisdiction, in view of a large number of representations from various interests in North Malabar, Palghat and Cochin areas protesting vehemently against major changes in the existing Olavakkot Division and particularly against taking away of Mangalore-Shoranur section. These strong feelings were sought to be assuaged by limiting the jurisdiction of the new division from Trivandrum to Shoranur only. But since this alternative considerably reduced the route kilometrage which would have made the division non-viable, it was

decided to form, as a first step, a Transportation Division having jurisdiction over the all broad gauge Shoranur-Trivandrum Section and develop it further, in due course, as a full-fledged division when enough additional broad gauge jurisdiction could be added to it to make it viable.

Unfortunately, the above scheme too did not find favour with people of Kerala. The State Government also stated that they would not be able to offer land free of cost as promised earlier unless a full-fledged division at Trivandrum was formed. In the changed background, the Chief Minister of Kerala was requested to reconcile the differences among various parties so as to evolve a suitable solution for the proposed Trivandrum Division, which will be acceptable to all and also be viable. The Chief Minister of Kerala convened an all party conference on 2.11.78 at Trivandrum with the Members of Parliament from the State, representatives of the political parties and party leaders in the Council of Ministers to finalise the issue. In the meeting although a unanimous resolution was passed on the formation of new division, the question of defining its jurisdiction was left to the Railways to suit their requirements. But immediately after this meeting, representations opposing the resolution were again received in bulk.

For a full-fledged division at Trivandrum, the viable kilometrage on the broad gauge will have to be at least 600 kilometres. It is not possible to obtain this length without Mangalore-Shoranur section. As such, the Chief Minister of Kerala has again been requested either to reconcile the differences and define the acceptable boundaries for the new Division or to agree to the formation, initially, of a Transportation Division at Trivandrum. Reply from the Chief Minister of Kerala is awaited.

समस्तीपुर डिवीलपमेंट में यह की जाए जाएगी।

2456. श्री अमेशेश्वर अमोर अवधार: रेल रेल नसी यह बताये की कृपा करें तिनि :

(a) फ्रॉन्टर रेलवे के समस्तीपुर डिवीलपमेंट अधिकारी, 1979 में कोयले की कमी के कारण कितनी यात्री गाड़ियां रद्द कर दी गई हैं;

(b) उसके रेल सेवायें कब पुन आरम्भ कर दी जायेंगी; और

(c) भविष्य में कोयले की उचित सप्लाई के लिए क्या कदम उठाये जा रहे हैं?

रेल नियायालय में राज्य नसी (श्री तिवारी नारायण) :

(क) 39 सप्लाई गाड़ियों में से 26-2-79 तक इन 39 गाड़ियों में से 25 गाड़ियां फिर से चलाई गई थीं। भाष्य कोयले की सप्लाई की स्थिति में सुधार होते ही दोष गाड़ियां को फिर चला दिया जायेगा।

(ग) रलों के लिए भाष्य कोयले की उपलब्धता में दृढ़ि के लिए उर्जा मन्त्रालय और कोयला उत्पादक प्राधिकरणों के साथ निकट सम्पर्क बनाये रखा जा रहा है।

#### Potency of Medicines of Homoeopathic

2457. SHRI SHANKARSINGHJI VAGHELA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is no means with the Government to check the potency of medicines of Homoeopathy being supplied to Homoeopathic C.G.H.S. dispensaries by various manufacturers;

(b) if so, the reasons thereof;

(c) how do Government propose to check the malpractices, if any, of suppliers in the absence of any such means with the Government; and

(d) whether there is any proposal to have such equipment to check the potency of Homoeopathic medicines being supplied to Government by various people?

**THE MINISTER OF HEALTH AND FAMILY WELFARE: (SHRI RABI RAY):** (a) There are no means available with the Government to check potency of medicines of Homoeopathy beyond 6X.

(b) So far there has been no technique available to detect higher potencies although efforts are being made to evolve techniques.

(c) The Government has set up a Pharmacopoeia Laboratory with the functions of Testing Laboratory. It is possible to check the basic preparations, raw material, and finished products like mother tincture and low potencies.

(d) The Pharmacopoeia Laboratory as well as Central Council for Research in Homoeopathy are trying to evolve techniques of detecting high potencies and are being equipped with the scientific instruments for this purpose.

#### Amendment to Employment Exchange Act and Rules

2458. SHRI GANANATH PRA-DHAN: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the Government of Orissa has sent any proposal to the Central Government in January, 1978 for amendment to the Employment Exchange (C.N.V.) Act, 1959 and Employment Exchange (C.N.V.) Rules, 1960; and

(b) if so, the details thereof and the action taken by Government thereon?

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

(b) The proposal related to: making recruitment compulsorily through Employment Exchanges; providing for more stringent punishment in case of default; deletion of the provision relat-

ing to exemption of vacancies of unskilled office workers from being notified; extension of time limit for notification of vacancies; and raising of pay limit of posts notifiable to the Central Employment Exchange. These suggestions have duly been considered. An overall view on these depends upon the finalisation of the Government's consideration of the Mathew Committee Report which inter-alia has also made some recommendations regarding amendments of the Employment Exchanges (Compulsory Notification of Vacancies) Act.

**Shifting of Western Railway Headquarters**

**2459. SHRI F. P. GAEKWAD:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government had submitted a report on the Steering Committee to the Centre on January 8, this year about shifting of the headquarters of the Western Railway from Bombay to Gandhinagar;

(b) whether Government are aware that of the total of 7,688 Kms. Line under the Western Railway, only 140 Kms. are in Maharashtra, the remaining being in Gujarat and Rajasthan; and

(c) if so, Government's reaction thereto?

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

(b) On Western Railway while the major portion of the railway falls in Gujarat sizeable share is contributed by Rajasthan and Madhya Pradesh also, followed by Maharashtra, Uttar Pradesh and Haryana.

(c) The location of the headquarters of a Railway is decided primarily with reference to administrative and operational requirements consistent with the need for efficiency and economy, and not with reference to the route kilo-

metres of the railway line passing through a particular State or Region. Government has *prima-facie* found that there is no justification to shift the Western Railway Headquarters from its existing location at present. However, the views/points brought out in the State Government's Report are under examination.

**Delay in issue of Passports**

**2460. SHRI KANWAR LAL GUPTA:**  
**SHRI LAXMI NARAIN NAVAK:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware of the fact that there is still a great delay in issuing the passports;

(b) give the number of applications where passport was not issued even after 6 months in the last 2 years; and

(c) what specific steps Government propose to take to expedite the procedure?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):** (a) No, Sir. Government have been informed by Passport Offices that the time limits prescribed by the Ministry for issue of passports are generally being adhered to at present. It is true that during the early months of 1978 there had been some instances of long delay, which were due to the fact that there had been a great rush of applications at the initial stages following announcement of the liberalised passport policy from August, 1977, onwards.

(b) As on 26-2-1978, a total of 31,929 applications were pending in Passport Offices for more than six months (with the exception of Passport Office Calcutta, from whom complete information has not come). Of this, 25,829 applications had not resulted in issue

of passports due to reasons of non-compliance with passport requirements by the applicants (as explained further below). The net arrear position of applications pending for more than six months as on 28-2-1979 (with the exception of the Calcutta Office) is, therefore, 6,400.

A statement showing the arrear position of passport applications which are more than six months' old in the various offices, office-wise is placed on the Table of the House.

(c) The arrear position, at the beginning of 1978 was, 4.63 lakh pending passport applications in all offices. A concerted drive had been launched by Government to clear the arrears during 1978, including employment of additional clerical staff. As a result of this review, the net effective arrear position (excluding applications which are five weeks old and less which are fresh applications under processing and which cannot, therefore, be treated as arrears) as on 28-2-1979, has been brought down to 18,191.

### Statement

*Position regarding applications more than Six months old as on 28-2-79 which were pending issue of passports.*

Station	1	2	3	4
1. Ahmedabad	.	687	589	98
2. Bangalore	.	2,684	2,684	Nil
3. Bhopal	.	Nil	Nil	Nil (office opened on 17-10-78)
4. Bombay	.	4,000	3,700	300
5. Calcutta	.	Information Awaited		
6. Chandigarh	.	6,309	6,309	Nil
7. Delhi	.	748	601	147
8. Ernakulam	.	9,210	4,759	4,451
9. Hyderabad	.	2,828	2,380	
10. Jaipur	.	270	270	448
11. Kozhikode	.	962	60	902
12. Lucknow	.	2,445	2,445	Nil
13. Madras	.	1,786	1,732	54
	31,929	25,529	6,400	

## Accident at Yadagiri Railway Station

2481. SHRI RAJSHEKHAR KOLUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a serious accident took place, resulting in the death of a railway employee, on the 2nd or 3rd December, 1978 at Yadagiri on the South Central Railway due to the taking of the first incoming train (9- Down Bombay-Madras Mail) on the second platform and the second incoming train (10 Down Madras-Bombay Mail) on the first platform;

(b) if so, whether this change in the taking of trains on the platforms was effected under the directions of the Controller at Guntakal or the ASM on duty that day;

(c) the reasons for such wrong taking of trains; and

(d) whether any inquiry has been conducted into the matter and the result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). There was no accident at Yadagiri station on 2nd or 3rd December, 1978. However on 3-1-1979 while 9 Up Bombay-Madras Mail was being admitted on 2nd loopline of Yadagiri station a railway employee who after attending to his work at water column attempted to cross the 2nd loop line in the face of approaching train was run over and killed. On that day crossing of 9 Up and 10 Down Mail trains at Yadagiri station was arranged by Controller, Guntakal and reception of trains was arranged by Assistant Station Master. Since 9 Up was running behind schedule and there was no loading or unloading of parcels by that train, arrangement was made to receive it on the 2nd loop line and 10 Down Mail on the first loop line to facilitate quick loading and unloading of parcels by 10 Down Mail and thus avoid detention.

(c) Both the first and the second loop lines at Yadagiri station are provided with platforms. There was nothing wrong in receiving 9 Up Mail on the second loop line and 10 Down Mail on the first loop line. Such reception is permissible under the rules.

(d) Yes. It was established that it was a case of accidental death.

## Inadequate berthing facility in Bombay Port

2482. SHRI G. M. BANATWALLA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that only one berth in Bombay Port is made continuously available for cement-carrying ships;

(b) whether Government are aware that this inadequate berthing facility in Bombay Port contributes to acute shortage of cement in Bombay; and

(c) if so, whether Government propose to increase the number of berths to be continuously available in Bombay for unloading cement?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Bombay Port found it possible to provide one berth for cement carrying ships.

(b) and (c). Bombay Port has been facing congestion for the past several months, resulting in a large number of vessels waiting for berthing for a long period. This might also have contributed to shortage of cement. In the present situation, it is not possible to provide greater number of berths for cement ships but efforts are being made to relieve congestion at Bombay so that berthing delays are reduced.

## Medical Colleges

2463. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of medical colleges in the country and the sanctioned number of seats in them category-wise (i) Government Medical College (ii) Private Medical College (iii) Municipal Medical Colleges and the Division of Seats for (1) Allopathy (2) Ayurvedic (3) Homoeopathic and (4) other systems;

(b) whether it is a fact that the sanctioned number of seats and in colleges are inadequate and several eligible students have to seek other careers; and

(c) what is the approximate number of Doctors trained in India who are working in other countries?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) The required information is given in the enclosed statement.

(b) These are considered adequate so far as current and immediate national needs are concerned. However, these fall short of the demands in so far as applicants are concerned.

(c) The number of doctors enrolled in the Indian Abroad Section of National Register of the Scientific and Technical Personnel (CSIR) as on 1-1-1976 is 4258.

## 1. Allopathic System

The total number of Medical Colleges (Allopathy) is 106 with an admission capacity of 11,116 (1977).

The category-wise distribution of the seats is as follows:

	No. of Medical Colleges.	Admission.
(i) Govt. Medical Colleges . . . . .	88	9,505
(ii) Private Medical Colleges . . . . .	13	807
(iii) Municipal Medical Colleges . . . . .	5	744
<b>TOTAL :</b>	<b>106</b>	<b>11,116</b>

## 2. Ayurvedic System

As on 1-1-1977, there were 54 medical colleges with an admission capacity of 3664.

## 3. Homoeopathic System

As on 1-1-1978, there were 15 Colleges. The admission capacity is not at present regulated, as the uniform syllabus required by the Central Council of Homoeopathy is yet to be implemented.

## 4. Other Systems

As on 1-1-1977, there were 15 colleges with an admission capacity of 535.

The breakup of figures in regard to Ayurvedic, Homoeopathy and other-systems as desired in the question, is not available.

प्राचीन विद्यालय से यात्रने वाली यात्रियों का एक लिस्ट आया।

2464. की जांच यात्रालय यात्रक : या रेल सेवा वह बताने की हुया करेंगे कि :

(क) कोयले की कमी के कारण यह रेलवे में प्राचीन विद्यालय से यात्रा होने वाली तथा यहाँ से यात्रने वाली यात्रियों को एक लिस्ट यात्रियों को एक लिस्ट यात्रा है;

(ख) क्या यात्रियों को हीने वाली रेलवे सेवाओं की सीमा पूरा यात्रा किया जायेगा; और

(a) क्या शोधकों की कारों को बैंडरे द्वारा नालियों की चाले के लिए शीतल हंडरों का अधीन किया जावेगा ?

(b) रेल व्यवस्था में रेलवे नाली (जी लिपि नारायण) :  
(c) यद्यपि रेलवे के बाली वंशवल्ल  
के बहु हैं लाली तथा यहां से युजरने वाली 3  
सवारी नालियों को चाले जी कमी के कारण 23 दिन  
न्ते लेकर 32 दिन तक की लिपि लिपि अवधियों के  
लिए यह रही ।

(d) ये सभी नालियों पुनः बालू कर दी गई  
हैं ।

(e) प्रमाण नहीं उठता ।

विहार में परिवहन सेवा में कुछार

2465. जी त्रिवेदी नारायण यात्रा : क्या  
नीलहम और परिवहन नाली यह बनान की कृपा  
करेंगे कि :

(a) क्या सरकार का विचार विहार में  
परिवहन सेवाओं में सुधार करने के विचार से  
विहार सरकार की विशेष सहायता देने का है;  
और

(b) प्रत्येक राज्य में पकड़ी सड़कों की कुल  
सम्भाइ कितनी है ?

नीलहम और त्रिवेदी नालीय वायनार  
सेवाओं की व्यवस्थाएँ कुल परिवहन के एक भाग  
के रूप में होती हैं । विहार को कोई भी विशेष  
सहायता देने का प्रस्ताव नहीं है ।

(c) प्रत्येक राज्य में सहाय की गई सम्भाइ को  
व्यापक विवरण में विचारया यादा है ।

### विवरण

राज्य / संघ राज्य बोर्ड का 1-1-1978 के  
नाम समुदायार कुल सहाय  
की गई सड़कों की  
सम्भाइ  
(कि. मी. में)

1	2
1. बोर्ड प्रवेश	23,618
2. वायनार	4,308
3. विहार	23,517
4. यूपेश्वर	24,078

1	2
5. त्रिवेदी	15,145
6. हिमाचल प्रदेश	3,145
7. जम्मू और काश्मीर	5,314
8. कांडिक	50,186
9. केरल	14,464
10. नेपाल प्रदेश	19,256
11. महाराष्ट्र	47,731
12. मणिपुर	212
13. मेहालय	1,454
14. नागालैण्ड	1,196
15. उडीसा	10,197
16. पञ्चाब	27,690
17. राजस्थान	29,842
18. सिक्किम	851
19. तमिलनाडु	52,319
20. लिपुरा	1,748
21. उत्तर प्रदेश	42,668
22. पश्चिम बंगाल	13,618
23. असम और निकोबार द्वीप समूह	541
24. घण्टाचल प्रदेश	1,000
25. चण्डीगढ़	1,000
26. वायनार और नगर हवेली	160
27. दिल्ली	218
28. गोवा, दमन और दियू	953
29. लकड़ीप	160
30. विजोरप	89
31. वाल्लीपेटी	513

Possibly stoppage of Quilon-Madras Mail at Tenmalai Railway Station

2466. SHRI M. ARUNACHALAM:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) whether 106-Quilon-Madras  
Mail was stopped by Railway Em-  
ployees who are alleged to be Nax-  
alites for two hours on the 26th Janu-

ary, 1979 at Tenmalai (Ghat section) in Madurai Division of Southern Railway and thereby caused great inconvenience and agony to the travelling public;

(b) what action the Divisional Railway Administration has taken against the culprits to maintain discipline and smooth running of trains; and

(c) if no action taken by the Police, what is the departmental action taken on those employees whose names were already reported by the Railway Intelligence?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). On 26-1-1979, a group of railway engineering gang staff squatted in front of the Pay Special at Tenmalai station demanding payment of overtime and flood advance, etc. They also detained 106 Quilon-Madras Mail for about 90 minutes. However, on arrival of the local police, the agitators dispersed peacefully.

(c) Suitable departmental disciplinary action has been initiated against these employees.

#### **Homoeopathic Dispensaries**

**2467. SHRI PRADYUMNA BAL:  
SHRI MANOHAR LAL:**

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many homoeopathic dispensaries C.G.H.S. are functioning in Delhi and their locations;

(b) whether all these dispensaries are independent units;

(c) if not, the number of Homoeopathic dispensaries which are functioning under the charge of Allopathic doctors; and

(d) when such Homoeopathic dispensaries in Delhi shall start functioning as independent units?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) There are three C.G.H.S. homoeopathic dispensaries at R. K. Puram, Dev Nagar and Gole Market and two homoeopathic units at Darya Ganj and Rajouri Garden functioning in Delhi.

(b) and (c) The three dispensaries are functioning independently. The two Homoeopathic units started in part (a) each have a homoeopathic doctor but are functioning under the over-all administrative control of the Medical Officer in-charge of the Allopathic dispensary to which they are attached.

(d) There is no proposal at present to make the two units referred to in part (a) above independent units.

#### **Issue of permits to Commercial Vehicles**

**2468. SHRI C. R. MAHATA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government have any intention to issue more permits to the commercial vehicles on the route Delhi to Ghaziabad and nearby places of Delhi for the public facilities as well as to abolish monopolistic system; and

(b) if so, what are the details in this regard and if not, the reasons therefor?

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) According to the information furnished by Delhi Administration, no more permits are to be issued to the commercial vehicles on the route Delhi to Ghaziabad and nearby places.

(b) Insurance of permits for inter-State route between U.P. and Delhi are governed by the reciprocal agreement. The existing agreement was entered into in October, 1957 and the revised agreement is under consideration of the Government of Uttar Pradesh and Delhi.

**Loan Sanctioned and Disbursed to Shipping Companies**

**2469. SHRI S. R. DAMANI:  
SHRI JYOTIRMOY BOSU:**

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

(a) the amount of loans sanctioned and disbursed to the Shipping Companies in both Public and Private Sectors during the period 1st April, 1978 to 31st December, 1978;

(b) also the amount of loans repaid and interest paid by the companies during the period 1st April, 1978 to 31st December, 1978; and

(c) how much tonnage added or to be added in view of the loans sanctioned/disbursed during the above period?

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM)**

(a)

Loan sanctioned	Loan Disbursed (includes payments against loans sanc- tioned prior to 1-4-1978.)
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Public Sector . . . . .	39.91	41.74
Private Sector . . . . .	1.70	29.40

(b)

Loans repaid	Interest repaid.
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(In crores of rupees).

11.79	7.76
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(c)

61,400 GRT.

(In crores of rupees).

रामपुर में भूतपूर्व शासकों का रेलवे स्टेशन

**2470. श्री रामेश कुमार शर्मा :** क्या रेल यात्री वह बताने की कृपा करें कि :

(क) क्या मुरादाबाद डिवीजन में रामपुर रेलवे स्टेशन के साथ लगता है? भूतपूर्व शासक का एक रेलवे स्टेशन रेलवे की समर्पित है; और

(ख) यदि हाँ, तो रेलवे हारा उसको किसी उप-ओग में क्यों नहीं लाया जा सकता है?

रेल नंतराज के राम यात्री (जी नियम नामस्वरूप)

(क) और (ख) रामपुर स्टेशन में एक साइडिंग, एक प्लेटफार्म, एक छत और अन्य सम्बन्धित सरकारी हैं जो रामपुर के भूतपूर्व नवाब की सीलन बाड़ी करने के लिए इस्टेमाल की जाती थीं। यह भी नवाब यात्रा पर जाते थे, इनका इस्टेशन होता था। रामपुर के नवाब ने इन संरचनाओं भावित की रेलवे को भूतपूर्व यात्री किया है। यहाँ तक कि वह हाँ हैं यात्री नियमी सम्बन्धित होने का लाभ करते हैं। रेल प्रकाशन में इन्हें जाली करने के लिए नवाब के विवर कार्यवाही आरम्भ कर दी है और यह जामका न्यायालयी है।

Seminar on Modern Health Education System

2471. SHRI P. K. KODIYAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether a seminar was recently held in the Capital to evolve modalities for building a modern health education system in the country;
- (b) if so, what were the recommendations made by the seminar; and
- (c) the decisions taken by Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) No, Sir. However, the two following workshops were held in New Delhi:—

(i) National Workshop on "School Health Programme" from November 26 to 1st December, 1978; and (ii) National Workshop on "Integration of Health Education in the undergraduate Medical Curriculum" from 17 to 19th January, 1979.

(b) The Primary recommendations made by these two workshops were as follows:—

(i) National Workshop on School Health Education

- (a) Comprehensive manual on health education be prepared for the instructors and other field functionaries in the National Adult Education Programme;
- (b) The pattern adopted by the Central Board of Secondary Education for teaching health education in classes IX to X along with physical education may be adopted by other Boards of Secondary Education in the country;

(c) The Health Education and Population Education should be taught by integrating its contents with other subject areas like environmental studies, languages and phy-

sical education at primary stage of education;

(d) Orientation programme for training of inservice teachers be organised so that the subject could be taught effectively in classes; and

(e) Instructional material both for the teachers and students need be developed.

(i) National Workshop on Integration of Health Education in the Under-graduate Medical Curriculum.

(a) Modification of the existing curriculum of under-graduate medical education:

(b) all the disciplines and departments of medical colleges to participate in training of the medical graduates for health education and for integrating health education in teaching and services; and

(c) training of teachers and medical administrators through series of seminars/workshops at regional/State level.

(c) The recommendations made by these workshops are being sent by the Central Health Education Bureau to concerned authorities for implementation.

Relief to Shipping Companies under Financial Relief Assistance

2472. SHRI KUMARI ANANTHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of Shipping Companies and the quantum of relief/assistance received by them under the Financial Relief Assistance announced by Government by the end of November, 1978; and

(b) how many shipping companies have been closed because of cash flow problems and how many are on the brink of closure due to the same reason?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Govern-

ment have approved to the following reliefs under the new guidelines announced by the Government in October, 1978:—

		Shipping Corporation of India.	Mogul Line Ltd.
(i) Moratorium on SDFC repayments during 1978-79.	.	1949.00	340.71
(ii) Conversion into loans analogous to SAFAUNS.	.	3182.00	89.60
(iii) Additional loans against past acquisitions.	.	..	323.59

(b) Government are not aware of any shipping company which has been closed because of the cash flow problems arising out of the current freight recession affecting the shipping industry. It would not be possible to indicate also as to how many of the companies are on brink of close as this fact, among other things, will depend on the intention of the creditors.

still awaited from State Governments; till such reports are available it is not possible to reach any conclusion.

(b) In view of (a) above, the question does not arise.

(c) The industrial relations situation is under the constant watch of the Government. The Industrial Relations Machinery both at the Centre and in the States continues to make efforts to minimise work stoppages through informal mediation, conciliation, adjudication or arbitration, as necessary, under the existing statutory provisions and voluntary arrangements.

#### Deterioration in Industrial Relations

2473. SHRI CHITTA BASU: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether there has been deterioration in the industrial relations during December, 1978 to February, 1979;

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken by Government to improve the industrial relations?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Statistics in regard to the number of mandays lost due to strikes and lockouts for the month of December, 1978 are provisional whereas, the figures for the months of January and February, 1979 are

#### Relay fast in Western Railway Workshop

2474. SHRI VINODEBHAI B. SHETH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railwaymen working in workshop in Jamnagar, Western Railway were on relay fast during December, 1978, January/February, 1979 for 86 days;

(b) whether the Railway Minister has assured continuation of workshop at Hapa station on Western Railway; and

(c) whether he will assure to continue the workshop at Hapa looking after conversion of broad gauge of Okha-Porbandar-Virangam line?

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

(b) and (c) There is no Railway Workshop at Hapa at present. But, it is proposed to shift the Workshop at Jamnagar to Hapa and for this purpose suitable provision has already been made in the Railway Budget.

**Extension of Railway Line from Chembur to Mankhurd**

2475. DR. SUBRAMANIAN SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry proposes to construct an overbridge near Chembur Railway Station and also extend the railway line from Chembur to Mankhrud;

(b) if so, the details thereof; and

(c) whether the Ministry realizes that the volume of commuters' traffic between Chembur area and rest of Bombay has outstripped the provisions made by Government to service that traffic?

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

(b) It is proposed to construct a road over-bridge in replacement of existing level crossing No. 13 M at km 17<sup>9</sup>/10 at Chembur at the request of the Municipal Corporation of Greater Bombay. A single track line already exists from Chembur to Mankhurd. Doubling of Chembur-Mankhurd Single line Section is in progress.

(c) Yes.

4462 LS-5.

63 प्रय/64 दातव्य गाडियों का स्वित किया जाता

2476. श्री लोही जाही जार० जीवदी : क्या रेल बंडी यह बताने की कृपा करेंगे कि :

(क) परिवहन रेलवे में दिमा और पालनपुर स्टेशनों के बीच बताने वाली 63 प्रय और 64 दातव्य गाडियों को कब से स्वित किया जाया है, और उनको कब पुनः बदलाया जायेगा; और

(ब) समदकी और पालनपुर (बारातस्ता भेलडी) के बीच बताने वाली गाड़ी को कब से स्वित किया जाया है, और उनके क्या कारण हैं और इनको कब से पुनः बदलाया जायेगा ?

रेल बंडालय में राज्य बंडी (श्री लिपि नारायण) :

(क) 63 प्रय/64 दातव्य पालनपुर-जीवदी गाडियों जो कोयले की कमी के कारण 28-6-78 से घस्तायी तौर पर रद्द कर दी गयी थीं, 1-3-1979 से पुनः बालू कर दी गयी हैं।

(ब) 239/240 समदकी-पालनपुर यात्री गाडियों कोयले की कमी के कारण 5-1-79 से घस्तायी तौर पर बदल कर दी गयी है। कोयले की स्थिति में तुम्हारे होते ही इन गाडियों को पुनः बालू कर दिया जायेगा।

**विवेशों ने स्वित नियमों में बदलाव किये**

2477. श्री हरगोपिल बर्जा : क्या विवेश मली यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने विवेशों में स्वित भारतीय नियमों में सम्बन्धित देशों की मालामालों के विवेशक नियुक्त करने के बारे में कोई घोषणा दिया है;

(ब) यदि हाँ, तो उनका स्तर क्या है; और

(ग) विवेश मालामाल के किसी विवेशक नियुक्त किये जानें तथा इस कार्य के लिये क्या मानदण्ड घोषणाया जायेगा ?

विवेश बंडालय में राज्य बंडी (श्री लक्ष्मण कुम्हु) : (क) से (ग). यहाँ, सरकार ने तुम्हायी का एक सर्वो बताने का भल्लोदन कर दिया है; विवेशमें कुल 35 तुम्हायी होंगे।

तुम्हायी का पद-स्तर निम्नलिखित 3 स्तरों पर घोषालित होगा, जिनकी सर्वोहमिती वी वा चूकी है :

प्रबल देश	(2000-125/2-2500)
द्व्यावर्तीयामान	(1200-2000)
ज्यावर वैदेशीयामान	(700-1300)

इसपर आवाज है कि कंडायन भारतीयों के संतुष्ट नियमित भारतीय के लिए युग्मियों की नियुक्तियाँ की जाएगी

1. भारती
2. कांगड़ीसी
3. स्पेनी
4. बर्बादी
5. भारत-इंडोनेशिया
6. युरोगाली
7. ब्रॉडी
8. बीनी
9. फारसी
10. लिह्ली
11. भारत-स्लवेशिया
12. स्लाह्ली
13. बीयतनाली
14. नेपाली
15. दर्नी
16. जापानी

नियुक्तियों के लिए यानदण्ड संतराय्यीय सरो के संतुष्ट नियमित विदेशी भाषा में स्पष्टतरण की बक्ता पर आधारित है।

#### Flight of Sri Lanka Indians

2478. SHRI M KALAYAN SUNDARAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that people of Indian origin in Kandy (Sri Lanka) have to face great hardship in getting their travel documents;

(b) whether it is a fact that they have to undergo their wages and spend money for travel off and on to the office of the Indian Assistant High Commissioner of Kandy; and

(c) if so, the arrangement made to deliver the travel documents in the estates where they are employed?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) and (b). Persons of Indian origin while obtaining travel documents from Indian Assistant High

Commission, Kandy, have to fulfill the following requirements:—

(i) furnish documentary evidence to establish that they are indeed stateless and eligible for Indian citizenship;

(ii) to take oath of allegiance and obtain travel documents; and

(iii) to obtain 'family cards' which entitle them for rehabilitation assistance on reaching India. To complete the process they do face some unavoidable hardship.

(c) However, in order to minimise such hardships officials of the Assistant High Commission have started visiting areas where such persons are employed so that applicants can be given their travel documents and 'family cards' on the spot. Last year over 2000 passport's and 800 'family cards' were issued in this manner. It is proposed to increase the number of such tours in future, as directed by the Prime Minister during his recent visit to the Assistant High Commission

#### Escape of Indian Plane Hijackers from Pakistan Prisons

2479. SHRI ARJUN SINGH BHADORIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Five Indian plane hijackers had escaped from Pakistan Prison and have entered into India; and

(b) the steps taken to protect the airports?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) According to the information available with the Government the six people who had hijacked to Lahore an Indian Airlines plane from Delhi on September 10, 1978, were sentenced in September, 1978 by the Lahore High

Court to a month's imprisonment each. They were released from custody on November 1, 1978. According to information available with the Government, these persons are still in Pakistan.

(b) Normal vigilance is being maintained at the air-ports.

प्रथम और द्वितीय श्रेणी के रेल पासों का जारी किया जाना

2480. श्री राजकेश्वर सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि वर्तमान सरकार ने सत्ता में आने के बाद उनके द्वारा प्रथम और दूसरी श्रेणी के कितने पास किन-किन व्यक्तियों को किस-किस प्रते पर तथा किस-किस आधार पर जारी किए गए हैं?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : मानार्थ पास जारी करने का वर्तमान मानदण्ड निम्न प्रकार है :—

- (1) वे संस्थाएं तथा संगठन जो सामाजिक, सांस्कृतिक, वैज्ञानिक, साहित्यिक, खेल-कुद तथा शैक्षणिक गतिविधियों में लगे हों और जिनका कार्य अखिल भारतीय स्तर का हो।
- (2) वे संगठन जो अनुसूचित जातियों और जन जातियों, पिछड़े तथा उपेक्षित वर्गों, स्त्रियों, अंधे तथा अपंग व्यक्तियों आदि के कल्याण में लगे हुए हों।
- (3) वे गणमान्य व्यक्ति जो राष्ट्रीय महत्व के कार्यों में लगे हों और जिसके लिए उन्हें बार-बार यात्रा करनी पड़ती हो।

एक विवरण जिसमें इन व्यक्तियों/संगठनों के नाम और पते दिये गये हैं जिन्हें उपर्युक्त मानदण्डों के आधार पर मानार्थ कार्ड पास जारी किये गये थे, सभा पट्टल पर रखा गया है। ग्रन्थालय में रखा गया। देखिये संख्या एल. टी.—4060/79)

#### Regulation to Prevent use of word "Cola" ..

2481. SHRI S. S. DAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) is it true that under Prevention of Food Adulteration Act/Rules to call a drink "Orange or Pineapple" it is compulsory to have 5 per cent Orange or Pineapple Juice;

(b) whether there has been controversy on the use of word "Cola";

(c) what is the minimum percentage of cola nut recommended by his Ministry to permit the use of word "Cola"; and

(d) from what date will there be some regulation to prevent the use of the word "Cola"?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) A beverage, to be called a Fruit beverage on drink must contain not less than five per cent fruit juice weight by weight.

(b) to (d). The definition of cola drink has not been laid down under the provisions of the Prevention of Food Adulteration Act. The matter regarding definition of such drinks is under consideration of the concerned technical committee and necessary action will be taken after its recommendations are received and scrutinised.

#### Talk held with Dalai Lama

2482. SHRI NARENDRA SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he had talks with Dalai Lama recently with regard to the problems concerning Tibatan displaced persons;

(b) if so, details thereof; and

(c) outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) to (c). His Holiness the Dalai Lama met the Minister of External Affairs on 22nd January, 1979, when he had come to Delhi in connection with the inauguration of Tibet House building in the Capital. Certain questions affecting the future of Tibetan refugees in India came up for discussion during his meeting with FM. Foreign Minister assured him of Government of India's continued commitment to

help in the preservation of the culture, traditions and religious identity of the Tibetan community within India. Government of India's view on the question of Tibetans in India going back to their places of origin has been stated by Minister of External Affairs in his statement on his visit to China made in the Lok Sabha on 21-2-1979.

**Family Planning, Rural Health and Malaria Eradication**

**2483. SHRI SURENDRA BIKRAM:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) based on his statement on January 25, 1979, how he proposes to proceed with his plan to implement Family Planning, Rural Health and Malaria Eradication;

(b) what are his targets in respect of family planning for the next three years and how much fund allocation he expects to get for this programme; and

(c) will he propose some legislation to implement family planning on mass scale?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) A statement giving the required information is attached.

(b) Targets:—

The family welfare targets in respect of sterilization, IUD and Conventional Contraceptives and Oral Pill users for the next three years 1979-80 to 1981-82 are given below:—

year	Vol. Sterilisations (Millions.)	I.U.D. (Millions)	G.C. & Oral Pill Users (Millions)
1979-80	4.5	0.8	4.5
1980-81	5.0	1.0	5.0
1981-82	5.5	1.2	5.5

*Allocation of Funds:—*

*Rs. in lakhs*

(i) Total Plan outlay for sixth Plan.	76500.00
(ii) Provision approved for 1978-79	11181.39
(iii) Provision approved for 1979-80.	11619.23

(iv) No indication in respect of outlays likely to be available during 1980-81, 1981-82 and 1982-83 are available, as they will depend upon the build up of the infrastructure and progress of programme.

dated 29-6-1977 which says categorically that:—

"We wish to make it abundantly clear that in this task there is no room for compulsion, coercion or pressure, of any sort. Compulsion in the area of Family Welfare must be ruled out for all times to come. Our approach is educational and wholly voluntary... We are totally against any legislation for compulsory sterilisation either at the Central level or by the States."

(c) Government of India's stand on our proposed a) on-going b) Family Welfare Policy Statement

**Family Planning:—**

The Government of India are vigorously pursuing the Family Planning Programme and have intensified the Educational and Motivational effort in order to further the voluntary acceptance of the small family norm. Nearly 10,000 orientation training camps are being organised during the current year and at these camps influential public opinion leaders, both men and women are imparted knowledge about the population problem, better care of children and use of contraceptive methods. The financial allocation for Educational and Motivational activities has been considerably stepped up. Personal letters have been addressed by State Chief Ministers and Health Ministers to the Members of the State Legislatures requesting them to lend their support to the programme. Similar appeals have also been made to the Members of Parliament on behalf of the Union Ministry. Special attention is being given to the promotion of Mother and Child Care Schemes and immunisation programme has been intensified. Nearly one lakh additional birth attendants (Dais) are being trained during the current year in order to improve their skill so that the level of maternity care services in the rural areas improves. These trained Dais are also being provided with necessary equipment and they are being increasingly involved in Maternal and Child Care activities in the rural areas. The training facilities for Auxiliary Nurse Midwives who are posted at Rural Sub-Centres have been augmented. In order to encourage a healthy competition between the States/Union Territories and non official organisations, a scheme for National Awards has also been introduced. Special awards have also been announced for the performance under Family Planning and maternity child health activities during January 1979—March 1979 quarter.

**Rural Health:—**

Among the Schemes launched by the Government of India to provide

better medical and health facilities to the villages are (1) Multi-purpose Workers Scheme; (2) Community Health Workers Scheme; (3) Dais Training Scheme; and (4) Reorientation of Medical Education Scheme.

The above schemes were introduced earlier than 1978-79 and were strengthened/extended during 1978-79. Reorientation training under Multi-purpose Workers Scheme has been completed in 88 districts of the country as on 1st August, 1978. The training programme is under progress in another 129 districts. By 1981-82, the whole country is planned to be covered under the MPW Scheme. Similarly, the Community Health Workers Scheme which was introduced in October, 1977, has been extended to an additional 1056 PHCs. Thus by the end of September, 1979, one third of country would be covered under the Scheme. By the end of 1981-82, the whole country is planned to be covered under the Community Health Workers Scheme.

About 66,000 Community Health Workers have been trained upto December, 1978. There has been significant progress under the Dais Training Scheme during 1978-79. It is expected that during 1978-79, the number of Dais trained will be about 97,700.

Under the Reorientation of Medical Education Scheme, 3 mobile clinics are being provided for each of the 106 Medical colleges in the country for the purpose of the reorientation of the faculty members and the medical students in community health. These mobile units would also render specialised services to the rural areas.

**Malaria Eradication Programme:—**

In view of the increase in the number of malaria cases in the country, the programme has been reviewed by Committees of Experts on two occasions. After considering aspects, Government of India have introduced Modified Plan of Operations

for N.M.F.P. w.e.f. 1/4/1977; The objectives of modified Plan of Operations are:

- (a) To prevent deaths due to malaria.
- (b) To reduce the period of sickness.
- (c) To maintain Industrial and Agricultural production by undertaking intensive anti-malaria measures in such areas and;
- (d) To consolidate the achievement obtained so far. These objectives are sought to be achieved through a three pronged attack on the disease i.e.
  - (i) Government's efforts.
  - (ii) People's participation
  - (iii) Research on malaria.

**Government's efforts.** The population residing in high risk areas with Annual Parasite incidence of 2 or more per 1000 population is being protected with insecticidal spray.

The malaria units have been re-organised to conform to the geographical boundaries of the districts, and general health services have been fully involved in the programme. Laboratory services have been decentralised for quick examination of blood smears. For intensification of Entomological studies, 72 entomological components have been provided.

**People's Participation.** To make the anti-malaria drug easily available the drugs are being distributed through Fever Treatment Depots and Drug Distribution Centres in addition to the malaria workers and the medical institutions of all systems of medicine. About two lakhs Drug Distribution Centres and Fever Treatment Depots have been established.

Multi media publicity has been intensified to improve the health education of the people regarding the prevention and control of malaria.

**P. falciparum Containment Project.** A project for containment of *P. falciparum* was started in September,

1977 in 18 districts of North Eastern Region with the assistance of SIDA/WHO. With the establishment of Zone II with head-quarters at Bhubaneswar during November, 1978, 105 more districts in the States of Orissa, Bihar, Madhya Pradesh and West Bengal have been brought under the ambit of *P. falciparum* containment Project.

The programme is being further extended to the affected districts in the States/UTs of Andhra Pradesh, Rajasthan, Uttar Pradesh, Gujarat, Haryana, Punjab, Tamil Nadu, Karnataka, Maharashtra, Jammu & Kashmir, Chandigarh and Delhi.

**Urban Malaria:** Till 1976 Urban Malaria Programme was operative only in 28 towns. During 1977 it was extended to 38 towns. During 1978 the programme has been further extended to 37 towns. 29 Additional towns, worst affected by malaria, are proposed to be taken up during 1979-80 bringing the total number of 132 towns under Urban Malaria Scheme.

**Research:** With the resurgence of malaria in the country steps have been taken for undertaking fundamental and operational research in malaria. 14 Research Schemes—8 for operational and field research and 6 for laboratory research have been taken up under the auspices of the Indian Council of Medical Research.

#### Indo-Pak Relations ..

**2484. SHRI MANORANJAN BHAKTA:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what positive steps have been taken to improve India's relations with Pakistan; and

(b) to what extent India's diplomatic and trade relations have been normalised with Pakistan so far as a result of the steps taken?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMERENDRA KUNDU):** (a) and (b). In pursuance of the Government's policy to promote a relationship of cooperation and trust with Pakistan on the basis of respect for sovereignty, equality, non-interference in internal affairs and mutual benefit, the Minister of External Affairs paid a goodwill visit to Pakistan from February 6-8, 1978. Since then, India and Pakistan have concluded an agreement on the Salal Hydro-electric Project. With the conclusion of the Salal Agreement, the two countries have succeeded in resolving a matter which had been under discussion since 1970.

In view of the significant growth in the trade relations between India and Pakistan, and recognising the need to develop trade in a balanced manner to mutual advantage, trade teams of the two countries have met twice in 1978 to review the Trade Agreement of 1975, and to exchange ideas about how two-way trade can develop. As a result of the talks, substantial progress has been registered. The two teams have agreed that pending finalisation of a trade agreement, while trade on Pakistan side will continue to be conducted through public sector agencies, on the Indian side, both private and public sector would participate in such trade.

The Government are happy to note that during last year there has been some exchange of artists, scholars and sportsmen between the two countries. There is a recognition in both countries that with greater contact between the two peoples and Governments there can grow a climate of trust and confidence, in which development of our relations can be accelerated. In this connection, it may be especially mentioned that the recently concluded cricket test match series between the two countries aroused great enthusiasm and have promoted goodwill between the two peoples.

The Government have recently opened a Consulate General in Karachi which is likely to enhance people-to-people contacts between the two countries and contribute to further normalisation of their relations.

There have been contacts between the Agricultural authorities of the two countries. There is now greater cooperation between the two countries in matters of immediate and vital common interest, such as locust control and anti-smuggling measures along the common border. Mr. Khwaja Ahmed Safdar, Federal Minister for Agriculture, Government of Pakistan, visited India in September, 1978. During the visit, an agreement providing for supply of 5270 tonnes of wheat seeds to Pakistan was signed.

The Government, convinced of the imperatives of good relations between our two countries, are ready to co-operate in the growth of such relations to the extent Pakistan is willing to go.

भारतीय रेलवे में भेजी एक के पद

2485. ओर सेवावाल निह :

भी हुकम बद्द कलामाय :

क्या रेल मंत्री भारतीय रेलवे में भेजी एक के पद के ओर में 21 नवम्बर, 1978 के बतारांचित प्रबल संघर्ष 327 के उत्तर के संबंध में यह बताने की हुकम करेंगे कि :

(क) क्या भेजी एक के प्रविकारियों की संख्या 3574 है और यदि हाँ, तो उनमें से बान्धुवित जनताओं और बान्धुवित जन-जातियों के प्रविकारियों की संख्या कितनी है तबा बान्धुवित जनताओं और बान्धुवित जनजातियों के बीच से विकास पर ध्यान धूरे जाने हैं;

(ख) क्या 504 व्यक्तियों को भेजी दी के प्रविकारियों के रूप में वर्गीकृत किया गया है और यदि हाँ, तो उनमें से बान्धुवित जनताओं और बान्धुवित जनजातियों के प्रविकारियों की संख्या कितनी है तबा वेदी दी के लिये पर वित्त पड़े हैं तबा उन्हें कब तक बदा जाएंगा ; और

(ग) उन्नीसवां बाद (क) और (ख) में दी गई बान्धुवित जनताओं के संबंध में प्राप्तवार और विविक्षण जीवा रक्षा है ?

ऐसे भौतिक्यमें राख लें (भी जिस भारतवर्षमें) :

(क) प्रकृत प्रस्त वित्तका उत्तेजित किया गया है तूर 'ए' के पर्दों के बारे में या विनम्रे विकिर सा विभाग भवित्व नहीं था। लेकिय देखें पर तूर 'ए' के अधिकारियों की बतौमान संख्या 4297 है जिनमें 398 अनुसूचित जाति/अनुसूचित जन जाति के हैं। तूर 'ए' में रिकितयों सीधी भर्ती द्वारा तथा तूर 'बी' के अधिकारियों की पदोन्नति द्वारा भरी जाती है। तूर 'ए' की रिकितयों को भरते समय अनुसूचित जातियों/अनुसूचित जन जातियों के लिए तूर भौतिक्यमें के अनुदेशों को अनुसार अपेक्षित आरक्षण किया जाता है।

(क) काहाचित, इसमें अभिप्राय सूप 'बी' से सूप 'बी' में देह बढ़ाने के लिए हाथ में दी गयी मंजूरी है है। अब तक 355 अवित सूप 'बी' में पोलोत लिये वजे हैं जिनमें 76 अवित घनसूपित जातियों/घनसूपित जन-जातियों के हैं। बकाया बाली पद फीद्र ही भरे जाने की संभावना है।

(३) सूखना इकट्ठी की जा रही है और सभा बढ़ाव पर रख दी जायेगी।

### **Compensation to victims who died in Train-Bus collision in Trichur**

2486. SHRI K. KUNHAMBU: Will the Minister of RAILWAYS be pleased to state:

(a) whether no compensation has yet been paid to the next of kin of those who died in the train-bus collision in Trichur in 1978; and

(b) if so, the reason therefor and the steps taken to speed up the payment of compensation?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI  
SHOB NARAIN): (a) to (b). Under  
the provisions of Section 82-A of the  
Indian Railways Act, 1890 and the  
Railway Accident (Compensation)  
Rules, 1950, no compensation is pay-  
able to the Bus victims or their depen-  
dents involved in the train bus col-  
lision in Trichur in 1978. However,  
an amount of Rs. 35,750/- has been  
paid as ex-gratia by the Railway Ad-  
ministration to the victims of this col-  
lision.

### Allotment of wagons to potato Exporters

2487. SHRIMATI MOHSINA KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of requests for allotment of wagons by potato exporters of Farrukhabad are pending with the Railway Administration;

(b) if so, the reasons for not allotting wagons to them; and

(c) how soon the Railways are likely to release the required wagons to them for the purpose?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI  
SHEO NARAIN): (a) to (c). During  
the months of January and February  
this year, 1333 Broad Gauge and 625  
Metre Gauge wagons were loaded  
with potatoes from Farukhabad as  
compared to 1194 Broad Gauge and  
794 Metre Gauge wagons loaded  
during the corresponding months of  
1978. Thus, the loading on the Broad  
Gauge this year is more. The slight  
shortfall in loading on the Metre  
Gauge was due to bulk of demands  
being for destinations to the east of  
Siliguri, where there was congestion  
and consequent restriction on loading  
for a few days. The loading to desti-  
nations east of Siliguri is now being  
done regularly.

#### Difficulties faced by beneficiaries in C.G.H.S. dispensary, Shakti Nagar

2488. SHRI R. L. KUREEL: Will the Minister of **HEALTH AND FAMILY WELFARE** be pleased to state:

(a) whether it is a fact that a lot of difficulties are being experienced by the patients visiting C.G.B.S. Dispensary, Shakti Nagar in the absence of non-availability of medicines;

(b) whether it is also a fact that patients have to visit the Dispensary again and renew the prescription chits of special medicines again to get the special medicines;

(c) whether it is also a fact that normally from 7 to 10 days' time is taken by the Dispensary to issue special medicines to the beneficiaries;

(d) what action Government propose to take to remedy the situation; and

(e) whether Government would carry out special checks in the stores of the dispensary to find out the reasons for such inordinate delay in the supply of special medicines?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) No, Sir.

(b) No, Sir. Normally medicines are prescribed for 7 days. After that period the patient is again checked by the Medical Officer and further medicine is prescribed depending on the condition of the patient.

(c) No, Sir. The special medicines prescribed by the doctors are usually supplied from the dispensary itself, if readily available. Otherwise, they are supplied by obtaining on requisition from the Medical Stores or from the authorised chemist. If these methods fail, the patients are advised to purchase them from outside and their claim is reimbursed.

(d) and (e). Surprise visits are conducted at regular intervals by Senior Officers of the Ministry to find out difficulties if any and remedial measures are taken.

कोटा रेप्ल निलम

2489. कोटा राजनारायण: यदा संस्कृत कार्य का यह बताने की कुप्ता करें कि :

(क) क्या कोटा निलम के कर्मचारी अपनी नींगों के सफर्गत में हड्डताल कर रहे हैं;

(ख) करि हूँ, कोटा राजनारायण कार्यकारी क्षेत्र का निलम है;

(ग) उक्त हड्डताल के परिणामस्वरूप किसी हानि हुई?

संस्कृत कार्य का यह बताने की कोटील बर्ती:

(क) के (ग). वह नामका बस्तुतः राज्य के लोकविकार में आता है। राज्यवाल सरकार ने आप सूचना के अनुसार, थोड़ा रेप्ल निलम, कोटा से अधिकारों ने अपनी चार मासों के समर्वेत में 26 अक्टूबर, 1978 को "ट्टे-इन-हड्डताल" कर ली थी। राज्य शासकीय संबंध तंत्र की मध्यस्थिता से संबंधित पक्षों में समझौता हो जाने पर हड्डताल 19 जनवरी, 1979 को समाप्त हो गई। जैसा कि राज्य सरकार ने सूचित किया है, प्रधानमंत्री के अनुसार हड्डताल के कारण उत्पातन में 4.30 करोड़ रुपये की अनुमानित हानि हुई।

#### Acquisition of Nuclear know-how by Pakistan

2490. SHRI SHANKERSINHJI VAGHELA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have seen the press report appeared in *Hindustan Times* dated the 20th January, 1979 wherein it has been stated that Pakistan has recently received all the necessary means/know-how from abroad to produce nuclear bomb;

(b) whether the bomb would have the same force as the one that destroyed Hiroshima; and

(c) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) Government has seen such press reports.

(b) Government has no information on this point.

(c) Government of India has consistently stood for the use of nuclear energy solely for peaceful purposes and is opposed to its use by any country for making nuclear weapons.

**Setting up of Haldia Petro-Chemical Complex**

**2491. SHRI DINEN BHATTACHARYA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the West Bengal Government have written a letter to the Centre for a 500 acre of land in one lot close to the river Haldi for setting up the proposed Petro-Chemical Complex; and

(b) if so, what action has been taken to expedite the matter?

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) Yes, Sir.

(b) The comments of the Calcutta Port Trust have been called for.

**Retrenchment in Jute Mills**

**2492. SHRI C. R. MAHATA:** Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are aware that jute millowners have decided that 10 per cent workers be retrenched of the existing number of workers in 59 mills; and

(b) if so, what are the details in this regard?

**THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA):** (a) and (b). Presumably reference in part (a) of the question is to the jute falls essentially in the State sphere. According to the information supplied by the Government of West Bengal, the State Government have no information about such retrenchments. The recent industry-wise settlement signed by the parties on February 22, 1979 following which the strike by

jute workers in West Bengal was called off, also makes no mention of such a proposal for retrenchment.

**Employment of casual labour in Stores Department**

**2493. SHRI SAMAR MUKHERJEE:** Will the Minister of RAILWAYS be pleased to state the amount spent by stores Depots on employment of casual labour during 1975-76, 1976-77 and 1977-78 separately for each Depot of Indian Railways (under Stores Department)?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** The information is being collected and will be laid on the Table of the Sabha.

**Printing Press of Indian Railways**

**2494. SHRI SAMAR MUKHERJEE:** Will the Minister of RAILWAYS be pleased to state the staff strength of each Printing Press of Indian Railways and each category of staff separately grade-wise?

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

**Staff Strength in Stores Depots**

**2495. SHRI SAMAR MUKHERJEE:** Will the Minister of RAILWAYS be pleased to refer to Statement No. 1 of a Compendium of Statistical Information on Material Management, 1978 published by the Ministry of Railways, the annual issues of stores for Stores Depots (under Stores Department) have been increased from Rs. 77.04 crores in 1950-51 to Rs. 639.48 crores in 1976-77 i.e. 736 per cent and state:

(a) corresponding increase in staff strength in stores depots during this period, separately for each depot of Indian Railways and each category of staff separately; and

(b) in case no corresponding increase in staff strength has been made or increase was less, the reasons for not increasing?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The increase in value of annual issues of stores is not only on account of increase in activities but also on account of cost of materials having gone up during the period 1950-51 to 1976-77. An increase in the value of materials does not warrant proportionate increase in the staff strength. The staff strength is increased taking into account the increase in actual workload, viz., number of items stocked, number and nature of transactions, etc., keeping in view the constraints on creation of additional posts imposed by the Government for achieving economy in expenditure. The ban on creation of posts has not, however, been made applicable for maintenance of new plan assets where new Stores Depots have been set up. The staff strength is being reviewed periodically to see if any increase is called for.

**Memorandum from Western Railway Class II Officers Association**

2496. SHRI VIJAY KUMAR N. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Western Railway Class-II Officers Association has submitted a memorandum to the Railway administration regarding changes in promotional policy and rules governing promotions;

(b) if so, details thereof; and

(c) details of action taken on the various demands of the Association?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A resolution, passed by the Western Railway Class II Officers' Association on 5-2-1979, has been received. The resolution mentions that the Ministry of Railways:

(i) are considering time-bound promotions only to Class I officers;

(ii) are treating Class II service as the culminating point for Class III employees;

(iii) have ordered regular premature promotions of Assistant Officers, Class I to the District Officers grade on completion of two years service on a working post;

(iv) have changed in December, 1976 the provisions of Code Rules to deny the promotee officers the benefit of promotion; and

(v) are not filling the quota for promotion of Class II officers to Class I service regularly with the result that the promotee officers do not get the benefit of promotion.

A demand has been for determining the promotion quota against posts and not vacancies.

(c) The Resolution, received recently, is under examination.

**Speed Governors on Vehicles**

2497. SHRI MADHAVRAO SCINDIA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether in order to eliminate road accidents in Delhi and other parts of the country, Transport Authority of Delhi propose to introduce new measures including installation of speed governors on all vehicles in the near future; and

(b) if so, progress so far achieved in the matter and its effect on road accidents in the recent past?

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) The State Transport Authority, Delhi has made it compulsory the installation of speed-governors in stage carriages, including DTC buses and mini buses plying on intra-city routes, in Delhi No. passenger transport vehicle plying in Delhi would be granted certificate of fitness, unless it is fitted with a speed governor.

(b) The speed governors have been installed in 1800 DTC vehicles, 1 mini bus and 26 standard size buses operating under DTC. 4 other vehicles have also been fitted with speed governors.

This measure was introduced only last month. It will take some time, therefore, to assess its impact.

#### कुनैवार-जावसरा लाइन का विस्तार

**2498. श्री अर्जुनसिंह भाई घटेल:** क्या रेल अंती यह बताने की कृपा करेंगे कि :

(क) गुजरात के सोराट ज़ोल में जनागढ़ जिले की ओर व्यापारी एसोसिएशन बेनशन (सोराट) ने कृताई, 1978 में उन्हें गुजराती भाषा में एक आवेदन प्रस्तुत किया था जिसके कुनैवार-जावसरा रेल लाइन का नामक बाड़-धारी गुदानी-बेनशनी-बेनशनी विलें तक विस्तार किये जाने की मांग की गई है;

(ख) यदि हाँ, तो तत्सम्बन्धी व्यौदा क्या है तथा उसमें क्या मार्गे की गई है;

(ग) क्या रस्ताकार ने उपर्युक्त रेल लाइन के विस्तार के बारे में यद तक कोई निर्णय लिया है यदि हाँ, तो उसका व्यौदा क्या है;

(द) यदि नहीं, तो इसके क्या कारण हैं; और

(इ) श्री व्यापारी एसोसिएशन, बेनशन (सोराट) ज़ोल की गई उक्त मांग को विस्तै दीन ताल्लुको अवधि बेनशन (सोराट) जूनागढ़ और बावसरा-जून कावाच के जावसर तीन लाइनों को लाइ होगा, क्या तक और कैसे पूरा किया जावेगा?

**रेल अंतर्राज्य वेज अंती (श्री विजय नारायण):** (क) से (क). व्यापारी एसोसिएशन, बेनशन (सोराट) की मांग की है कि कुनैवार-जावसरा घटेल नामक बाड़-धारी गुदानी के रास्ते

विस्तार तक बढ़ा दी जाये। कुनैवार-जावसरा तथा कुनैवार-प्रसारपर दोनों जाइनों पर, विनाम्र विवादों का प्रस्ताव लिया गया है, यातायात करने हैं, आवेदन और लगभग 2-3 नाइटों के बराबर तथा इसके बहुते की घटिक संभावना भी नहीं है। इस बात को ज्ञान में रखकर तथा कीमित भाला में बन उपलब्ध होने के कारण प्रस्तावित विस्तार व्योग्यपूर्ण नहीं है।

हापा रेलवे स्टेशन पर कुछों में जारी पासी

**2499. श्री अर्जुनसिंह भाई घटेल:** क्या रेल अंती यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि परिवहन रेलवे स्टेशन पर तथा गांवों में कुछों में पानी जारी हो गया है जो पीने तथा इंजनों में प्रयोग किये जाने के उपर्युक्त नहीं हैं;

(ख) हापा रेलवे कालोनी में कवर्टर्टों की संख्या कितनी है और इन परिवारों और इंजनों की पानी की दैनिक आवश्यकता कितनी है;

(ग) क्या इस रेलवे कालोनी के निवासियों के पीने के लिये और इंजनों के लिए पानी की संख्या हतु कोई योक्ता योग्य ही नहीं है और यदि नहीं, तो इसके क्या कारण हैं; और

(घ) जामनगर से सरकारी रेलवे दूर्योगी पर हापा आगे बाले काम्बलारियों और हापा रेलवे कालोनी के निवासियों को पीने के लिये तथा इंजनों में उपयोग के लिये पानी कह और कैसे उपलब्ध कराया जावेगा?

**रेल अंतर्राज्य वेज अंती (श्री विजय नारायण)**

(क) से (च). हर वर्ष जनवरी से हापा रेलवे स्टेशन के रेलवे बल में कुछों/नलकूपों में जल स्तर घट जाता है और पानी प्रशंसिकर हो जाता है तथा पीने और बाला पानी के लिए उपर्युक्त नहीं रहता। लेकिन, वर्षा बाज़ होने पर इन जोतों का पानी पुनः पीने दोष्य हो जाता है।

हापा रेलवे कालोनी में 465 घटाटर हैं तथा यहाँ के निवासियों के ईंविक उपयोग के लिए जलबन 90,000 लिटर वारी की आवश्यकता है। इसके अतिरिक्त, जलबन 3, 46 लाल लिटर पानी रेल इंजनों के लिए आपेक्षित है। हर वर्ष निवासियों के दोष्य यहाँ के निवासियों की पीने तथा भोजन पकाने के लिए पानी डेंगे पर ग्राइट साइनों से आपात करके सम्पादि किया जाता है। लेकिन, रेल इंजनों का पानी की सम्पादि रेलवे जोतों से ही की जाती है जिसके लिए बल को सोना रेल वाला करके साफ-निष संस्थान में हाला कर लिया जाता है।

निवासियों के जिलों में सप्तवें ही सालकूपों से योग जल की आवश्यकता बहुती करके तस्वीर बन जाती है।

स्वास्थ्य विकास के लिए विविध कार्यालयों की स्थापना की गयी है। ऐसी ही विवरणों की स्थापना में सहभाग नहीं मिलती है।

**Health Sector in 6th Plan for Himachal Pradesh**

2500. SHRI DURGA CHAND: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No 3579 on the 14th December, 1978 and state:

- (a) whether the proposals received from the Himachal Pradesh Government for health sector for sixth plan have been discussed with the State Government;
- (b) if so, the outcome thereof; and
- (c) the allocation being made against the State Government demand under each scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Yes, Sir.

(b) and (c). The overall size of Plan of Himachal Pradesh for 1978-83 and the allocations for Health Sector are under consideration of the Planning Commission.

**Ship Building Yard at Paradip Port**

2501. SHRI PABITRA MOHAN PRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

- (a) whether Government have finally decided to have a ship building yard at Paradip Port;

(b) if so, what steps have been taken to begin the work;

(c) whether site-selection and other preliminary works have been begun; and

(d) if not, when the same work will begin?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) No, Sir.

(b) Does not arise.

(c) and (d). Detailed Project Report for two sites, including Paradip, is under preparation. A decision on the establishment of a Shipyard at Paradip can be taken only after the D.P.R. has been received and examined by Government.

**Vacancies in Un-skilled Cadre of Amritsar Workshop**

2502. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state,

(a) the number of vacancies occurred in un-skilled cadre of Jagadhari, Kalka and Amritsar Workshop during the last 3 years, year-wise; and

(b) number of new posts created in un-skilled cadre strength of these workshops during the last 3 years?

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

	1976	1977	1978
(a) Workshop			
Jagadhari & Kalka	175	129	192
Amritsar	85	59	140
(b) Jagadhari & Kalka	1	35	24
Amritsar	..	..	5

**Representation by Parcel Staff at Delhi Main Station**

2503. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that representation was made to the administration by the Parcel Staff working at Delhi main station regarding mechanical rotation of duties of the Parcel Staff and other grievances in the month of December, 1978;

(b) if so, whether the complaint has been got investigated by the Vigilance Organisation;

(c) if so, result of the investigations; and

(d) action taken thereon?

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

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

**Vansadhabra Bridge**

2504. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government of Orissa prepared the report of the Vansadhabra Bridge and submitted for approval for execution from the financial year 1979-80; and

(b) if so, the funds to be released for the construction of bridge by his Ministry for the year 1979-80?

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) and (b). This bridge, when constructed, would fall on a State Road and as such Orissa Government are primarily concerned with this project. In order, however, to assist the

State Government financially, a Loan assistance of Rs. 300 lakh has been approved by the Government of India. The State Government have now to take further action for the execution of the project after getting the approval of Government of India to a detailed estimate of this work. They have not yet sent any detailed estimate and the question of release of any funds does not arise at present.

**Minor Port at Gopalpur, Orissa**

2505. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) is it a fact that the Government of India took investment decision and spent money in Fifth Five Year Plan to establish a minor port at Gopalpur (GM), Orissa;

(b) if so, the progress made so far and money invested year-wise till 1979;

(c) funds proposed and to be provided for Gopalpur minor port for the year 1979-80; and

(d) the steps taken by his Ministry for early opening of that port for the transportation of rare earth materials of Gopalpur?

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** (a) and (b). The executive responsibility for the development of Ports, other than Major ports, vests with the State Governments concerned. The Government of Orissa had sponsored development of Gopalpur Port in the Centrally Sponsored Sector in the Fourth Plan period. As the scheme could not be finalised in time, it could not be included in the Plan, but a token provision of Rs. 40 lakhs for preliminary investigations was kept in the Fourth

Plan against which Rs. 5.22 lakhs was released to the State Government in the Fourth Plan. The remaining 34.78 lakhs of the token provision spilled over to the Fifth Plan period against which Rs. 12.50 lakhs was released to the State Government in the Fifth Plan which ended on 31-3-78. No loans have been released thereafter. The year-wise details are as follows:-

	(Rs. in lakhs)
1971-72	4.22
1973-74	1.00
1974-75	2.30
1977-78	10.00

(c) and (d). Planning Commission have tentatively agreed to a provision of Rs. 510 lakhs for the development of minor ports in the period 78-80, pending a final decision by the National Development Council on the policy question of central assistance to State Governments for schemes relating to minor ports in the Centrally Sponsored Sector in the Plan Period 1978-83.

#### Family Welfare Educators Employed by E.S.I. Corporation

2506 SHRI VAYALAR RAVI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether it is a fact that Government had terminated the services of the Family Welfare Extension Educators employed by the E.S.I. Corporation;

(b) if so, what are the reasons;

(c) whether Government made any arrangement so that these experienced people will be retained in the Ministry itself; and

(d) if not, why?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR

AND PARLIAMENTARY AFFAIRS (DR. RAM KIRPAL SINGH): (a). The Employees' State Insurance Corporation have reported that the services of 8 Family Welfare Extension Educators employed by them under the Family Welfare Project were terminated on 31.12.1978.

(b) Their services were terminated, as they had completed the three years period for which they were appointed and their services were no longer required for the project.

(c) and (d). There are no posts in the E.S.I. Corporation against which they could be absorbed.

#### Satara Road Railway Station

2507. SHRI R. K. MHALGI: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a team of experts has been appointed by the Railway Administration to examine the possibility for reinstating Satara Road Railway Station on the Poona-Miraj (Maharashtra) Section;

(b) if so, when and what is the composition of the team;

(c) whether the team has commenced its work and if so, the progress thereof; and

(d) when the team is likely to submit its report to the Administration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). The survey organisation functioning under Chief Engineer (Construction), South Central Railway, is carrying out a survey to examine alternative ways of bringing old Satara Road station on Main line and study the financial and operational implications. Report of the survey organisation on this proposal is expected in a month's time.

**Absorption of Temporary Railway Officers**

2508. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4141 on 19th December, 1978 re: confirmation of temporary officers and state:

(a) whether Government have arranged to absorb remaining 191 temporary Railway Officers in Class I service permanently before 31st March, 1979 as promised;

(b) if not, the reasons thereof; and

(c) what will be the final date-line for their permanent absorption?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) to (c). Arrangements are being made to absorb the remaining temporary Assistant Officers in Class I Service. Absorption will be done, after an amendment to the relevant provisions of the Recruitment Rules, action for which has already been initiated, is made and the stay imposed by the High Court of Delhi against the proposed absorption of the temporary officers in bulk is vacated.

**Theft of Angles**

2509. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that angles, which were blanked at Vasad Station and were being sent to Gujarat Electricity Board, were stolen away at Miraj Station (Maharashtra) in the month of June 1978;

(b) is it also a fact that some railway employees were arrested and some angles which were found in their houses had been collected (confiscated);

(c) what is the progress in the case to this day; and

(d) if no progress made so far, the reasons thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ((SHRI SHEO NARAIN):** (a). No. On 10-2-78 while unloading a coal wagon at Miraj Loco Shed, some angles were found beneath the coal. Since there were no despatching particulars, these angle were kept at Miraj Loco Shed. Some of these angles were misappropriated by the Railway employees of Miraj.

(b) Yes.

(c) A case under RP(UP) Act was registered and referred to Vigilance Department for further action. Enquiries are almost over. Investigation of the case by the Vigilance Department is in progress and necessary departmental action is being initiated against the concerned employees.

(d) Does not arise.

**महाराष्ट्र में स्टेशनों के लिए नए टेक्स्ट**

2510. की स्थापना तिथि चौहान : क्या तेज मंत्री यह बताने की हुया करेंगे कि :

(क) महाराष्ट्र में मध्य रेलवे और पश्चिम रेल में उन स्टेशनों के नाम क्या हैं, जहाँ वर्ष 1978 में स्टेशनों के लिए नए टेक्स्ट लिए गए थे;

(ख) उन स्टेशनों के नाम क्या हैं, जहाँ स्टालों के स्थानों में परिवर्तन किए गए हैं;

(ग) क्या कुछ नामों में रेलवे बोर्ड द्वारा भी आदेश दिए गए हैं; और

(घ) उन स्थानों के नाम क्या हैं जहाँ राज्य में वर्ष 1979 में नए स्टाल दिए का प्रस्ताव है?

रेल मंत्रालय में राज्य मंत्री (श्री दिलजीत साहब)

(क) महाराष्ट्र में मध्य रेलवे के परस्परांत, दुर्घट और राजकालीन स्टेशनों पर तक परिवर्तन रेल से बोर्डवाली स्टेशन पर 1978 में स्टेशनों के लिए नए हैं।

(ख) महाराष्ट्र में पश्चिम रेलवे के पुलिकल्टन रोड स्टेशन के स्टाल का स्थान बदल दिया गया था।

(ग) पश्चिम रेलवे में वाराणसी (को) और (द) में अस्थायिक स्टेशन के लिए नए स्टेशन नामांकन की गयी है।

(c) वर्ष 1979 में मंहांपेंट्टू रेल्वे में यार्ड रेलवे में चावा, चाली, चिलो, चाल पर्से के रत, पुरातांकों चारी के नये स्टाल बुटोरी, चालीर चाल, चालनाल, पुरातांक, चालीर, चिलो, चालूर, हिंगनचाट, काटोर, चल्हार-चाह, चलव, चालयाच, चलूरी, निलाल, चेवला, चलल-पुर, दुले, चालमनगर, हिंगोली, चाकोट, चालनेर, चाहूरी, चालोरा, चमराचारी, चवलाल, चाल्हुरा और चल्हाचारुर स्टेशनों पर यार्डिट करने का विचार है। परिवहन रेलवे में इस तरह के स्टाल चालिट करने का इस समय कोई प्रस्ताव नहीं है।

#### Ad hoc Promotion as office Superintendent

2511. SHRI A. MURUGESAN: Will the Minister of RAILWAYS be pleased to state:

(a) the employees of OC/SC/ST who were offered ad-hoc promotion as Office Superintendent in the scale of Rs. 700—900, Head Clerk in the scale of Rs. 425—700 and Senior Clerk in the scale of Rs. 330—560 in S&T Department of Southern Railway and the Office Order in which the ad-hoc promotions were ordered in detail from 1-4-1974 onwards;

(b) the names of the SC/ST employees who were offered ad-hoc promotions as Office Superintendent in the scale of Rs. 700—900, Head Clerk in the scale of Rs. 425—700 and Senior Clerk in the scale of Rs. 330—560 in S&T Department of Southern Railway in terms of Board's letter No. E(SCT)

(c) 1978 में भारत की याता पर यावृद्धारी के अधिकारियों का स्वीकार

72-CM 15/5 Dt. 26th March, 1974 and the office orders in which the ad-hoc promotions were ordered in detail from 1-4-1974 onwards; and

(c) the names of SC/ST employees who were to be given (eligible for) ad-hoc promotion as Office Superintendent in the scale of Rs. 700—900, Head Clerk in the scale of Rs. 425—700 and Sr. Clerk in the scale of Rs. 330—560 in S&T Department of Southern Railway from 1-4-78 onwards?

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

#### भारत-यावृद्धारी संबंध

2512. श्री विजय वाराचन तरहानिया : यथा विवेत मंत्री यह बताएं की हुआ करेंगे कि :

(क) वर्ष 1978 में यावृद्धारी से किस-किस तारीख की मंत्री, चालिय, चिला, डलि, उकोंग चारी के बारे में प्रतिनिधिमंडल भारत प्राए और भारत से किस-किस तारीख को ऐसे प्रतिनिधिमंडल यावृद्धारी गए तथा उनमें प्रतिनिधियों की संख्या और उनके नाम क्या हैं ; और

(ब) यावृद्धारी ने उन संस्थाओं पर यावृद्धारी-नाथों के नाम क्या हैं जिनमें भारतीय कार्य कर रहे हैं ?

विवेत मंत्रालय ने राज्य मंत्री (श्री तमरेश दुष्ट) :

क्रम सं.

प्रतिनिधि वर्डस का यठन

याता का समय

1. राजा प्रतिनिधिमंडल

संस्थ यावृद्धारी मंत्री  
स्वाक्षर सेवित. कर्नल तकाल यावृद्ध  
स्वाक्षर सेवित. कर्नल एक युवती  
सेवित. कर्नल यावृद्ध मंत्री  
प्रेसर यावृद्धारा यावृद्ध युवती

20-1-1978 से 30-1-1978

संख्या	प्रतिनिधिमंडल का नाम	यात्रा का तारीख
	कैप्टन डमरान सलमान सलीम	
	कैप्टन मस्ताद ससीम अली शुरैरी	
	कैप्टन अल सईद ताबुद्दीन	
2.	तुरायेक यात्रा	
	श्री अब्दुल अजीज अल रसीद	जनवरी-फरवरी 79
	श्री अब्दुल्ला ससीम सालेह	तारा
	श्री हैफरदन	नवम्बर-दिसम्बर 79
3.	सांस्कृतिक प्रतिनिधिमंडल—संयुक्त समिति बैठके	
	श्री अब्दुल्ला नोवाहज	मंग्रेल 27 से
	श्री अब्दुल अजीज निवफा	मंग्रेल 30, 1978
	श्री इबाहीम इल अबीद	
	डा. अब्दुर्रहमान इल मरजूनी	
	श्री अब्दुल गफूर खाजा	
	श्री हसन सामरा	
	श्री अयहान अल ताक	
	श्री अहमद अल खारजी	
	श्री शोहमद इस्ता	
4.	शृंखिका चिल्ला पनविजली परिवोजना के लिए आवृद्धारी लिंग प्रतिनिधिमंडल	
	डा. कैथ यात्रा मकारीसी	23—31 मई, 1978
	श्री शोहमद ताहिर	
5.	पेट्रोल और उर्वरक प्रतिनिधिमंडल	
	(1) महामान बाब तहमून विन शोहमद अल नह्वान बेयर-सेन, ए औ एन औ ली	
	(2) डा. नहशूद हनामरा कस्हा	3—7 अक्टूबर, 1978
	(3) श्री शोहमद विन तालेह बदवा	
	(4) श्री शुरैरी अल बजारी	
	(5) श्री मत्तर विन अब्दुल्ला अल शुरैरी	
	(6) श्री नहशूद सलाही	
	(7) डा. जावे मैथू	
	(8) श्री नेस रसीद	
	(9) श्री शुहाई अल कसार	

मात्र हैं।

प्रतिनिधित्वकाल का वर्णन

वार्ता वा विवर

- (10) श्री वसीम गुहाय
- (11) श्री रिती
- (12) श्री बूसलफा
- (13) श्री युर्द
- (14) श्री यसी बिलफान
- (15) श्री तवाफी
- (16) श्री तसीम लैक

(व) 1978 में आमूजादी की बाबा पर ए. भारतीय अधिकारियों का व्यौता

१ अम प्रतिनिधित्वकाल

श्री बुहाम हुसैन 18-2-1978  
महानिवेशक, रोजगार और प्रशिक्षण  
अम अकालय  
श्री एस. के. बटनाशर, उपसचिव, विदेश मन्त्रालय

२ राष्ट्रीय रका कालेज का वर्त

एवर मालेल टी. एस. आहियो, कमारेट, राष्ट्रीय रका कालेज 11-15 सितम्बर, 1978  
रियर एडमिरल एम के राय, सीनियर डायरेक्टर स्टाफ  
लेफ्ट कर्नल के. एम. भीरीया, श्री०.एस०यो०।  
स्वाकृत सीडर एम पय. अदोका छाव अधिकारियों के कमारेट  
के स्टाफ अधिकारी  
हिनेडियर श्री. के बबा  
कैटन एस. के. मल्हा, भारतीय नौसेना  
एवर कशीबोर टी. बै. देसा  
कर्नल एन. डी. कपूर  
कैटन एस. डम्बू लक्ष्मण, भारतीय नौसेना  
श्री पी. एन. बनी  
श्री के. रम्बूलाल  
श्री बाही, एस. विदेशी  
श्री ली. बौ. लैक  
मेजर बनरज श्री एस. जालो, नाहजीरियन वक्त सेवा  
कमारेट कैप्टन बाल्लेशोर, अस्ट्रोलियन नौसेना  
कर्नल श्री. श्री. विकेन्द्र, अधिकारी वक्त सेवा

मुद्रा से ०

अतिविविदता का गठन

वार्ता का गठन

## ३. ऐतोल और उर्वरक अतिविविदता

श्री हेमवतीननदी बहुतुणा, भंडी (ऐतोल, रसायन और उर्वरक) ४—६ नवम्बर, १९७८

श्री सी० आर० बात सूप्ता, वेदरमेन, इनियन भायन कापरितन

श्री के० बी० राष्ट्रवन, वेदरमेन इनीनियर्स इंडिया लिमिटेड

डा. एम० के० बहस, वेदरमेन इनीनियन इन्डियन इन्डस्ट्रीस लि०

श्री ए० जेड० रहमान, सहायक निवी तथिव भंडी (प००२० और उर्वरक)

श्री अक्षर आलम, निवेदक विदेशी सहयोग और आई०वी०पी० शूष कम्पनी तथा भंडी (प००२० और उर्वरक) के वैज्ञानिक समाजकार

## ४. वाविविदक वार्ता

श्री के० एम० मणि भंडी, शुह तथा बैंदरगाह, केरल सरकार दिसम्बर, १९७८

## ५. काल्पनिक वार्ता

श्री बाही जान, राजस्व भंडी, केरल सरकार

श्री गोहम्मद जोया, विज्ञा भंडी, केरल सरकार

दिसम्बर, १९७८

(६) उत्तराखण्ड और जारीजनारांगों किनमें भारतीय आवृद्धारी में वर्तमान रहे हैं

(१) बोडसास्ट प्राइवेट लि०

भावृद्धारी में ऐतोल की वाह्य [वाइन विछाने के लिए] इटसी के साथ उप-संविदा

(२) कन्सिटेंट इनीनियर्स

भावृद्धारी में भावृद्धारी बैंदरगाह के विकास से संबंधित इनेक विकास तथा प्रदानकर्ता कार्य ।

(३) बेटासिकल एवं इनीनियरिंग कन्सल्टेंट इंडिया लि०

भावृद्धारी में संबंधित जल रक्षण के लिए विवरण किया ।

(४) इनीनियर्स कन्सल्टेंट्स कार्पोरेशन]

भावृद्धारी भावृद्धीय सुवाई रहे पर ट्रॉफिक वर्ष का विवाह ।

(५) इसके संतुलित भावृद्धारी अमीरत के विभिन्न सरकारी विभागों में भी भारतीय कार्रवात है ।

## पूछताह में लाय जानकारी

२५१३ श्री तिल भारतीय सरकारीविवाह : क्या विविह भंडी यह बताने की कृपा करेंगे कि :

(८) उस देश के किन किन बंद्धानों और परिवोजनाओं में भारतीय कल्प रहे हैं ?

(९) दुवाई से नीकी, वानिक, विज्ञा, इवि, उत्तराखण्ड आदि से सम्बन्धित किन लंबान की भारतीय तारीखों की भारत आए और १९७८ के दौरान ऐसे ही भारतीय किन लंबानों के किन तारीखों की भारत देश का दौरा किया गया और उत्तिविविदी की संभावना का खोज रहा है ; और

(१०) दिल्ली लोकालय में राज्य भंडी (वी वार्ल्ड ट्रूप) ; (११) यह १९७८ के दौरान जलत है ताकि की वार्ता पर भाव अविकारियों के उत्तिविविदालय की जीए ।

क्रम सं०

प्रतिनिधिमंडल का गठन

वाका का समय

।

वर्ष 1978 में दुर्दृश से लिखकारियों का कोई प्रतिनिधि मंडल नहीं आया ।

विवेश ने लिख

8-3-1979 को लोक सभा के प्रताराकित प्रश्न सं० 2513 के उत्तर के संबंध में विवरण ।

(क) 1978 के दौरान भारत से दृढ़ी की यात्रा पर गए प्रतिनिधि रिपोर्ट के प्रतिनिधि मंडल का व्यौदा ।  
अम संबंधी प्रतिनिधिमंडल

1 श्री गुलाम हुसैन, रोजगार और प्रशिक्षण मंडलिंगेश्वर, अम मंत्रालय । 16-2-1979  
श्री एम० के० भट्टनायर, उप सचिव, विवेश मंत्रालय ।  
(पैद्योलियम तथा उर्बरक संबंधी प्रतिनिधिमंडल

2 (1) श्री (पैद्योलियम और रसायन तथा उर्बरक)  
(2) श्री ए०पी० बर्मा, अध्यक्ष, भारत-बर्मा पैद्योल कम्पनी  
(3) अक्षर भास्तम, निदाक, विवेश सहयोग तथा भारत-बर्मा पैद्योल समूह । 26 से मई, 1978 ते  
की कम्पनिया । 28 मई, 1978  
(4) श्री एम०एस० हाल्सोन, भ्रमी के निजी सचिव (पैद्योलियम, रसायन  
तथा उर्बरक)  
(5) डा० जी० रामस्वामी, सदस्य प्रतट, तत्व व प्राकृतिक रैस मायोग

3 राष्ट्रीय रक्षा कालैन का दब  
(1) एयर मार्शल टी०एन० गढ़वालीक, कमान्डेन्ट, राष्ट्रीय रक्षा कालैन । 13-9-78 ते 15-9-78  
(2) रिवर एडविसर एम० राज, लीनिवर डायरेक्टर टाक्स  
(3) ऐस्प्रिंट कर्नल के०एन० शीमल्या, जी०एस० शी० ।  
(4) स्कवाइन लीडर एम० ए० भरोडा, कमान्डेट डाक्स प्रक्षतरों के स्टाफ  
अफसर  
(5) लिपेंडियर जी० जे० बत्रा  
(6) कैप्टन एस० के० भला, भारतीय नौ सेना  
(7) एयर कमान्डोर टी० जे० देसा  
(8) कर्नल के० शी० कर्मूर  
(9) कैप्टन एस० डल्लू० लक्ष्मण, भारतीय नौ सेना  
(10) श्री पी०एन० बैनी  
(11) श्री के० रमेश  
(12) श्री बाद० एस० लिपेंडी ।  
(13) श्री बी० शी० वैद्य  
(14) मेजर जनरल जी०एस० जाली नाइजेरियाई बल सेना ।  
(15) कमोडोर के० बोल्डेश्वर, भारत्रेलियाई नौ सेना ।  
(16) कर्नल शी०स० तिकाज्जे, भारियाई बल सेना ।

4 सदसामना यात्रा  
श्री सेवी बाल, राजस्व मंत्री । 16-12-78 ते  
श्री मोहन्स्वर कौशल, विवेश मंत्री । 21-12-78  
श्री पद्म कुमार, बंडी के विवेश सहायक (प्रार्थिक कार्य) भ्रत्रक सरक ए०

क्रम सं०

प्रतिनिधित्व का गठन

वार्ता का गठन

## 5. वार्तिकियक व्रतिकालीन विवरण

बी. के.०.एम०. मध्य, गृह तथा पत्तन मंडी, केरल सरकार।

19-12-1978

ते

बी. के.०.एस०. बाबान, विकास आयुक्त तथा सचिव, केरल सरकार।

21-12-1978

कैटेक बी.के.०.एस०. नायर, पत्तन तथा गी निवेशक के सलाहकार (वार्तिकियक)

(क) संस्कारों और प्रायोजनाओं के नाम विवरें दुर्वर्दि में भारतीय कार्य कर रहे हैं।

क्रम सं०

भारतीय कार्य

मरे

1. गैरसं भार० एम० गोहूलदात, बम्बई	प्रेसर यक्त बर्लेन तथार कर रही है।
2. ——	सल्फूरिक एसिड
3. गैरसं बाल्मेर लारी एंड कॉम्पनी नई विस्ती।	भावान संवर्जन
4. गैरसं उचा मार्टिन एंड (बावर रोप्ट), नई विस्ती।	बावर रोप्ट
5. गैरसं थोस्नार वेंट एंड कान्ट्रोक्स ग्राइटेट लिमिटेड, बम्बई।	रोंगों का विवार किया जाना
6. गैरसं सुप्रीम इक्स्ट्रीक लिमिटेड, बम्बई।	प्लास्टिक की बस्तुओं का उत्पादन।
7. गैरसं बी० बी० लिंकेस, बूता।	दुर्वर्दि के शासक के लिए पहले से ही कार्य कर रही है और नकान दैवार कर रहे हैं।
8. गैरसं एस्टार कन्स्ट्रक्शन लिमिटेड, विस्ती।	विवित इंजीनियरी द्वारा विस्ती। भवन सम्बन्धी सामग्री का व्यापार।
9. गैरसं बल्लारुपर इक्स्ट्रीक लिमिटेड, बम्बई।	भवन तथा इंजीनियरी सम्बन्धी सामग्री का व्यापार।
10. गैरसं एन-ईक इक्स्ट्रोजेशन, नागार।	इंजीनियरों द्वारा ग्रोवोलिंगी सम्बन्धी विशेषता की विकास।
11. गैरसं लारेन एन टो०, बम्बई।	कार्गन कार्क लंबें भी ढाँचे की प्रायोजन।
12. बल्टर कम्प्लेक्सी, बम्बई।	लकड़ी की परामर्श।
13. गैरसं फोर फील्ड्स, बूता	बड़े धू-दूख नियांग सम्बन्धी कार्य शुरू करने के सम्बन्ध में।
14. गैरसं बाल्डेशन बूता, बम्बई।	इत्यात के पाइ बोर्डों का कार्य।
15. गैरसं विव इत्यात बम्बनी प्रसाद एन कम्पनी, कलकत्ता।	टी. बी.०.
16. गैरसं यैक्स, बम्बई	बड़े सिविल इंजीनियरों कार्यों का विस्तार।
17. गैरसं बल्लारुपर इक्स्ट्रीक लिमिटेड, बम्बई।	वेल्ट सेंट्रल भी व्यापार।
18. इत्यात अविस्तर दुर्वर्दि जनीयत के विवित इत्याती विभागों में भारतीय कार्य कर रहे हैं।	

## भारतीय विद्या भवन

२३१६.] भी विद्या भारतीय भवनमित्राः  
वा विद्या भवती यह बताने की हुपा करें कि :

(क) लीबिया से भौति, वाणिज्य, विद्या,  
हिंदू और उच्चोग वादि से सम्बन्धित विष्टव्यंडल  
भारत कब कब आए और वर्ष 1978 के दौरान

(क) वर्ष 1978 के दौरान लीबिया से भारत की वाता  
पर आये अधिकारियों के प्रतिनिधिमंडल के संबंध में  
ध्वीरा

हैंडे ही भारतीय विष्टव्यंडल से उस दैत का दीप्त  
पद कब विद्या और उद्देश वित्ती और कोन कोन  
संबंध थए ; और

(ब) उस दैत के किन किन संस्थानों द्वारा  
परियोजनाओं में भारतीय काम कर रहे हैं ?

विद्या भवनमित्राः ने राज्य भौति (भी भवनमित्र  
कृष्ण) ;

वर्ष 1978 के दौरान लीबिया की वाता वर्ष  
नदे अधिकारियों के प्रतिनिधि मंडल के संबंध में  
ध्वीरा

कम प्रतिनिधिमंडल का स्वरूप वाता का समय  
सं०

1 भारत-सर्वभौति नगर फरवरी, 1978-  
विभानन संबंधी एक प्रति-  
निधि मंडल विस्का नेतृत्व  
लीबियाई नगर विभानन  
प्राधिकरण के प्रमुख भी  
भारी भोहम्मद भवुजाकु  
ने किया था ।

2 दावटरो तथा पर-विकिसा माई, 1978  
कमेंटरीयों की भर्ती के  
लिए (लीबियाई साम-  
विक दुर्गा संस्थान)  
भाई० एम० ए० ए० से  
एक प्रतिनिधिमंडल ।

3 नई विद्यी में लीबिया के दूसाई, 1978  
एकूट समाजात्म, दा०  
भोहम्मद भवुज भव-  
भवित्वायक, भी भव्यता  
में लीबिया का एक उँ  
सरस्वीय भावार भवत्त  
विद्यार्थी लीबिया के विदेश  
भवानमित्र, विद्युत भवानमित्र,  
उच्चोग भवानमित्र, भावात्त  
तथा भावार भवानमित्र  
के प्रतिनिधि हैं ।

वर्ष 1978 के दौरान लीबिया की वाता वर्ष  
नदे अधिकारियों के प्रतिनिधि मंडल के संबंध में  
ध्वीरा

1 भारी उच्चोग भवानमित्र से वादि- जन, 1978  
कारियों का एक प्रतिनिधि  
मंडल भी नरेत चौह, संयुक्त  
संवित, भारी उच्चोग भवानमित्र  
के नेतृत्व में लीबिया वाता वा  
विद्यार्थ के दाठ० एम० ए० ए० भवुज  
और भारी उच्चोग विभानन के  
निदेशक भी ए० ए० भोहम्म  
भावित्वा वे ।

2 भी भी० हुक्ममूर्ति, संवित, भारी भवस्त, 1978  
उच्चोग विभानन के नेतृत्व में एक  
प्रतिनिधि मंडल ने जिसमें  
भारत ही० इमिन्ट्रिकल्ट  
लिमिटेड के दाठ० ए० ए० ए०  
सर, दाठ० ए० ए० भी० भवुज,  
भारतीय सङ्कर नियम नियम  
के विव्याक जनरल भी० ए०  
दाठ, भारतीय इस्पात नियम  
लिमिटेड के विव्याक, भी० भी०  
भी० भालजेकर तथा राष्ट्रीय  
वदन नियम नियम के विव्याक  
भी० भी० भी० भारताकर  
भावित्वा वे ।

3 भारतभौतिया संयुक्त भावोग की भवनमित्र, 1978  
भारतीय वैठक देश प्रविधि-  
कारियों के एक प्रतिनिधिमंडल  
के भी० हुक्ममूर्ति संवित,  
भारी उच्चोग विभानन के विद्युत  
में लीबिया की वाता की तथा  
इनके वाद भी० ए० ए०  
काटटो, संयुक्त संवित, भारी  
उच्चोग विभानन, भी० भी० के०  
भोहम्म, संयुक्त संवित, विदेश  
भवानमित्र तथा भाई० भी० भी०

क्रम सं०	प्रतिनिधिमंडल का सदस्य	मंडल का सदस्य	क्रम सं०	प्रतिनिधि मंडल का सदस्य	मंडल का सदस्य
4	भारत की अपनी राजकीय यात्रा के दौरान लीविं- गार्डी पीपुल्स कांग्रेस के प्रधान सचिवालय के सदस्य महामान्य स्टाफ मेंजर डाक्टरुस सलाम जाल्लोल के साथ लीविं- गार्डी सरकार का एक प्रतिनिधि मंडल आया था विसमें लीविंगा के दोजना मंडली, जी बोहम्मद इल ज़गुरा, विजूल मंडली जी जुमाहम्मद घर्गार, माचालमंडली जी भूता जब फैक्ट और लीविंगार सरकार के विविध वि- भागों से 16 लीविंगारी जी वायिष्य हैं ।	मुख्यमंडल, 1978	4	स्वास्थ्य मंडल के एक प्रति- निधि मंडल से जी एन० एन० बोहरा, संयुक्त सचिव, स्वास्थ्य तथा परिवार कल्याण मंडलाय के नेतृत्व में जा० एस० मुकुर्जी, निदेशक के साथ लीविंगा की यात्रा की ।	प्रबुद्ध, 1978
5	लीविंगा के दोजना मंडलालय से जी घर्गार एस० सुलेमान, उप दोजना मंडली के नेतृत्व में एक पांच सदस्यीय प्रतिनिधि मंडल ।	नवम्बर, 1978	5	जी आर्ज़ फ़लाईस, उच्चों मंडली के नेतृत्व में भारत-लीविंगार संयुक्त आयोग की प्रथम मैट्ट के लिए एक मंडलालयी प्रतिनिधि मंडल जिसके साथ जी जी० हुम्मदूर्गा, सचिव, भारती उच्चों विभाग, जी ए० एफ० काउटी, संयुक्त सचिव, भारी उच्चों विभाग, जी जी० जे० ग्रोपर, संयुक्त सचिव, विवेक मंडलालय, जी ए० जी० एस० जुनेजा, संयुक्त सचिव, आधिक कार्य विभाग, वित्त मंडलालय, जी जी० जी० जवदालय, संयुक्त निवेशक, शाखिय विभाग, शाखिय नामदरिक आपूर्ति बच्चा सहाय्य मंडलालय और भारत के सरकारी बच्चा विद्यारकारी सेक्यूरिटी के उद्यमों से वक्त प्रतिनिधि इस वर्तिक घर्गार- लीविंगा हैं ।	विसम्बर, 1978

(ब) अब भवित्वादों/भवित्वादादों के भाव विषय लीविया म भावतीय भाव कर रहे हैं ।

1. लीवियाई स्वास्थ्य भवालय तथा सामाजिक सुरक्षा संगठन ।
2. लिपोली तथा बेनयादी विविधालय ।
3. निष्टुरटा स्थित इस्पात संबंध प्रायोजना जिसका कार्य निष्पादन भी मैतत्व वस्तुर एवं कम्पनी भाव इविया द्वारा किया जा रहा है ।
4. बाट और भाक की हुआई पर्याय योजना जिसका कार्य निष्पादन इन्टरनेशनल एवर्सोटेस असारिटी भाव इविया द्वारा किया जा रहा है ।
5. बेंगी भावित की निर्माण प्रायोजना जिसका कार्य निष्पादन राष्ट्रीय भवन निर्माण निगम द्वारा किया जा रहा है ।
6. लिपोली परिवर्तन लिपोली प्रायोजना जिसका कार्य निष्पादन भाग्य त्रैयी इन्विटेक्स लिमिटेड द्वारा किया जा रहा है ।
7. बाई घन प्रायोजना जिसका कार्य निष्पादन कालिनेन्टल कम्प्लेक्शन कम्पनी प्राइवेट लिमिटेड द्वारा किया जा रहा है ।
8. ज्वेटेन स्थित सहक प्रायोजनाएं जिनका कार्य निष्पादन भारतीय सहक निर्माण निगम द्वारा किया जा रहा है ।
9. द्रासवियन लाइन प्रायोजना जिसका कार्य निष्पादित कामनी इंजीनियरिंग कंपनीरियन द्वारा किया जा रहा है ।
10. तेल भंडारण टैक प्रायोजना जिसका कार्य निष्पादन विजय टैक्स एवं बैंकल प्राइवेट लिमिटेड द्वारा किया जा रहा है ।
11. कठ भारतीय अधिक स्थानीय लीवियाई और भन्तराष्ट्रीय कम्पनियों द्वारा शुरू की गई प्रायोजनाओं में काम कर रहे हैं ।
12. उपर्युक्त के प्रतिरिक्त मूँछ इंजीनियर और अन्य प्रकार के विषेषज्ञ लीवियाई सरकार के विभिन्न विभागों/मंत्रालयों में कार्य कर रहे हैं ।

सकली भरत से सम्बन्ध

किया और उनमें कितने भौत कौन कौन सदस्य गए ; और

2515. जी लिख भारतव्य सरकारियत : क्या विदेश मंत्री यह बताने की कृपा करें कि :

(क) सकली भरत से मंत्री, वायिनी, लिक्षा, दृष्टि और उद्योग से सम्बन्धित विभिन्न भारत कव कव आए और वर्ष 1978 के दौरान ऐसे 4 भारतीय विष्टमंडल में उस देश का कव कव दीरा

(ब) उस देश की किन किन संस्थाओं और परियोजनाओं में भारतीय काम कर रहे हैं ?

विदेश भारतव्य में राज्य मंत्री (जी समरेन्द्र शुभ्र) :

विदेश सम्बन्ध

(क) 1978 में सकली भरत से भारत आने वाले सरकारी प्रतिनिधिमंडलों का विवरण

1978 में भारत से सकली भरत आने वाले सरकारी प्रतिनिधिमंडलों का विवरण ।

क्रम संख्या	प्रतिनिधि मंडल का स्वरूप	यात्रा का समय	क्रम संख्या	प्रतिनिधिमंडल का स्वरूप	यात्रा का समय
1	2	3	1	2	3
1	मंत्रीवार्षिक विष्टमंडल के फरवरी, 1978	पर्याय भवालय और भी मोहिउद्दीन हैरिस, अम्बक, हज लिमिटेड के एक सरकारी प्रतिनिधिमंडल न भारतीय हृषि वालियों से संबद्ध भवालयों के द्वारे ने बातचीत करने के लिए सकली भरत की वाली भी ।	1	मंत्री एवं विष्टमंडल, संयुक्त दलित, विदेश भवालय और भी मोहिउद्दीन हैरिस, अम्बक, हज लिमिटेड के एक सरकारी प्रतिनिधिमंडल न भारतीय हृषि वालियों से संबद्ध भवालयों के द्वारे ने बातचीत करने के लिए 1978	पर्याय, अम्बक, हज समिति के एक सरकारी प्रतिनिधिमंडल न भारतीय हृषि वालियों से संबद्ध भवालयों के द्वारे ने बातचीत करने के लिए
2					

1	2	3	1	2	3
2. सरकारी घरब के एक प्रतिनिधिमंडल में भारत म वारिव भारतीय इस्लामी विद्य दोहायदी की बैठक में भाग लिया ।	वार्ष, 1978	2. श्री एग० राजेपल्लव के नेतृत्व में स्टेट ट्रेविं कारपोरेशन का एक भारत सरकारी वह स्टेट ट्रेविं कारपोरेशन की विषयत नीतियों का नुस्खाकान करने के लिए सरकारी घरब गया ।	वर्ष, 1978		
3. देव इस्लाम यादू दाक्क, बेहू बैन्वर वार्ष, बाक कामर्ह के भावत के नेतृत्व में सरकारी घरब के प्रतिनिधिमंडल में भार्य विद्यों में भारत घरब बैन्वर दाक्क कामर्ह की बैठक में भाग लिया ।	वार्ष, 1978	3. सरकारी उप विवेक मंत्री के निर्मलाय पर विवेक संविध, भी बेग०ल० बेहता, विवेक मंत्रालय में विशीय सलाहकार भी भारत० वरदावक और विवेक भी इस्तर घरबीय के साथ सरकारी घरब गए ।	बुलाई, 1978		
4. इस्लामिक बोहमनद तायदा, केन्द्रीय विष्ट नियम के बर्बनर भारत भाए ।	विष्टवर, 1978	4. घरब भारत एसेलिएक्यन, बम्बई की बुलाई अभ्यासा डा०'(भीमती) नाम्या हैन्युल्सा 1978 में सरकारी सरकार के अतिरिक्त के लम्य में सरकारी घरब की यात्रा की ।	बुलाई, 1978		
		5. उर्का राज्य मंत्री, भी कल्जुराहोगाम के नवमवर नेतृत्व में भारत सरकारी हज सह-भावता शिष्ट मंडल सरकारी घरब गया । इस शिष्ट मंडल के भावत सरकार, भी ए० ए० ए० जी० जी० जोस्नानी, तिकाई ए० विकास मंत्री, बहसन सरकार, भी घरब विकासीन, जर्व० ट्रेविं "हूँगु माए बरबन" हैवरावाद के संसाक्षण ए० ए० प्रकाशक और भी हामिद अली शामनद, संसद भवस्य ।	1978		

(क) उन सम्बन्धों, परिवेशनाओं के बाग जहाँ सरकारी घरब में भारतीय काम कर रहे हैं ।

1. भी भाग में भारत हैरी इंस्ट्रीक्युल्ट लिमिटेड द्वारा दूरी की भाग भाली विवेकी परिवेशना ।
2. यान्मो के वायिलिक वस्तु का व्यवन्य औ ट्रेविं कारपोरेशन भाक ईविया द्वारा कार्ब-ग्लिक्युलिट लिया गया है ।
3. दाटा इंस्ट्रुक्ट कम्पनी द्वारा हाव में लिए गए विवेकीकरण संस्थान की विष्ट ए० ए० अस्तित्वी संस्थापना ।
4. एवाय विवेकीकरण के व्यवन्य के व्याहरों का निर्माण को उचकी हाव ईविया द्वारा लिया गया गया है ।
5. बेहू में लैस विवारन ट्रेक परिवेशना का नियोन जी० इंवीरियर्स प्रोवेस घाक ईविया लिमिटेड, द्वारा लिया गया है ।
6. देवेश, सरकारी घरब में होटल में लिए विविया जी० ईस्ट ईविया (भीवरावाद) द्वारा लियारित की गयी है ।
7. इसके अतिरिक्त भारतीय सरकारी घरब के दूरी द्वाहायदी विवेकों में भी घरब कर रहे हैं ।

**Electrification of Local Trains from Madras Central to Arakkonam**

2516. SHRI A. MURUGESAN: Will the Minister of RAILWAYS be pleased to state:

(a) is there any proposal for electrification of local trains from Madras Central to Arakkonam, in Southern Railway, if so, the details thereof; and

(b) from when this proposal is in existence, and when this will be implemented?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). Yes, Electrification of Madras-Trivellore section (Route Kms. 42) is already in progress and the work is expected to be completed during 1979-80. Electrification of Trivellore-Arakkonam section (Route Kms. 28) is included in the

Budget for 1979-80. Work on the Project will be progressed, based on availability of funds and subject to clearance by Planning Commission. These projects are estimated to cost as under:—

**Electrification of Madras-Trivellore**  
Rs. 7.05 crores.

**Electrification of Trivellore-Arakkonam**  
Rs. 2.75 crores.

**Deaths due to stabbing & poisoning registered in Delhi Hospitals**

2517. SHRI DAYA RAM SHAKYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the number of deaths due to stabbing and poisoning registered in Government hospitals in Delhi during the year ending 31st January, 1979?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** The figures are given below:—

Name of Government Hospital in Delhi.	No. of deaths during the year ended on 31-1-1979	
	due to stabbing	due to poisoning
Safdarjung Hospital.	5	9
Dr. Ram Manohar Lohia Hospital.	2	28
Smt. Sucheta Kripalani Hospital..	Nil.	Nil
Lok Nayak J. P. Hospital.	..	1
<b>TOTAL</b>	<b>7</b>	<b>38</b>

<sup>3</sup> Not available as no separate statement maintained.

**लोकालीनों के लिए रेल युक्तिकार्य**

2518. कर्तृ लिख याहि प्रेतमः रेल मंत्री यह बताने की हुए करेंगे कि:

(क) यहां तक्क 9 अक्टूबर, 1978 को योद्धावधार में उनके द्वारा के दीरें यांत्रोंड लोकलिय यात्रा रेल युक्तिकार्य ने एक लापत्र लिया था जिसमें यात्रे यांत्रोंड की रेल युक्तिकार्य लिये जाने की यात्रा की गई थी;

(ब) यदि हां, तो उसमें की गई यात्रों का अधिक एवं लापत्र यात्रा है; और

(ग) सरकार द्वारा उन पर यात्रा यांत्रोंड की गई है यात्रा की जायेगी?

रेल यांत्रोंड ने राज्य यात्री (यो लिया यांत्रोंड) : (क) से (ग), यात्रा इकट्ठी की जा रही है और सरकार यात्रा रेल की जायेगी;

MARCH 8, 1979

प्रियोग संख्या 183-1979-18.

प्रीति सरकार स्वास्थ्य विभाग से संवादात्मकों व  
संवादी संवादों

2519. SHRI VASANT SATHE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the ICMR have made a break-through by culturing in the laboratory two strains of what is believed to be the leprosy germ;

(b) if so, furnish results of the experiment;

(c) details of steps taken for use of the vaccine to eradicate the high incidence of leprosy; and

(d) the provision of funds made during 1979-80 for prevention/eradication/control of leprosy in the country and nature of centrally sponsored schemes for the purpose and the provision made thereunder?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) No.

(b) Does not arise.

(c) No vaccine against leprosy is yet available.

(d) The Central Government provides assistance to the States for setting up and maintenance of leprosy control units, construction of temporary hospitalisation units, upgradation of old district/zonal leprosy units, urban leprosy centres, leprosy training centres, regional leprosy training-cum-referral institutes. Schemes for intensification of leprosy control work by multi drug regimen, establishment of leprosy medico rehabilitation promotion units and for assistance to voluntary leprosy beds have also been proposed for inclusion in the 6th Plan. However, the whole matter as to what extent National Leprosy Control Programme should continue to be a centrally sponsored programme during 1979-80 is still under consideration.

2520. श्री वसंत साथे: स्वा स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) यह सीन वर्षों के दौरान फ्रैंसीस सरकार स्वास्थ्य विभाग के एलेप्टिक और प्रायुर्वेदिक औषधियों और अस्पतालों में पृथक् पृथक् कितने डाक्टर नियुक्त किए गए और उनमें वैर पर्हता प्राप्त स्नातक और स्नातकोत्तर डाक्टरों की संख्या कितनी है ; और

(ख) प्रायुर्वेदिक यनामी और एलेप्टिक विशेषज्ञों और विदिकसा धर्मोकारों की संख्या कितनी है और उनकी शैक्षणिक प्रशिक्षणों और प्रशिक्षण का पृथक् पृथक् घोरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय) : (क) और (ख) विभिन्न लोगों से यह जानकी प्रश्न की जा रही है।

Transfer of Teachers of Pondicherry Medical College

2521. SHRI NAWAB SINGH CHAUHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the names of the institution/places to which the Teachers of Pondicherry Medical College, which is run by the Central Government, can be transferred;

(b) the rules governing transfers on compassionate grounds; and

(c) whether any tenure has been fixed for the purpose?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Normally the teachers of the Jawaharlal Institute of Post-graduate Medical Education and Research, Pondicherry can be transferred to the Lady Harding Medical College and Smt. Sucheta Kripalani Hospital, New Delhi, Maulana Azad Medical College and Associated Hospitals, New Delhi, All India Institute of Hygiene and Public Health, Calcutta, Safdarjang Hospital, New Delhi and the Central Institute of Psychiatry, Ranchi, Posts of the GMC Medical College have since been excluded from the Central Health Service.

(b) Transfers of Central Health Service Officers are made in accordance with the 'Transfer Pattern' formulated by the Ministry. There are no rules as such governing transfers on compassionate grounds except on medical grounds. Requests for transfers on compassionate grounds are considered on the merits of each case and keeping in view the interest of public service.

(c) The following tenure, that is, period of posting has been fixed for stay at the stations belonging to Categories A, B, C and D.

For Category A	5 years
For Category B	4 years
For Category C	3 years
For Category D	2 years

Pondicherry, Delhi, Ranchi and Calcutta have been included in Category 'A' stations for the purpose of transfers.

रेल कर्मचारियों द्वारा धरना दिये जाने पर कथित रोक का लगाया जाना

2522. श्री गंगा भट्ट सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या छुट्टी लेकर शान्तिपूर्ण और कानूनी तरीके से मान्यता प्राप्त रेल यनियनों के तत्वाधान में रेल कर्मचारियों द्वारा धरना देने अथवा प्रदर्शन करने पर रोक लगा दी गई है ;

(ख) यदि हाँ, तो उसके क्या कारण हैं ;

(ग) क्या प्रदर्शन करने का अधिकार केवल कुछ यूनियनों को ही दिया जाता है ; और

(घ) क्या इस बारे में उनके मंत्रालय कोई गुप्त आदेश जारी किये गये है ?

रेल मंत्रालय में राज्य मंत्री ( श्री शिवनारायण ) : (क) और (ख). इस मामले में कोई विशिष्ट अनुदेश नहीं है, लेकिन, कर्मचारियों को किसी ऐसी कार्रवाई की अनुमति नहीं दी जा सकती जिससे कार्यालयों, कारखानों, शेडों आदि के काम में बाधा पड़ती हो या यात्रियों को असुविधा होती हो ।

(ग) और (घ). नहीं ।

### A.T.I. in D.T.C.

2523. SHRI KACHRULAL HEMRAJ JAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the number of A.T.I. appointed in Delhi Transport Corporation for checking ticketless travelling and the number of ticketless travellers caught by them during the last three years and the income earned by Delhi Transport Corporation thereby each year?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): The Corporation has deployed, as on date, 224 members of Inspector staff consisting of Traffic Supervisors, Traffic Inspectors, and Asstt. Traffic Inspectors for checking ticketless travelling in its buses. During the last 3 years, 1.61.489 passengers were detected travelling without ticket by this staff. An amount of Rs. 10.79 lakhs was recovered from those ticketless passengers as composition fee.

बरों का मनमाना किराया लिया जाना

2524. श्री कचरुलाल हेमराज जैन : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बसों के किराये में वृद्धि होने के बाद सरकार ने एक स्टाप से दूसरे स्टाप तक का टिकट का किराया निर्धारित करने वाले आदेश दिए हैं और यदि नहीं, तो इसके क्या कारण हैं तथा यह मादेश कब तक जारी करने का विचार है, और

(ख) क्या यह सच है कि कण्डकटर भी इस स्थिति से अनभिज्ञ हैं और मनमाना किराया लेते हैं तथा इससे लोगों में असंतोष फैला है ?

नौवहन और परिवहन मंत्रालय में प्रभावी राज्य मंत्री ( श्री चान्द राम ) : (क) और (ख). दिल्ली परिवहन निगम की बसों के लिए सभी रुटों के लिए 22 फरवरी, 1979 से चाल किए गए संशोधित किराया भाड़ों की तालिकाओं की साइक्लोस्टाइल प्रतियां दिल्ली परिवहन निगम के सभी बस कंडकटरों और अन्य सम्बन्धित कर्मचारियों को काफी समय पूर्व उपलब्ध करा दी गई थीं । निकट भविष्य में नई समय तालिका और किराया तालिका की सर्वसाधारण में बिक्री के लिए इन्हें उपवाने की कार्रवाई भी की जा रही है ।

### Sanctioning of certain posts

2525. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that certain posts have been sanctioned for the Central Government Health Scheme on the recommendations of the Staff Inspection Unit of the Ministry of Finance; and

(b) if so, what are the designations of the posts and also the functions of the incumbents thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Yes, Sir.

(b) A statement giving the designation and main functions of the incumbents of the posts sanctioned is enclosed as Annexure.

### ANNEXURE

*Statement showing Designation, Number of posts Sanctioned on 19th February, 1979 and the Functions of the Incumbents thereof.*

S. No.	Designation of posts	No. of posts sanctioned.	Main Functions
1	2	3	4
1	Medical Officer (General Duty Officer, Grade I and II)	93	The Medical Officer will provide comprehensive medical care-preventive and curative to the beneficiaries, etc.
2	Pharmacists	25	The pharmacist will be personally responsible for the correct dispensing as per prescription issued by the Medical Officer, and for the safe custody of the stores received by him etc.
3	Nurse.	3	To assist the Medical Officer in examination of the Female patients, when required ensure cleanliness, giving non-intervenous injections, maintenance of records, etc.
4	Female Attendants.	21	Controlling the flow of patients to consultation room of Lady Medical Officer, assisting Lady Medical Officer, in examination of patients etc.
5	Chowkidar	10	Take the charge of the dispensary premises on completion of the evening session of the dispensary, ensure that all the rooms are properly bolted and locked so as to exclude the possibility of entry by any unauthorised person, check that the almirahs containing stores placed outside the rooms are properly locked and sealed etc.
6	Laboratory Technician.	2	Carrying out all examinations required of him where necessary, arrange and to send the specimen to the large laboratories in the Central Government hospitals, keeping complete records of work done to enable reports both for administrative and technical purposes, and for prompt and accurate reporting of the examination results, etc.
7	Laboratory Attendant.	5	

**Note:**—All functionaries are to perform their duties in accordance with rules established procedures, etc. which spell out in detail their duties.

### Tariff for Meals

2526. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) whether the tariff for meals in the running trains is not displayed or known for the passengers in 1st class compartments and that charges are taken arbitrarily from the passengers by the catering staff;

(b) if so, the reasons therefor; and

(c) control exercised by the Railway administration for ensuring the payment of fixed tariff for meals etc. from all the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAJLWAYS (SHRI SHEO NARAIN): (a) to (c). The tariff for meals is published in the Railway time-tables and is also exhibited in all the dining cars, Restaurants, Refreshment Rooms, etc. The bearers and vendors also are required to produce the rate list on demand. It is not, however, feasible to display the tariff of meals etc. in thousands of coaches. The Zonal Railways ensure that meal canvassers, bearers, vendors, etc. invariably carry with them authenticated up-to-date rate lists indicating the current rates of all the main meals and some of the important items of snacks and produce them to the passengers on demand. This aspect is also checked during surprise inspections by Officers and Inspectors. Drastic action is taken if cases of overcharging are brought to the notice of administrations. If any specific case of charging the passengers arbitrarily is brought to the notice of administrations, suitable and corrective action is taken.

### Cases of Malpractices for Despatch of Hard Parcels by Rajdhani Express

2527. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that cases of corruption, malpractices and despatch

of hard parcels by Rajdhani Express and other restricted trains by the parcel staff working at New Delhi station were reported to Vigilance Organisation of Northern Railway and Railway Board in the months of September and October, 1978 by the Northern Railwaymen's Union;

(b) if so, whether the investigations have been completed; and

(c) if not, reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Certain complaints alleging corruption, malpractices and despatch of hard parcels by restricted trains from New Delhi Station forwarded by the Northern Railwayman's Union were received by the Vigilance Organisation of Northern Railway in the months of September and October, 1978.

(b) Yes. Investigation of these complaints has been completed and Defence and Appeal Rules proceedings against staff found responsible are being initiated by Northern Railway.

(c) Does not arise.

### Additional Berths in Tuticorin

2528. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any proposal has been received by the Ministry from the Tuticorin Port Administration for the construction of two more additional berths in Tuticorin; and

(b) if so, the action taken thereon?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) No, Sir.

(b) Does not arise.

**Aerial Survey by Chinese of Two Tri-Junction Points**

2529. SHRI K. T. KOSALRAM:  
PROF. SAMAR GUHA;  
SHRI OM PRAKASH TYAGI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Chinese Government conducted an aerial survey of two tri-junction points in Sikkim and near Tinkas Byas, where the boundaries of Nepal, India and China meet; and

(b) if so, the need for such an aerial survey and whether the Government of India permitted it?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):** (a) and (b). The Sino-Nepalese boundary is both delineated and demarcated. Article I of the Sino-Nepalese Boundary Treaty of October 5, 1961 describes the boundary in detail. Subsequent to the signing of the treaty the entire boundary was jointly inspected by Nepalese and Chinese officials and boundary markers fixed on the ground. The Nepal-China border as agreed between the two countries does not in any way compromise India's position as reflected in Indian maps with regard to the Western and Eastern extremities of Nepal where India is involved in the tri-junction point. A Sino-Nepal Protocol of January 20, 1963 described the location of the markers; gave other details, and stated that the two sides would jointly inspect the boundary periodically.

The Chinese authorities informed the Government of India on June 15, 1978 that, consequent on agreement between the Government of China and Nepal to carry out joint inspection of the Sino-Nepal border, Chinese aircraft would be undertaking survey flights in areas bordering Chinese and Nepalese territory. Although the flights did not involve Indian air space, the Chinese authorities informed us in

advance of these survey flights. The question of grant of permission by the Government of India for overflights, therefore, did not arise.

**Gangmen in CPC scales**

2530. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of substitute/casual labourers and gangmen in CPC scales of pay of different zonal railways who participated in the railway strike of May, 1974, were not paid wages for the strike period;

(b) if so, the number of such railwaymen with zone-wise break up; and

(c) when such railwaymen were paid wages for the strike period with zone-wise break up?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) to (c). Casual labour and substitutes who were discharged at the time of the strike, have been taken back in service with the original seniority and paid wages from the date of their re-engagement on the same rate of pay which they were drawing before they were discharged. As regards payment for the interim period from the date of termination of service and date of taking them back, it is regretted that casual labour and substitutes cannot be considered at par with the regular employees.

**Special Increments to "Loyal Employees"**

2531. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the erstwhile Union Government granted special increments to the so-called "loyal" employees of different Zonal Railways for their activities in the Railways during the railway strike of May, 1974;

(b) if so, number of such "Loyal" railwaymen, Zone-wise; and

(c) whether Government are considering to extend this benefit of increment to the railwaymen who participated in the railway strike of May, 1974?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) The railway employees, who did not participate in the May, 1974 strike, were sanctioned certain rewards of which advance increment was one. These increments were allowed from 1-6-1974 and it was clarified that the subsequent increments in the scale in which advance increment was granted would accrue to those employees on the normal date and not on the anniversary of the grant of advance increment.

(b) According to the information collected in 1976, the details are as under:—

Railways	No. of advance increments granted
Central	31,496
Eastern	72,866
Northern	69,143
North Eastern	35,629
Northeast Frontier	18,351
Southern	55,513
South Central	58,474
South Eastern	93,566
Western	64,128

(c) At present no such proposal is under consideration.

#### Payment of Wages for 1974 Strike period

**2532. SHRI JYOTIRMOY BOSU:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of railwaymen of different zonal railway,

who participated in the railway strike of May 1974, were not paid full wages for the strike period;

(b) if so, number of such railwaymen zone-wise;

(c) whether and when they will be paid full wages; and

(d) the reasons why they have not yet been paid full wages?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) to (d). The period of absence during the railway strike of May, 1974 in the case of about 5.91 lakhs railway employees was initially treated as break in service and then condoned as "dies non". Later on, however, orders were issued on 1-3-78 that this period should be treated as "leave due" i.e. as full pay leave or as half pay leave or as extraordinary leave where even no half pay leave was due.

#### Financial Relief to Shipping Companies

**2533. SHRI BALASAHEB VIKHRE PATIL:** Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the news item captioned "Shipping Companies assured of relief" published in the 'Economic Times' (New Delhi Edition) dated the 9th February, 1979 and state:

(a) the names of the shipping companies which have complained of difficulties and sought relief from Government and, the extent of relief given to each one of them;

(b) what are the recommendations made by the Shipping Development Fund Committee and those which have been accepted; and

(c) which recommendations of the Shipping Development Fund Committee have not been accepted by Government and the reasons therefor.

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c). The following Shipping Companies have requested for reliefs to the Shipping Development Fund Committee:—

- (1) Shipping Corporation of India
- (2) Mogul Line Limited
- (3) Damodar Bulk Carriers Ltd.
- (4) Seven Seas Transportation Ltd.
- (5) Nilhat Shipping Company Ltd.
- (6) Great Eastern Shipping Company Ltd.
- (7) Dempo Steamships Ltd.
- (8) Scindia Steam Navigation Co. Ltd.
- (9) Chowgule Steamships Ltd.
- (10) Ratnakar Shipping Co. Ltd.
- (11) South India Shipping Corporation Ltd.
- (12) R.A.J. Lines Ltd.
- (13) India Steamship Co. Ltd.
- (14) Indoceanic Shipping Co. Ltd.

- (15) Sagar Shipping Co. Ltd.
- (16) Panchheel Shipping Ltd.
- (17) Himalaya Shipping Co. Ltd.
- (18) Mackinnon Mackenzie & Co. Ltd.

(19) Hauers Lines Private Ltd.  
 (20) Andaman Lines Private Ltd.  
 Depending on the financial position of each Company and the extent of demonstrably impressive efforts made by each company for mobilising resources to help itself the Committee has recommended reliefs covering moratorium upto three years on repayments of loans to the Committee falling due upto 31 March, 1979, conversion of foreign exchange loan instalments falling due upto 31st March, 1979 into loans analogous to SAFAUNS with the Committee's guarantee and additional loans against past acquisitions where the Committee has not granted loans upto the maximum permissible limit. In some cases the Committee has not considered it necessary to afford any relief because their cash flow does not warrant such financial help.

On the basis of the recommendations of the Shipping Development Fund Committee, Government have approved the following reliefs to the Shipping Corporation of India and Mogul Line Ltd.—

Shipping Corporation of India  
Mogul Line Ltd.

(Rs. in lakhs.)

(i) Moratorium on SDPC repayments during 1978-79	1943.00	940.71
(ii) Conversion into loans analogous to SAFAUNS	3182.00	89.60
(iii) Additional loans against past acquisitions		589.59

Government have yet to take a decision on the other recommendations of the Shipping Development Fund Committee.

**Accidents involving Mini Buses under D.T.C.**

2534. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of mini buses taken over by the D.T.C. for operation during 1978;

(b) the number of accidents in which mini buses were involved;

(c) looking to the high rate of accidents in which mini buses are involved whether Government are considering the desirability of taking mini buses off the roads to save the traffic hazards caused by them; and

(d) is there any hitch in controlling and regulating the maximum speed both of mini buses and other buses under D.T.C. at a reasonably safety level?

THE MINISTER OF STATE-IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) None, Sir.

(b) There were 145 accidents involving mini-buses in 1978.

(c) and (d). There is no proposal to discontinue plying of mini buses on Delhi roads. However, fresh route permits are not being issued for mini buses since last one year. Owners of private buses including mini buses, under D.T.C. operation have already

been asked to have their buses fitted with speed governors to block the maximum speed at 50 Kms. per hour. With the fitment of speed governors on all public transport vehicles including mini buses, the number of accident is likely to come down.

**Damage to and loss of properties in transit**

2535. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the claims regarding damage to and loss of properties in transit are increasing; and

(b) the number of claims, the amount claimed for the damage to, and loss of property separately during 1977 and 1978, number of claims settled indicating the amounts involved in the said settled cases and the expenditure incurred on contesting these cases?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The amount paid in claims for compensation cases has decreased in 1978 as compared to 1977 whereas the number of claims preferred has gone up in 1978 due to unprecedented floods as indicated in para (b) below.

(b) The required information is as under:—

		1977	1978
No. of claims registered	.. .	372034	481747
No. of claims paid	.. .	163790	172785
Amount of claims preferred (Rs. in crores)	.. .	108.60	189.40
Amount of claim paid. (Rs. in crores)	.. .	14.41	12.31

In a large number of cases the claims are initially registered by the parties for non-delivery of consignments, which are ultimately traced and delivered.

Statistics of expenses incurred in contesting court cases on claim for compensation are available financial year-wise only. The expenditure incurred on this account for the financial years 1976-77 and 1977-78 is Rs. 22.58 lakhs and Rs. 27.23 lakhs respectively.

#### **Moratorium on Nuclear weapons Testing Programme**

2536. SHRI S. R. REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Indian Government have urged the U.S.A., the U.S.S.R. and Britain to call a moratorium on their nuclear weapons testing programme; and

(b) whether it is a fact that talks being held by the three countries on a test-ban suggested that they did not need to carry out any more nuclear weapons tests?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):  
(a) On the initiative of India the General Assembly at its thirty third Regular Session held during Sep.-Dec. 1978, adopted by an overwhelming majority a resolution calling for a moratorium on the testing of nuclear weapons.

(b) Such an inference would not be unjustified but the unfortunate fact is that such tests are continuing.

#### **Vaccine to combat malaria**

2537. SHRI S. R. REDDY:

SHRI R. V. SWAMINATHAN:

SHRI M. V. CHANDRA-

SHEKHARA MURTHY:

SHRI A. R. BADRI

NARAYAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether India has achieved a major break through in the quest for a vaccine to combat malaria; and

(b) if so, the details regarding the achievement of this research?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) and (b). Yes, at the National Institute of Communicable Diseases, Delhi two species of Malaria parasites namely P. Malariae and P. Falciparum have been put under continuous culture for over four months. This is considered as a significant break through which could ultimately lead to production of a vaccine. Further research is however required to develop methods of characterisation of the strains and purification of the culture plasmodial antigen and other related matters.

#### **Reengagement of Retrenched casual Gangmen**

2538. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any waiting list of retrenched casual Gangmen for their re-engagement;

(b) if so, the number of such gangmen in that list in Dhanbad and Asansol Divisions and the year from which their services have been considered to determine seniority;

(c) whether experience in the work of Gangmen is considered for new recruitment in any other category of Railway giving preference to the retrenched Gangmen; and

(d) if so, facts in details and the number of retrenched Gangmen engaged in other categories of railway in Dhanbad and Asansol Divisions in the last five years?

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

(b) Does not arise.

(c) Class IV posts in divisions in open line in other than Engineering departments are filled up by screening substitutes|casual labour of the respective departments. Retrenched casual labour are also eligible for screening based on their length of service.

(d) Seventeen unemployed casual gangmen were engaged in other Departments on the Eastern Railway in Dhanbad Division and 37 casual gangmen were engaged in electrical Department on Asansol Division.

**Number of Employees in Dhanbad and Asansol Divisions**

2539. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) total number of Railway employees including casual labourers working in Dhanbad and Asansol divisions separately as on 1st January, 1979;

(b) number of beds in each ward in Railway hospital at Dhanbad and Asansol;

(c) number of doctors, nurses, dispensers, dressers, hospital attendants and other staff working in railway hospitals at Dhanbad and Asansol;

(d) average number of patients in the outdoor and indoor and the allotment of funds on food and medicine in Railway hospitals at Dhanbad and Asansol; and

(e) whether there is a steady reduction in the *per capita* medical facility in the last five years creating great resentment, if so, facts in details and reasons thereof?

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

(a) Dhanbad Division : 27,792.

Asansol Division : 23,559

(b)

Ward	No. of beds in Rail-way Hospital	
	Dhanbad	Asansol
General	80	148
Maternity	6	28
Chest	20	36
Isolation	..	8

(c)

No. of Doctors	16	24
„ Nurses	35	56
„ Dispensers	7	7
„ Dressers	6	9
„ Hospital Attendants	36	52
„ Other staff.	75	152
	175	300

(d)

Railway Hospital	Dhanbad	Asansol
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Average number of outdoor patients per day . . . 452.6 651.5

Average number of indoor patients per day . . . 127.0 202.0

Funds on food 1978-79 . . . 1,84,000 2,15,000

Funds on Medicines (1978-79) . . . 3,37,000 4,47,000

(e) Dhanbad } Asansol } No, Sir.

**Facilities provided to Gangmen**

2540. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a provision for proper accommodation to the Gangmen for stay and rest;

(b) if so, facilities provided so far, facts in details, with division-wise break-up in the country and the PWI-wise break-up in Dhanbad division;

(c) whether it is a fact that the Gangmen at Patratu in the Dhanbad division of the Eastern Railway were in great difficulty without rest house and one such quarter used by them with sign board, "Gangmen Bishram Griha" has been forcibly changed into Officers Rest House; and

(d) if so, reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). On Eastern Railway gang quarters are provided at stations and in the gang Beat. Gangmen are not provided accommodation at places of work for rest. Also Gangmen residing in nearby villages are not interested in quarters.

On Eastern Railway, the percentage of Gangmen who have been provided quarters is as under:—

Sealdah Division . . . .	25%
Howrah Division . . . .	37.5%
Asansol Division . . . .	24%
Danapur & Moghalsarai Division	25%

In case of Gangmen working under PWIs, Dhanbad Division, the percentage of Gangmen who have been provided with quarters is 12.5 per cent.

As regards details about provision of accommodation for Gangmen for stay and rest etc. on other Railways the information is being collected and will be placed on the Table of the Sabha.

(c) One Type IV quarter was constructed at Patratu for Assistant Divisional Medical Officer which was temporarily occupied by AEN (Construction), Patratu, both for his official and residential purposes. This quarter was forcibly occupied by Gangmen on 20th May, 78 and was vacated on 30th May, 78. Thereafter, this quarter has been allotted to ADMO who has also occupied it.

(d) Does not arise.

**Distressing condition of Leprosy Hospital Dhanbad**

2541. SHRI A. K. ROY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether he is aware of the distressing condition of the Tenkalmar Leprosy Hospital in Dhanbad (Bihar);

(b) whether it is a fact that it is the oldest hospital of this type serving a noble cause but now starving because of lack of funds, without proper repair of building, medicine, food for the patients and without proper pay to the staff;

(c) whether it is a fact that most other patients admitted there come from the Central Government enterprises; and

(d) whether many representations have been made to the Central Government to provide grant to the hospital and if so, steps taken thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) and (b). A request dated 30-7-1978, for sanction of suitable grants to the Tetulmari\* Leprosy Hospital, Dhanbad, was received from the Chairman, Dhanbad District Leprosy Association. The main points made in this communication are briefly given below:—

(i) This hospital, established 25 years back, is a thirty-bed hospital and has got its own building, staff quarters and quarters for patients.

\*Not Tenkalmar.

It was constructed out of donations raised from citizens and organisations and is being managed by the Dhanbad District Leprosy Association. The Deputy Commissioner, Dhanbad, is its ex-officio Chairman and the Chief Medical Officer, Jharia Mines Board of Health is its ex-officio General Secretary.

(ii) The hospital is providing treatment for patients from all corners of the District which has about 500 patients. The annual expenditure of the hospital comes to about Rs 36,000/- and is met out of donations received from the District Board, Dhanbad, Jharia Mines Board of Health, Coal Mine Welfare Organisation and philanthropic institutions. As the donations are about Rs 15,000/- or so, the hospital has been taking loans and has a heavy deficit to make up.

(iii) Its building requires immediate repairs. Further the bed strength requires to be increased to at least 75.

(iv) A grant of Rs. 5.00 lakhs for carrying out repairs to the existing building, clearance of arrear dues, provision of additional 45 beds and for recurring expenses over diet and medicines is essential and the same be sanctioned.

(c) The number of patients from the Central Government enterprises admitted in the hospital is not available with this Ministry.

(d) No representation other than the one mentioned in reply to (a) and (b) above has been received.

The Chairman, Dhanbad District Leprosy Association was informed in September, 1978, that the assistance for carrying out repairs to existing building, clearance of arrears dues and for meeting recurring expenditure over diet and medicines could not be given under any scheme of the Ministry. However, they were requested to apply in the prescribed proforma through the State Government for grant of non-recurring nature for

augmenting its medical facilities in the shape of hospital equipments and construction of wards etc. No application from them has been received so far.

#### Nuclear Explosion by China

2542. SHRI MUKHTIAR SINGH MALIK:

SHRI SHYAM SUNDER GUPTA:

SHRI SHANKARSINGHJI VAGHELA:

SHRI PIUS TIRKEY:

DR. BIJOY MONDAL:

SHRI G. M. BANATWALLA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that China is likely to explode another nuclear device in the next two months;

(b) if so, whether it has also been stated that this time this bomb will be far bigger and powerful and more devastating in magnitude than any previous ones; and

(c) whether the Government of India have made any assessment relating to its effects on this country and what is Government of India's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):

(a) to (c). The Government of India is aware of the on-going Chinese nuclear programme which has hitherto entailed the explosion of 25 nuclear devices since 1964. All relevant developments including the build-up of military capability in one and the other have been taken note of by Government.

**Effect of Group Area Act on Indian Families in South Africa**

**2543. SHRI MUKHTIAR SINGH  
MALIK:**

**SHRI SHYAM SUNDER  
GUPTA:**

**SHRI K. MALLANNA:**

**SHRI SHANKERSINGHJI  
VAGHELA:**

**SHRI PIUS TIRKEY:**

**DR. BIJOY MONDAL:**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have seen the press report that the Group Area Act, one of the first Apartheid laws to be put on the statute book in South Africa, has affected one-third of the Indian families residing there;

(b) if so, whether any role has since been played by the Government of India in this regard; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):** (a) Yes, Sir, the Government has seen some recent press reports indicating that the racist regime of South Africa is rigidly implementing the infamous "Group Areas Act" involving eviction of large sections of the non-white population of South Africa, including persons of Indian origin. The recent reports relate to the eviction of Indian origin families from certain areas of Johannesburg city designated as 'white' areas. The affected persons are mainly South African nationals and no Indian citizens have been involved.

(b) and (c). The Group Areas Act is merely one aspect of the policy of apartheid which the racist regime of South Africa continue to practise. India has been in the vanguard of the international campaign against apartheid and is actively engaged in the

international effort to bring pressure on the racist regime with a view to bringing about the eradication of apartheid and racial discrimination. In this context, at the recent meeting of the Coordinating Bureau of Non-aligned Countries in Maputo, our Foreign Minister declared India's full support for the adoption of a comprehensive arms embargo against South Africa as also a complete embargo on oil exports to that country.

तोड़ कोड़ की बटनार्ट

**2544. जी भारत तिह चौहान :**

**जी श्वाम भाज धुर्म :**

**जी बाबुल बत्त :**

स्पारेज नंती यह बताने की हुया करेंगे कि :

(क) क्या यह सच है कि कोरेस (आई) की प्रबन्ध, जीवनी इंडिया की लेत लेते जाने के पश्चात कोरेस (आई) द्वारा प्रारम्भ किये गये विरोध प्रतिवान के परिणामस्वरूप तोड़ कोड़ की बटनार्ट भी हुई ?

(ब) यदि हां, तो संबोलय को उनके परिणाम स्वरूप कितनी हासि हुई और तोड़ कोड़ की बटनार्ट किन स्थानों पर हुई ?

तैल बहालत में राज्य नंती (जी तिह चारपाल) :

(क) जी, हां ।

(ब) अब एकलिंग किये का थे है और सभा परम पर रख किये जाएंगे ।

**Deployment of Indian Labourers to Iraq**

**2545. SHRI JANARDHANA POOJARY: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:**

(a) whether Iraq has sought for deployment of more Indian labourers in that country; and

(b) if so, the details in this regard and Government's reaction thereon?

**THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA):** (a) No Sir.

(b) Does not apply.

## Remuneration to Desk Officer

## Shifting of Railway Construction Accounts Office, Trivandrum

2546. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that one Desk Officer in the Central Government Health Scheme is frequently engaged in conducting lectures and training courses for officers incharge of various C.G.H.S. organisations;

(b) if so, whether he gets any remuneration for doing so;

(c) whether it is also a fact that he has been permitted to recommend/prescribe some publications written by him to the participants; and

(d) whether the Officer concerned is getting any royalty on such publications and pays taxes on those and if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) and (b). One Desk Officer in the Directorate General of Health Services has, as a part of his duties, been entrusted with organising and conducting training courses for officers of various subordinate organisations/institutions including officers of various CGHS organisations. Whenever he or any other officer is required to deliver lectures in these training courses or courses organised by this Ministry or other Government organisations for various cadres of employees, remuneration is paid as per approved pattern under the normal rules.

(c) No.

(d) Permission has been accorded to the Desk Officer to publish some books on Administrative Vigilance. The books are being published by him and hence payment of royalty is not involved.

2547. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a proposal to shift the Railway Construction Accounts Office functioning at Trivandrum to Madras; and

(b) if so, the details and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). At present there is no proposal to shift the office. The continuance of the Construction Office at Trivandrum will, however, depend upon the work load of that office and the continuance of the office of the Executive Engineer at Trivandrum.

दिल्ली परिवहन निगम की बसों के किराये में बढ़ि

2548. श्री अनन्त राम जायसवाल : क्या नोबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली परिवहन निगम ने बस किराये को 11 फरवरी, 1979 से बढ़ा दिया है;

(ख) यदि हाँ, तो बम्बई, मद्रास, कलकत्ता और दिल्ली में बस किराया सम्बन्धी तुलनात्मक व्योरा क्या है;

(ग) किराये में इस बढ़ि से परिणामस्वरूप वित्तीय वर्ष 1979-80 के दौरान राजस्व की अनुमानतः कितनी राशि अर्जित होगी और गत वर्ष की आय की तुलना में यह कितनी अधिक होगी; और

(घ) किन परिस्थितियों के दबाव के कारण दिल्ली परिवहन निगम को बस किराया बढ़ाना पड़ा ?

नोबहन और परिवहन मतालय में अध्यारी राज्य मंत्री (श्री चंद राम) : (क) जी हाँ। इसमें अब 22 फरवरी, 1979 से श्रांशेधन किया गया है।

(ख) बम्बई मद्रास, कलकत्ता और दिल्ली का तुलनात्मक भाड़ा अनुबन्ध में दिया गया है।

(३) यांची हात्ती की भाड़ा बृद्धि के कारण 1979-80 में अनुमानित अतिरिक्त आय लगवाणे ५ करोड़ रुपये होने की समावना है। समोकित अनुमानी के आधार पर 1978-79 में 30.86 करोड़ रुपये की आय हुई। आडे में समोकित के पूर्व 1979-80 के नियम के बजट अनुमानों में इसे 30.68 करोड़ ८० तक बढ़ाए जाने की समावना थी।

(४) दिल्ली परिवहन नियम के भूतपूर्व भाड़ा-दावे से पिछले कई वर्षों से परिवालन की बढ़ती हुई लागत पूरी नहीं हो रही थी। परिवालन की लागत, विसमें ग्रीष्म, ठायरों, द्रूगों और फालतू पुर्जों जैसे सामान की लागत और वेतन-

लगवाणे विलों २० वर्षों से विलों के बदल जाने के कारण, जोहे बृद्धि नहीं हुई तिवार इसके 1963 में २ रिसे की बृद्धि की गई और 1964 में भारी का मामूली समायोजन, युक्तिकरण किया गया था। परन्तु, 1975 में १६ कि० भी० तक ३० रिसे और १६ कि० भी० से भागे ६० रिसे की एक हिस्टेज आदा पदाति शुल्क की गई थी। परन्तु, नियम की वित्तीय स्थिति को लीक करने के लिए यह आदा पर्याप्त नहीं था। नियम को होने वाले वारे में बर्बादीवर्ष बृद्धि होती गई। नियम इस स्थिति में नहीं रहा कि वह प्राप्त लाभाल्परिवालन वर्षों भी पूरे कर सके। इसलिए आडे में समोकित करने की आवश्यकता पड़ी।

#### अनुबन्ध

वर्ष		भाड़ा		कलकरा		विलो	
(भी० ई० एस भी०)	25-12-75	(प्राप्त)	15-3-76	1-8-75	22-2-79		
दूरी	किराया	दूरी	किराया	दूरी	किराया	दूरी	किराया
कि० भी०	(परे)	कि० भी०	(परे)	कि० भी०	(परे)	कि० भी०	(परे)
३ रुपये	२०	३ रुपये	२०	६-९ रुपये	२०	४ रुपये	३०
३-६ रुपये	२५	३-४ [रुपये]	२५	७-१०.५रुपये	२५	४-१६ रुपये	४०
६-८ रुपये	४०	४-६ [रुपये]	३०	११-१३.६रुपये	३०	१६-२० रुपये	५०
८-१० रुपये	५०	८-८ रुपये	३५	१४-१७.६रुपये	३५	२० से लागे	७५
१०-१५ रुपये	६०	८-१० रुपये	४०	१७.७-१९.६रुपये	४०		
१५-२० रुपये	८०	१०-१२ रुपये	४५	लिलिटेड स्टोर्स सेंचुर के लिए ५ रिसे अतिरिक्त			
२०-२५ रुपये	१००	१२-१६ रुपये	५५				
२५-३० रुपये	१२०	१६-१८ रुपये	६०				
		१९-२० रुपये	६५				
दूरी वेतन के लिए २५ % अतिरिक्त							

परिवर्तन की विवाद विवरण में वर्णित है। यह वार्ता विवेश विवाद में विवरण में विवाद है।

2549. श्री अध्यक्षराम विवादवाल : यह विवेश मही यह बताने की कहा करेंगे कि ।

(क) यह उन्होंने कुछ समय पूर्व भीषण की थी कि उनका विवाद भारत और पाकिस्तान ही बीच पार-नप और दीसा अवस्था समाप्त कर देने का है ।

(ब) यदि हाँ, तो उस प्रस्ताव का व्यूह यह है कि भारत इस सम्बन्ध में अब तक कितनी प्रगति हुई है, और

(ग) इस प्रस्ताव पर पाकिस्तान की क्या प्रतिविधि है ?

विवेश विवाद में राज्य अवी (श्री अमरेन्द्र कुमार) : (क) 17 अक्टूबर, 1978 को भारत में लोकीय पासपोर्ट कार्यालय के उद्घाटन के अवसर पर विवेश मही ने कहा था कि हम भारत और पाकिस्तान ही बीच यात्रा को आसान बनाना चाहते हैं । लेकिन समाचार पत्र में उनके इस वक्तव्य को गलत ढंग से प्रस्तुत करते हुए वह कहा नया कि भारत सरकार और पाकिस्तान के बीच यात्रा के लिए पास प्रिपोर्ट और बीच की अवस्था को समाप्त करने का विवाद कर रही है । ऐसा कोई प्रस्ताव सरकार के विवादीन नहीं है ।

(व) और (ग) : प्रश्न नहीं उठते ।

#### Fatal accidents in mines

2550. SHRI SURENDRA BIKRAM:  
SHRI P. V. PERIASWAMY:  
PANDIT D. N. TIWARI:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) the figures of fatal accidents of mines for the last 10 years, (year-wise) and clarify whether the number of fatal accidents has gone down during the last two years;

(b) what steps are being taken to further reduce the number of fatal accidents in mines; and

(c) cannot the fatal accidents in mines be brought down to zero by best safety measures?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAYINDRA VARMA): (a) The figures, given below, of fatal accidents in mines from the year 1969 onwards, show that the number of fatal accidents has gone down during the years 1977 and 1978 as compared to 1976.

Year.	No. of fatal accidents.
1969	289
1970	252
1971	264
1972	258
1973	252
1974	263
1975	283
1976	288
1977	281
1978 (Prov.)	290

(b) and (c). Apart from the general steps taken by the Government to make working more safe in all mines, the following specific steps have been taken:

(1) Provision of portable Methanometers to supervisory personnel.

(2) Installation of Methane monitoring system in Degree III Gassy Mines.

(3) Supply of self-rescuers to persons employed in Degree III Gassy Mines.

(4) Compliance with the prescribed standards of ventilation and lighting in underground mines.

(5) Supply of protective equipment to workers.

(6) Survey of accident prone mines and identification of corrective measures.

(7) Identification of the areas and sources of danger of inundation to the present workings in coal mines.

2. On the recommendations of the Committee on Safety in Coal Mines constituted by the Department of Coal under the Ministry of Energy, the following time bound programme of safety measures in coal mines is under implementation by Coal India Limited since June, 1977:—

(1) Setting up of Internal Safety Organisation.

(2) Replacement of timber supports by Steel props including hydraulic and friction props.

(3) Installation of automatic warning systems along rivers, nallahs etc to alert nearby coal mines of the rise in water level beyond the danger mark.

(4) Replacement of lighter sections rails by heavier sections rails to reduce haulage accidents.

(5) Imparting vocational training to workers.

(6) Broadcasting safety propaganda.

(7) Appointment of workmen's inspectors.

(8) Procurement of sophisticated safety and rescue equipments.

3. The above measures are expected to bring down the number of accidents further. The ultimate aim is to reach zero accident potential.

#### Crisis in Minor Ports of Kerala

2551. SHRI C. K. CHANDRAPPAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Government are aware of the fact that the minor ports in Kerala, especially the Azheekal port in Cannanore, are in a state of ruin due to lack of maintenance, modernisation and timely dredging of sand bank formed due to silting of rivers;

(b) whether Government are also aware of the fact that the ruin of these ports will bring about a crisis in Industries in Kerala; and

(c) if so, what are the ways in which the Union Government is going to extend cooperation to the Kerala Government for helping these ports out of crisis and ruin?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) to (c)

Ports other than Major Ports, feature in the Concurrent List of the Constitution of India but the executive responsibility for their development and day-to-day administration vests with the State Governments concerned.

2. According to the State Government there is a decline in the traffic handled at the Minor Ports in the State for the following reasons:

(1) Inadequacy of droughs and general facilities;

(2) Diversions of Coastal steamers to foreign trade;

(3) Availability of alternative means of transport by land.

3. The State Government of Kerala have indicated that they propose to take the following steps to correct the decline of traffic in minor ports:

(1) Undertaking of dredging to maintain necessary depths.

(2) Acquisition and modernisation of harbour craft and cargo handling equipment.

(3) Better up-keep and maintenance of roads leading to ports.

4. They have also commissioned a detailed Project Report on the setting-up of a Maritime Corporation with the object that the minor ports serve the economic needs of the State through increased utilisation of small coastal vessels.

5. Planning Commission have tentatively agreed to a provision of Rs. 510 lakhs for the development of minor ports for the period 1979-80 pending a final decision of the National Development Council on the policy question of Central assistance to State Governments for schemes relating to minor ports in the Centrally sponsored Sector in the Plan Period 1978-83.

6. Technical assistance in the preparation and scrutiny of Project Reports relating to minor ports is given by the Central Government when requested for by the State Governments concerned.

#### Regularisation of Commission Vendors

2552. SHRI C. K. CHANDRAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways are asking for a police verification report while they are regularising the service of commission vendors of those who were in the service of the Southern Railway as Commission vendors for 10 to 15 years;

(b) if so, what is the reason therefore behind it; and

(c) whether it is proposed to abandon this practice?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The All India Railway Catering Service Workers' Unions made a complaint that some Commission bearers from Kerala State on the Southern Railway have not been regularised because of the requirement of police verification.

(b) Southern Railway have been advised that if the bearers were working more or less continuously for over five years the administrations will have adequate information about them and further police verification is not necessary.

#### Foreign Minister's visit to Kenya

2553. PROF. P. G. MAVALANKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he recently visited Nairobi;

(b) if so, the purpose and results of his visit;

(c) whether he met formally or informally the Indian community living and settled in Kenya; and

(d) if so, what advice or guidance he gave to such Indians there?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): (a) Yes, Sir on the 4th and 5th February, 1979.

(b) Foreign Minister visited Nairobi on his way back from the Ministerial Meeting of the Non-Aligned Coordinating Bureau at Maputo to address a Conference of Indian Heads of Mission in Africa (South of the Sahara). During his stay in Nairobi, he had talks with the Kenyan Foreign Minister, laid a wreath at the mausoleum of the late President Jomo Kenyatta and met the Indian-origin community. The visit enabled comprehensive discussions with Heads of Indian Missions regarding India's relations with the countries concerned and ways and means of further strengthening them, regional and global issues. It also provided an opportunity for reviewing at a high level contacts between India and Kenya for further strengthening of bilateral understanding and relations.

(c) Yes, Sir.

(d) Foreign Minister informed the Indian origin community of the all round progress made by India in various fields and how India was sharing its knowhow with other developing countries. He advised the persons of Indian origin to identify

themselves with the economic and political aspirations of the country of their adoption and to make their contribution towards Kenya's progress and development.

**Introduction of a fast train between Bombay and Ahmedabad**

**2554. PROFESSOR P. G. MAVALANKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to start a new classless or an all second class fast train between Bombay and Ahmedabad every night in view of the constantly heavy and ever increasing passenger traffic between the said two major cities in Western India;

(b) if so, how and when; and

(c) if not, why not?

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

(b) Does not arise.

(c) Introduction of an additional train between Bombay Central and Ahmedabad is, at present, operationally not feasible due to strained line capacity enroute and inadequate maintenance and terminal facilities at Bombay. However, during seasonal spurt of traffic, special trains are run between Bombay Central-Ahmedabad-Gandhidham.

**Geneva Session of Disarmament Commission**

**2555. PROF. P. G. MAVALANKAR:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he recently attended the Geneva Session of Disarmament Commission;

(b) if so, broad facts thereof;

(c) if not, why not;

(d) whether India submitted any special proposals for consideration of the said General meetings; and

(e) if so, broad nature thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):** (a) to (c). The Disarmament Commission has not met in Geneva. However, the new multi-lateral disarmament negotiating body, the Commission on Disarmament, began its work in Geneva at the end of January, 1979.

(d) and (e). Although India has not submitted any new proposals, the delegation of India has reiterated Government's position on the important current issues in the field of disarmament, namely, a comprehensive ban on the testing of nuclear weapons, non-use of nuclear weapons, prohibition of chemical weapons and prohibition of new weapons of mass destruction.

**Vacancies of Commercial Apprentices in Northern Railway**

**2556. SHRIMATI AHILYA P. RANGNEKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) total number of vacancies of Commercial Apprentices, Division-wise over Northern Railway during the period from May 1974 to June, 1976;

(b) number of employees recruited through Railway Service Commission, Allahabad as well as directly and against 20 per cent quota for wards of loyal workers;

(c) whether some relieving Commercial Clerks working at New Delhi station who were on duty from May 8, 1974 to May 13, 1974 were also promoted as Commercial Apprentices;

(d) whether these promotions were enquired into by the Vigilance Department of Northern Railway; and

(e) if so, result thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) 35 vacancies of Commercial Apprentices were assessed in 1974 against direct recruitment quota upto December 1978. The vacancies were worked out on the basis of joint 20 point roster of all the Divisions.

(b) Six persons were recruited through the Railway Service Commission, Allahabad, eight against the 20 per cent quota for wards of loyal staff and one against sports quota.

(c) No.

(d) No.

(e) Does not arise.

प्रश्नात्मक तथा निकोबार द्वाय प्रश्नात्मक तथा नीचहन सेवाएँ

2557. श्री हुक्म चंद्र कल्पवल्यः  
श्री कौ. शोदाजः

क्या नीचहन और परिवहन मंत्री यह बताने की हुआ करेंगे कि :

(क) क्या प्रबन्धनान तथा निकोबार द्वाय प्रश्नात्मक ने इन हीपों में नीचहन सेवा बड़ाने की विकारित की है और यदि है, तो इन सेवाओं द्वारा इन हीपों का समर्पक कर तक पाय दीपों के साथ कर दिया जाएगा;

(ख) क्या सरकार ने परिवहन सेवाओं का विस्तार करके इन हीपों का विकास कराने की कोई योजना बनाई है;

(ग) क्या सरकार का विचार प्रोटोकोलर के लिए सप्ताह में बार बाराएँ कलंकताने से और ही सैवाएँ यात्रा से भारतीय लोगों का है, ताकि प्रविकाविक सेवा में पर्याप्त इन हीपों का व्यवस्था कर सके; और

(घ) क्या पोर्ट औवर से निकोबार, नायाबाद नामकों, हाथी तथा बहुत से प्रय दीपों के लिए ईरिक परिवहन सेवाओं में कृति करने की कोई योजना सरकार के विचारकाले है और यदि है, तो उनका घोरा क्या है?

**प्रीत्यहरु, श्री परिवहन व्यवस्था में प्रवाही राज्य मंत्री (श्री चंद्र चंद्र):** (क) योर (ख) प्रबन्धन 10 करोड़ दरवे की सांख्य से नए व्यापक विवरण द्वे एक प्रश्नात्मक की जाती होती है। एक प्रश्नात्मक में व्यापक व्यापक देश पर 3 बहावों की संख्या में यूटि करके 5 प्रश्नात्मक व्यापक देश

भी है। पूरी निवेदन के कारों में, विशेष रूप से विशेष क्षेत्रों की व्यापक व्यवस्थाओं पर निर्दर्श करता है।

1978 के यव में मुख्यमंत्री—प्रधानमंत्री सेवा में चल द्वे 2 जहाजों में एक और यात्रा बहाव बोडा गया।

(ग) जी नहीं।

(घ) जी नहीं।

#### Railway Reservation Counters

2558. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) in view of the extension of period of availing the leave travel concession upto 30th June, 79 for Government Employees, whether Government would consider to increase the railway reservation counters and extend timings as well for 1st class and 2nd class in order to meet the likely unprecedented rush for train reservations in the capital during the coming summer vacation; and

(b) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). All Railway Administrations including Northern Railway have already taken in hand planning of various arrangements including, inter-alia, running of special trains, opening of additional reservation counters and extension of working hours of reservation offices at all important points, including Delhi/New Delhi, both for Upper and lower classes, to cater to the anticipated rush of passenger traffic during the ensuing Summer and also taking note of the extended date of leave Travel Concession upto 30-6-1979.

लीर्च स्पेल्स पर यात्रा से स्पष्ट में संबंधित  
(द्वारित इन्वेस्टिगेशन)

2559. श्री दता राम शास्त्रवाचः क्या रेल बंदी यह बताने की हुआ करेंगे कि :

(क) क्या सरकार ने लीर्च स्पेल्स पर यात्रा के समान करने के लिए प्रयत्न निर्देशकार्य से भय मंडू प्रिये हैं; और

(ब) वही ही, ही व्यवस्थाएँ हैं जो उनकी व्यवस्था कियी है और उन्हें किसी-किसी स्थान पर लिया दिया दिया जाता है;

ऐसी व्यवस्थाएँ हैं एवं व्यवस्थाएँ (जो व्यवस्था कियी है और उन्हें किसी-किसी स्थान पर लिया दिया जाता है):  
(क) और (ब), दूसी तरफ ऐसी में काठोदार स्टेनो वर पर योग्यता नियोजक का एक पद तथा मधुरा लालनी स्टेनो वर पर योग्यता वर्षार नियोजक का एक पद है। अब ऐसी पर तीर्थ-वाला स्थानों पर वाहव के रूप में काम करने के लिए योग्यता नियोजकों के कोई पद नहीं हैं।

#### Promotion in Government Medical Store Depot, Madras

2560. SHRI A. MURUGESAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 765 on the 23rd November, 1976 regarding promotion in Government Medical Stores Depot, Madras and state whether the finalisation of recruitment rules has been finalised and if so, the details thereof and if not, why and when this will be finalised?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): Necessary action on a consolidated proposal for the amendment of Recruitment Rules for Group 'A' and 'D' posts of Government Medical Store Depots including the posts of Junior Scientific Assistants and Assistant Chemists in Government Medical Store Depot, Madras has already been initiated in consultation with the Workers' Unions of various Depots. The finalisation of Recruitment Rules do take some time. However, efforts are being made to finalise the same as soon as possible.

#### Survey re. violation of Labour Laws

2561. SHRI P. M. SAYEED:  
SHRI A. R. BADRINARA.

YAN:  
SHRI M. V. CHANDRA-  
SHEKHARA MURTHY:  
SHRI ARJUN SINGH BHA-  
DORIA:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Union Ministry has expressed its concern over the large-scale of violation of labour laws in the country;

(b) if so, whether any survey was conducted by the Labour Bureau in the small-scale and cottage units;

(c) whether they have suggested certain measures to be taken to end the violation of labour laws; and

(d) if so, what steps Union Ministry have taken in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) to (d). A Pilot Enquiry into the Working and Living Conditions of Scheduled Caste workers in Selected Occupations at Agra had been conducted by the Labour Bureau. The Report draws attention to violation of certain provisions of the Factory's Act, 1948 and the U.P. Dookan Aur Vanij, a Adhishthan Adhiniyam, 1962 which had been noticed during the Enquiry. These violations relate to non-maintenance of records in respect of workers' attendance and payment of wages, working hours grant of leave and holidays, etc. and to employment of children in a clandestine manner mainly in shoe-making units. Copies of the Report have been sent to the U.P. Government for necessary action.

#### Railway Equipment Industry

2562. SHRI P. M. SAYEED:  
SHRI M. V. CHANDRA-  
SHEKHARA MURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether an immediate investment of the order of Rs. 1200 crores will be required for improving the status of the railway equipment industry in the country;

(b) if so, what are the details of the proposed improvement for the Railway equipment;

(c) what are the steps being taken by the Railways to obtain the sum;

(d) whether any foreign assistance is being sought; and,

(e) whether any programme has been prepared in this regard to be included in the current year?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) to (d). The reference perhaps is to the scheme of modernisation of Railway workshops wherein apart from maintenance of Rolling Stocks, manufacture of some items of railway equipment is also undertaken.

A ten-year master plan for modernisation of Railway Production Units, Workshops and Repair Depots has been prepared with a view to improving the performance and availability of rolling stock and reducing the cost of its maintenance.

Brief details of the proposed improvement are as under:

(i) Provision of modern machinery and plant to replace old and antiquated machinery;

(ii) Better material handling equipment;

(iii) Unit exchange assemblies for minimising maintenance downtime;

(iv) Metrological and testing equipment for better quality-control; and

(v) Improved layout and rationalisation of workload;

The entire plan would require an estimated investment of Rs. 400 crores, and has been split into three phases.

The first three-year phase of this plan has been given a final shape. This phase will require a total investment

of Rs. 118 crores. The World Bank has agreed to support this phase to the extent of 95 million dollars towards purchase of machinery and plant, both indigenous as well as imported.

(e) As against an average annual outlay of Rs. 8 crores during the past few years, Rs. 15 crores have been allotted during the current year for Machinery and Plant. Also schemes for modernisation of various Mechanical Workshops at a cost of Rs. 46.62 crores, have been included in the proposed Budget for 1979-80.

#### Verification of Membership of Central Trade Union Organisations

**2563. SHRI R. K. MHALGI:** Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to refer to the reply given to Unstarred Question No. 726 on the 23rd November, 1978 regarding verification of membership of the Central Trade Union Organisation and state:

(a) which central union organisations have so far submitted their claims of verification of membership ordered as on 31st December, 1977;

(b) which Unions have raised certain issues and the nature thereof;

(c) whether these have been sorted out and if so, the progress made in that behalf; and

(d) when the recent general verification of membership of all central trade union organisations shall be completed in order to give proper representation to labour, on International and National tripartite bodies and conferences?

**THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA):** (a) The following six organisations have so far submitted their claims:

1. The Indian National Trade Union Congress,

2. Bharatiya Mazdoor Sangh,
3. National Labour Organisation,
4. United Trade Union Congress (Lenin Sarani),
5. Trade Union Coordination Committee, and
6. National Front of Indian Trade Unions.

(b) Certain issues relating to (i) criteria for recognition as Central Organisation of Workers, (ii) method, manner and procedure of verification and (iii) closing date fixed for submission of lists of claimed membership figures, have been raised by the INTUC, the AITUC, the HMS, the UTUC, the CITU, the UTUC (Lenin Sarani), the NFTTU and the TUCC.

(c) and (d). It is necessary to sort out these issues before verification can take place. The Chief Labour Commissioner has held meetings in this connection with representatives of the trade union organisations, but no consensus has been reached so far.

#### Demand for Nationalisation of the Stevedoring Industry

2564. SHRI AMAR ROYPRADHAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Indian National Port and Dock Workers Federation has demanded for nationalisation of the stevedoring industry in the country; and

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

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) No such demand has been received recently. However, demands for making changes in the existing system of stevedoring indus-

try, including nationalisation of the industry have been raised from time to time by various interests.

(b) There is no such proposal at present under consideration of Government.

#### Promotion to Post of Coaching Clerk

2565: SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there was a written test for the post of Coaching Clerk from the departmental candidates of class IV employees in the Divisional Superintendent Office, Delhi, in 1976 and the interview was also held for the same in August, 1977; and

(b) if so, the details in this regard and the number of employees so far promoted from class IV to class III as Coaching Clerk?

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

(b) The result of the Selection has not been declared.

#### Indo-German agreement on shipping services

2566. SHRI R. V. SWAMINATHAN: SHRI NIHAR LASKAR: SHRI SUBHASH CHANDRA BOSE ALLURI:

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

(a) whether India and the German Democratic Republic have signed long term agreement on shipping service;

(b) if so, what are the main features of the agreement;

(c) whether the agreement has stressed the sharing of the cargo be-

ween the two countries and also for providing facility for ships of both the countries; and

(d) if so, to what extent it will be beneficial to India?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir.

(b) The main features of the agreement are:—

(i) All national cargo moving between the two countries shall be carried by the national flag vessels of the two countries on 50.50 basis

(ii) If one of the Contracting Parties is not able to undertake the carriage in accordance with the above provision, such carriage will be offered to the vessels of the other Contracting Party.

(iii) The freight earnings of Indian and GDR vessels arising out of the carriage of goods by sea in the bilateral trade will be exempted from payment of income-tax by both the Parties.

(c) Yes, Sir.

(d) Earlier the national cargo moving between the two countries was

shared on 40:40:20 basis; 20 per cent being carried by third flag states. With the coming into force of the Indo-GDR Shipping Agreement, the share of Indian shipping lines will go up from 40 per cent to 50 per cent and they may also get some more cargo if GDR shipping lines are not able to carry their entitled share.

#### Agitation by B.C.G. Vaccine Laboratory, Guindy

2567. SHRI A. MURUGESAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to, Unstarred Question No 2384 on the 7th December, 1978 regarding agitation by B.C.G. Vaccine Laboratory, Guindy and state whether any inquiry has been conducted on the complaints of the unions; and if so, the details thereof and also furnish the details of the amicable settlement?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): No inquiry was needed as the complaints of the union of the B.C.G. Vaccine Laboratory, Guindy, were settled amicably through negotiations. A statement indicating the points raised by the union on which negotiations were held and action taken thereon is enclosed.

#### Statement

Points of negotiations held with the representatives of the union	Action taken by the Government
<ol style="list-style-type: none"> <li>Withholding of the salary of about 70% of the staff for strike period.</li> <li>The manner in which the period of strike by the staff from 25th to 29th July, 1978, to be treated.</li> </ol>	<p>In accordance with the standing Government instructions the period of strike of the employees could not be treated as leave of the kind due to them and as such this period has been treated as 'Dies non'. No. relaxation to these orders could be agreed to by Government.</p>
3. The manner in which the period of suspension of Shri Jagga Rao, Secretary of the Employees' Union from 25th July to 2nd August, 1978 was to be treated.	The suspension order of Shri Jagga Rao was withdrawn and the period of his absence from duty from 25-7-78 to 2-8-78 has been treated as duty.

दिल्ली परिवहन निगम की बसों की दुर्घटनाओं में वृद्धि

2568. श्री सुरेन्द्र सिंह :

श्री गंगा भक्त सिंह :

श्री हरगोविन्द वर्मा :

क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 6 फरवरी, 1979 की नवभारत टाइम्स में प्रकाशित इस आशय के समाचार की ओर गया है कि दिल्ली परिवहन निगम की बसों की दुर्घटनाओं के मामले में शत प्रतिशत वृद्धि हुई है;

(ख) यदि हां, तो सड़क दुर्घटनाओं को रोकने के लिए क्या प्रभावी कदम उठाए गए हैं; और

(ग) क्या दुर्घटनाओं में मृतकों के परिवारों तथा धायल व्यक्तियों को वित्तीय सहायता देने का प्रस्ताव भी सरकार के विचाराधीन है?

नौवहन और परिवहन मंत्रालय में प्रभारी राज्य मंत्री (श्री चांद राम) : (क) सरकार ने यह समाचार देखा है। यह सही नहीं है कि दिल्ली परिवहन निगम की बसों के कारण सड़क दुर्घटनाओं में वृद्धि हो रही है। वास्तव में ऐसी दुर्घटनाओं की संख्या अब कम होती जा रही है। जहां 1977 में दिल्ली परिवहन निगम की बसों की छोटी बड़ी सभी प्रकार की दुर्घटनाओं की संख्या 2399 थी, वहां यह संख्या 1978 में घटकर 2253 रह गयी है। इस कमी का महत्व इस तथ्य से और भी बढ़ जाता है कि 1978 में दिल्ली परिवहन निगम की बसों ने अपेक्षाकृत प्रविक दूरी तय की।

(ख) ड्राइवरों द्वारा सुरक्षापूर्ण ढंग से गाड़ियां चलाने और दुर्घटनाओं को रोकने के लिए निगम कई कदम उठा रहा है। इन विभिन्न उपायों में ये बातें शामिल हैं:—शारीरिक दृष्टि से योग्य और अनुभवी ड्राइवरों की भर्ती करना और उन्हें गहन प्रशिक्षण देना, ड्राइवरों द्वारा दुर्घटनाएं न करने पर उन्हें प्रोत्साहन पुरस्कार देना तथा यांत्रिक उपकरणों द्वारा गति की नियंत्रित करना इत्यादि। दिल्ली पुलिस ने दिल्ली परिवहन निगम की बसों में गतिसूचक और गति नियन्त्रक यंत्र लगाने की सलाह दी है। यातायात पुलिस दिल्ली परिवहन निगम की बसों सहित सभी गाड़ियों की गति की नियमित रूप से जांच करती है और जहां ग्रावरशक हो, तेज रपतार रखने के कारण गाड़ियों का चालान भी करती है। सड़क यातायात सुरक्षा शिक्षण स्टाफ द्वारा दिल्ली परिवहन निगम में ड्राइवरों को सड़क सुरक्षा और बचावपूर्ण ढंग से गाड़ी चलाना जैसे विषयों पर लैक्चर दिए जाते हैं।

(ग) उन सभी मामलों में, जिनमें यह पाया जाए कि दुर्घटना का कारण ड्राइवर की लापरवाही थी, मूँग्रावजे की राशि मोटर दुर्घटना दावा ट्रिअनुल त्रै

नियंत्रण के अनुसार दुर्घटनाग्रस्त व्यक्ति को या उत्तरवाचिक उत्तराधिकारियों को दी जाती है। कुछ सही मामलों में, धायल होने की स्थिति में 500 रुपये तक और मत्यु होने की स्थिति में 1000 रुपये तक अनुग्रह राशि के रूप में वित्तीय सहायता भी दुर्घटनाग्रस्त व्यक्ति को या उसके निकटतम संबंधी को, जर्सी भी स्थिति हो, दी जाती है।

### डोला-पोरबन्दर सेक्षन

2559. श्री धर्म सिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे का डोला-पोरबन्दर सेक्षन भावनगर के सेक्षन कंट्रोलर के नियंत्रणीय नहीं हैं और उसके अधीन ब्लाक तथा गैर-ब्लाक स्टेशनों की संख्या, ब्रांच लाइनों की संख्या, नाम तथा किलो-मीटर में लम्बाईयों का व्यौरा क्या है तथा क्या 16 अप्रैल और 16 डाउन यात्री गाड़ियां और 13 अप्रैल और 13 डाउन मैल गाड़ियां एवं एक सुपर फास्ट गाड़ी भी उसके अधीन आती हैं;

(ख) क्या 70 प्रतिशत माल-यातायात पोरबन्दर, आदिलपुरा, रानावाव, गोप, जामजोड़पुर धीरज, उपलेटा, माया बदव आदि स्टेशनों से होता है;

(ग) यदि हां, तो इस सेक्षन को डोला-जेतल-सार तथा जेतलसार-पोरबन्दर में विभाजित करने में सरकार को क्या कठिनाई है;

(घ) क्या 29 जुलाई, 1978 की इस सेक्षन को दो सेक्षनों में विभाजित करेंगे के लिए 23 कर्मचारियों ने भावनगर कंट्रोल अफिस से मांग की थी, और यदि हां, तो तस्वीरधी व्यौरा क्या है और यह मांग कब स्वीकार कर ली जायेगी; और

(ङ) उसकी मंत्रूरी देने में विलम्ब के क्या कारण हैं?

रेल मवालय में राज्य मंत्री (श्री शिव नारायण) : (क) पश्चिम रेलवे के डोला-पोरबन्दर खंड का नियंत्रण भावनगर मंडल कार्यालय में कार्यालय सेक्षन कंट्रोलर द्वारा किया जाता है। इस खंड में 27 ब्लाक स्टेशन तथा 9 नान-ब्लाक स्टेशन हैं। इस खंड पर 2 उप-खंड हैं:—(1) डोला-जेतलसार, जहां 5 अप्रैल तथा 5 डाउन यात्री गाड़ियां (एक सुपर फास्ट गाड़ी सहित) और 3 अप्रैल तथा 3 डाउन मालगाड़ियां प्रतिदिन चलती हैं, और (II) जेतलसार-पोरबन्दर खंड, जहां 5 अप्रैल तथा 5 डाउन यात्री गाड़ियां (एक सुपरफास्ट गाड़ी सहित) तथा 5 अप्रैल और 5 डाउन मालगाड़ियां प्रतिदिन चलायी जाती हैं।

(ख) भावनगर मंडल में 70 प्रति शत प्रारम्भिक माल यातायात उपर्युक्त स्टेशनों से होता है।

(८) वास्तविक के वर्तमान स्वरूप और इस को देखते हुए इस कांड को विचारित करने की आवश्यकता नहीं है।

(९) तथा (१०) इन कंटोरों की स्वानीव द्विसिद्धिकाल में इस कांड को विचारित करने के बारे में मंडल कर्मचारियों से बातचीत की थी। बातचीत के पश्चात यह मान लिया गया था कि बहुमान वास्तविक की वाकात को देखते हुए इस कांड को विचारित करने का अधिकार नहीं है।

रामकृष्णालय, कलकत्ता के नाम भविष्य निधि की बकाया राशि

2570. डा. नहारीपक तिहू शास्त्र :  
श्री बृजराम राज्य कार्यालय :

क्या संसदीय कार्य तथा अमंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रामकृष्णालय प्राइवेट लिमिटेड, विधान सारणी, कलकत्ता-४ (स्थान बाजार) अपने कर्मचारियों को अधिक कल्याण निधियों का लाभ नहीं देता है और यदि हाँ, तो क्या सरकार इस कर्म के विषद् कार्यवाही करेगी;

(ख) कर्म ने गत सीन वर्षों के द्वारा अविष्य की कितनी राशि का भुगतान लिया और अभी कितनी राशि बकाया है;

(ग) क्या उपरोक्त कर्म में नियोजित व्यक्तियों को देनिक हैदारापर पर रका जाता है और उनकी सेवा में व्यवहार करके उन्हें साध्य समय पर पुनः नियुक्त किया जाता है; और

(द) क्या कर्मचारी राज्य बीमा बीजना की बड़ी राशि इस कर्म के नाम बकाया है और यदि हाँ, तो सरकार इस संबंध में क्या कार्यवाही कर रही है?

एवं तथा संसदीय कार्य विवरण में राज्य अंती (डा. राम कुमार तिहू) : (क) यह कोई विवेद अन काल्प, विकास नहीं किया जाता है, लालन में साधा राज्य दी संविधित सरकार कार्यवाही कर सकती है।

(ख) कर्मचारी भविष्य निधि प्राप्तिकारियों से सुनित किया है कि विधान, 1978 को लागत होने वाले वित्ती दीन वर्ष में व्रतिकान ने भविष्य निधि अंतरालों में 21,372.50 रुपये की राशि का भुगतान कर दिया है और उक्त घटने के लिए उनकी ओर कोई राशि बकाया नहीं है।

(ग) एवं भ्रमता राज्य बीमा बीजना में जाता है और इस संबंध में किनीय सरकार के पास कोई सुविधा नहीं है।

(क) कर्मचारी राज्य बीमा नियम के सुनित किया है कि कर्मचारी राज्य बीमा भविष्यनिधि, 1948 वरिष्ठ बीमा राज्य में "बुकानी" पर कांड नहीं किया जाये हैं यह विविध विचाराधीन व्यवस्थाएँ की तात्पुर नहीं होती हैं।

न्यू लेन्डल स्वीट्स, भ्रमता के नाम भविष्य निधि की बकाया राशि।

2571. डा. नहारीपक तिहू शास्त्र :  
श्री बृजराम राज्य :

क्या संसदीय कार्य तथा अमंत्री यह बताने की कृपा करेंगे :

(क) क्या न्यू सेंट्रल स्वीट्स, 127/१-ए विधान सारणी, कलकत्ता-४ अधिक कल्याण काम्पूल का साध अपने कर्मचारियों को नहीं देती है और यदि हाँ, तो क्या सरकार उस कर्म के विषद् कार्यवाही करेगी;

(ख) उक्त कर्म ने गत सीन वर्षों में भविष्य निधि की कितनी राशि का भुगतान किया है तथा अभी कितनी राशि बकाया है;

(ग) क्या उस कर्म में कर्मचारियों को देनिक मजूटी के बाजार पर रका जाता है और उनको उनकी सेवावधि में व्यवहार के पश्चात् समय समय पर काल पर पुनः रका जाता है; और

(द) क्या कर्मचारी राज्य बीमा बीजना की भागी राशि इस कर्म के नाम बकाया है और यदि हाँ, दोहराकर इस संबंध में क्या कार्यवाही कर रही है?

एवं तथा संसदीय कार्य विवरण में राज्य अंती (डा. राम कुमार तिहू) : (क) यह कोई विवेद अन काल्प, विकास नहीं किया जाता है, लालन में साधा राज्य दी संविधित सरकार कार्यवाही कर सकती है।

(ख) कर्मचारी भविष्य निधि प्राप्तिकारियों से सुनित किया है कि कर्मचारी भविष्य निधि और अंती विवरण विविध विविध और विविध कालान्तर विविधन, 1952 के घोषणा न्यू लेन्डल स्वीट्स, 128/१-ए, विधान सारणी, कलकत्ता, नहीं आती है क्योंकि नियोजित व्यक्तियों की संख्या बीमा से कम है।

(ग) यह गामता राज्य बीमा विवरण में जाता है और इस संबंध में किनीय सरकार के पास कोई सुविधा नहीं है।

(द) कर्मचारी राज्य बीमा नियम के सुनित किया है कि कर्मचारी राज्य बीमा भविष्यनिधि, 1948 इस विवरण को लागू नहीं होता है।

रामद्वालाल दास प्राइवेट लिमिटेड, बांद्रावाला में बदल  
भविष्य निवारी की बदलता रही

2572. डा० लाहौरीपक रिहू भास्तव्य : क्या संसदीय  
कार्य तथा अब भी यह बताये की हुए करेंगे कि :

(क) क्या रामद्वालाल दास प्राइवेट लिमिटेड, बांद्रावाला-४ अपने कम्बिटरियों को अधिक कल्पाण संबंधी कानूनों का लाभ नहीं देती है और यदि हाँ, तो क्या यह सरकार कर्म के विवर कार्यवाही करेगी;

(ख) इस कर्म ने पिछले तीन बर्षों में भविष्य निवारी की कितनी राशि का भुगतान किया है तथा कितनी राशि का अभी भुगतान किया जाना है,

(ग) यह उपरोक्त कर्म में कम्बिटरियों को वैसिक मजबूरी के आधार पर रखा जाता है और उन्हें उनकी सेवावधि में कुछ व्यवधान के बाद समय समय पर काम पर पुनः रखा जाता है; और

(घ) क्या इस कर्म के माम कम्बिटरी राज्य बीमा योजना की आरी राशियां बकाया हैं और यदि हाँ, तो इस संबंध में सरकार क्या कार्यवाही कर रही है ?

अब तथा संसदीय कार्य संसाधन में राज्य भीमी (डा० राम द्वालाल सिंह) : (क) यदि कोई विशेष अन्य कानून, जिसका पालन नहीं किया गया है, व्यान में लाया जाए तो "संकायित सरकार" कार्यवाही कर सकती है।

(ख) कम्बिटरी भविष्य निवारी प्राइविकारियों ने सुनित किया है कि दिसंबर, 1978 की समाप्त होने वाले पिछले तीन बर्षों में प्रतिष्ठान ने भविष्य निवारी अंतर्दानों में 26,153 लघु की राशि का भुगतान कर दिया है और उन्हें व्यवधि के सिए उनको और कोई राशि बकाया नहीं है।

(ग) यह भीमा राज्य बीमा निगम ने सुनित किया है कि कम्बिटरी राज्य बीमा भविष्यविनय, 1948 भविष्यवंशाल राज्य में "कूकानों" पर लाग नहीं किया गया है। अतः यह भविष्यविनय विचारालोग प्रतिष्ठान को भाग नहीं होता है।

(घ) कम्बिटरी राज्य बीमा निगम ने सुनित किया है कि कम्बिटरी राज्य बीमा भविष्यविनय, 1948 भविष्यवंशाल राज्य में "कूकानों" पर लाग नहीं किया गया है। अतः यह भविष्यविनय विचारालोग प्रतिष्ठान को भाग नहीं होता है।

अब तथा दूसरे दो भीये आकर तथा व्यवसिती की भूम्तु

2573. डा० लाहौरीपक रिहू भास्तव्य : क्या ऐसे भी यह बताये की हुए करेंगे कि :

(क) क्या उनका व्याप ६ करबरी० 1979 के वैसिक "विवरणिय" में प्रकाशित इस बांद्रावाला की ओर दिया गया है कि अन्यतर दूसरे दो भी आकर तथा व्यवसिती की भूम्तु ही की थी; और

(ख) भवि हाँ, तो इस दूसरे के बाद कल्पना की ओर इस संबंध में की गई कार्यवाही का व्यौद्ध बता है ?

तेस बंद्रावाल में राज्य बंद्री (वी शिव नारायण) : (क) और (ख) ५-२-७९ की बांद्रावाल स्टेबल पर बांद्रन में लाइन २५० नं. १ पार करते समय ५ बलिंग्कृत प्रवेशकर्ता ५० बांद्रन अन्यतर हालांकार दूसरे द्वारा कुले गये और एक को बम्बीर बोटे भारी। यह दूसरे द्वारा तु साहसरूपी कृत्य के कारण हुई क्योंकि उन्होंने रेल लाइन पार करते समय मानी बाती गाड़ी को सावधानीपूर्वक नहीं देखा था। उत्तरपाला स्टेबल के स्टेटफार्म पर पहले से ही एक उपरोक्त दूसरे द्वारा हवाडा स्टिरे पर एक समयावधि है जिस पर जीकीदार रीतानात है। दैनिक व्यापियों द्वारा ऐसे लाइन पार करने की प्रवृत्ति की दोकानाम के लिए प्रयास तेज़ किये जा रहे हैं।

#### Container Facilities

2574. SHRI VAYALAR RAVI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government got any proposal to set up container facilities for freezed marine products at the Cochin port; and

(b) if so, the steps taken by Government?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b). The Ministry have no proposals to set up freezer facilities at Cochin, but the Port Trust have reported that the Marine Products Export Development Authority, an autonomous body set up under the Ministry of Commerce, proposes to provide a Freezing Plant of 500-tonne capacity at the Port of Cochin which is expected to be ready by March 1980.

#### Unloading of the Imported Coke on ports

2575. DR. P. V. PERIASAMY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the principal recommendations made by the Committee set up to go into the details of unloading of the

imported coke at Haldia, Visag and Paradip Ports; and

(b) the action taken in implementing them?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) and (b). An Expert Group has been set up by the Government in November, 1978 to study the various issues arising out of the import of coking coal under the Planning Commission. This Group, inter alia, is also expected to study the adequacy of existing port handling facilities for handling imported coke. The Group has not yet finalised its report.

#### T.B. in Tamil Nadu

2576. SHRI C. N. VISVANATHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of cases of T.B. affliction in India and the number of such cases in Tamil Nadu;

(b) whether the situation is considered to be particularly bad in Tamil Nadu; and

(c) if so, the steps proposed to open more sanatoria, if necessary, with World Bank aid?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) On the basis of the surveys conducted in different parts of the country the number of T.B. cases is as follows:

	India	Tamil Nadu
(figures in millions).		
(i) Radiologically active T. B. cases.	9.0	0.7
(ii) Sputum positive of infectious T. B. cases.	2.2	0.175

(b) No.

(c) Does not arise.

कोर्सी नहीं पर युत का नियम

2577. वी. लालेश्वर मंत्री राजवद : यह कोर्सी नहीं पर युत को लिए विद्युतीय सहायता के अनुरोध को स्वीकार करता संघर्ष नहीं है।

(क) क्या विद्युत सरकार ने कोर्सी नहीं पर युत को लिए विद्युतीय सहायता के लिए एक पुस्तक के नियमित कार्य तक पूरा हो चाहेगा?

(ख) यदि हाँ, तो साहारता किसे को राष्ट्रीय राजनीतिक संघर्ष 31 के बोझों के लिए उपरोक्त पुस्तक के नियमित कार्य तक पूरा हो चाहेगा?

लालेश्वर मंत्री राजवद वी. लालेश्वर मंत्री राजवद : (क) वी हाँ।

(ख) नियमित के बाद, पुस्तक राज्य संघर्ष पर यहाँ : यह परिवर्तन के नियमित के समय अनुसूत तभी प्राप्त होती है जिसके लिए युतकर्ता विद्युत सरकार इसके संबंधित है कोर्सीय

#### Visa Difficulties for Sri-Lanka Indians

2578. SHRI DALPAT SINGH PARASTE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that some Indian Origin Nationals of Sri-Lanka have requested the Prime Minister during his recent visit that they face difficulty in getting visa for a long time in waiting list to go to India;

(b) whether similar complaints have also been received by him during his visit to Kenya; and

(c) if so, the steps taken in this regard.

THE MINISTER OF STATE IN  
THE MINISTRY OF EXTERNAL  
AFFAIRS (SHRI SAMARENDRA  
KUNDU): (a) No such request to our  
knowledge was made to the Prime  
Minister during his visit to Sri Lanka

(b) A request for abolishing the requirement of entry-visa in India for UK passport holders of Indian origin was made to the Prime Minister during his visit to Kenya in August, 1978.

(c) Following lifting of restrictions by the Government of Sri Lanka on travels abroad and release of foreign exchange for visiting India, the applications for Indian visa increased from about 200 to 500 per day. The applicants used to wait in long queues for obtaining visas. The procedures have since been simplified with effect from 1st September, 1978. Facility of 30-day landing permit has also been extended to Sri Lanka nationals. Besides, arrangements have been made to service the passports by post. This has had a salutary effect and now no difficulties are faced by the visa applicants. Those applying in person are normally issued visa within 24 hours and those sending their applications by post get their passports duly visased in a week's time.

As regards Kenya, in response to representations by UK passport holders of Indian origin residing in Kenya, the Government of India has since decided to abolish the requirement of entry visa for India and necessary formal action is being taken.

दिल्ली-वर्षी लाल एवं चमोली वाली भारती

2579. श्री नीलगंगा वारेन : क्या ऐसे संस्कृती मह बताने की कृपा करेंगे कि :

(क) यह विली-वन्याई साइट पर कोटा बड़ीता (परिवाम रेलवे) हीकर याने-काने वाली सभी व्यक्तिगत शाहियों के दूसरे इव्वें में भारी बीड़ होती है;

(c) यदि हाँ, तो वह भारतार का लिपार भी अपने कर्तव्यों की लिहे कौतुकिल कोडी भारिक भारतार का है। शार

(ग) यदि हो, तो कब तक श्रीर यदि नहीं, तो इसके क्या कारण हैं?

रेव नारायण ने रास्त लिया (जी तिव नारायण) :  
 (क) से (ब). बहुई में अनुराग और ट्रिनिंग सुनिः  
 प्राप्ति की अपवाहित अवसरा तथा मानावती लाई जैसे  
 लालू लालू की तरी के कारण बड़ोरा-कोटा के  
 रास्ते बहुई के बीच एक अस्तित्वस्त गाड़ी  
 बलाना परिचालनक दृष्टि से अवावधिक नहीं है।  
 हो भी यातायात में बुधि के नीसम में विशेष गाड़ियां  
 बलाकार बड़े हुए औरमी यातायात की निकासी की  
 जाती है। अप्रैल, 1979 से भोपाल के रास्ते  
 59/60 श्रीनगर एसेस्प्रेस को पुर्ण तक विस्तार के  
 फलस्वरूप परिचय देखें की बताना गाड़ियों के  
 अंदर यातायात का भारी परिवर्तन हो जायेगा।

## Manufacture of Vaccine for Encephalitis

2580. SHRI S. S. SOMANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Government have given encouragements to Indian scientists to manufacture vaccine against encephalitis in the country; and

(b) if so, the efforts made in this regard and when it is likely to be self-reliant in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABINDRA RAY): (a) and (b). A project Report for manufacturing vaccine for Japanese Encephalitis in the country has been prepared by the Indian Scientists in consultation with a WHO consultant. The project report is being examined.

### Farmers' Representatives on Zonal Railway Users' Committees

2582. SHRI VIJAY KUMAR N.  
PATIL: Will the Minister of  
RAILWAYS be pleased to state:

(a) whether Government propose to increase the number of farmers' representatives on Zonal Railway Users' Committees.

Committees in view of the increase in transport of farm products by the farming community; and

(b) if so, in what proportion?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) Two representatives of Agricultural Associations/Bodies are nominated under "Agricultural Interests" on each Zonal Railway Users' Consultative Committee on the recommendations of the State Governments. The existing representation is considered adequate and there is, therefore no proposal at present to increase the representation of "Agricultural Interests."

(b) Does not arise.

...

**Committee for importing Electro-Medical Equipments**

2583. **SHRI VIJAY KUMAR N. PATIL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have appointed a committee to look into proposals of importing electro-medical equipments and protection of manufacturers at home;

(b) if so, furnish full facts of the matter and how soon the Committee is expected to furnish its report to Government;

(c) whether it is a fact that nearly 60 per cent of equipment costing crores of rupees is lying idle in various hospitals and institute if so, furnish details; and

(d) action taken/or proposed for proper fuller utilisation of such equipments?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) and (b). The Director General of Health Services has

appointed a Small Committee under the Chairmanship of Dr. N. Gopinath, Prof. and Head of the Department of Cardio Thoracic Surgery, All India Institute of Medical Sciences, New Delhi to look into the need of all electro-medical equipment necessary for import, particularly in the field of Cardiology, Nephrology and Neuro Surgery and for protection of local electronic medical equipment industry. The Committee is required to submit its report shortly.

(c) It is not possible to say that 60 per cent of the equipment costing crores of rupees is lying idle in various hospitals and institutes in the country.

(d) Being aware of the need for repair and maintenance of sophisticated equipments the Government of India has already a Central Scheme for establishment of regional workshops. One such Workshop has been set up at Cuttack (S.C.B. Medical College), another is being set up in Hyderabad and the third is being contemplated at Lucknow. A sum of Rs. 20 lakhs has been allocated in the current Plan for the purpose.

**Loss of Life and Property due to accidents on Unmanned Railway Crossings**

2584. **DR. VASANT KUMAR PANDIT:** Will the Minister of RAILWAYS be pleased to state the estimated loss of human life and property, to the Railways (including compensation paid and payable) due to the accidents on the unmanned Railway crossings in the country during the years 1976, 1977 and 1978?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** The number of persons killed and the approximate cost of damage to railway property as a result of train accidents at unman-

road level crossings during 1976, 1977 and 1978 are given below:-

	1976	1977	1978
No. of persons killed . . . . .	37	67	47
Cost of damage to railway property . . . . .	Rs. 21400	Rs. 12370	Rs. 14550

As regards compensation, the accidents at level crossing gates with road vehicles etc. in which railway passengers are not involved, are not covered under the provisions of Section 82-A of the Indian Railways Act, 1890 and as such, no compensation is payable to the persons killed or injured in the road vehicles etc. in such accidents. The victims or their dependents can claim relief under the Law of Torts and the compensation is paid when so decreed by the court if any contributory negligence is proved on the part of the Railway Administration or the railway staff. The quantum of compensation is decided by the Courts on merits of each case.

#### Activities in detection of Malaria

2585. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether research activities in detection of Malaria has been held up in the Post Graduate Institution of Medical Education and Research at Chandigarh for want of rare species of apes called 'AOTUS Monkey' (Nycticebus) to be imported from South America;

(b) whether the above institute has sought the help of WHO to get the species of monkeys for their research;

(c) whether there are several projects drafted and awaiting clearance of Government for Malaria Research submitted through Indian Council of Medical Research; and

(d) what efforts and the scheme Government have made for the detection of Malaria and remedial action of this disease throughout India?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) No. Malaria research work at the Post Graduate Institute of Medical Education and Research, Chandigarh is at present being carried out with rats and other appropriate animals.

(b) No.

(c) No. 14 Schemes for Malaria Research submitted through the Indian Council of Medical Research have already been approved by the Government.

(d) Government have introduced a modified Plan of operations with the following objectives:—

- (i) To prevent deaths due to Malaria;
- (ii) To reduce the period of sickness;
- (iii) To maintain industrial and agricultural production by undertaking intensive anti-malaria measures in such areas; and
- (iv) To consolidate the achievements obtained so far.

The ultimate objective of the Modified Plan of Operation continues to be eradication of the disease. A statement containing the salient features of the Modified Plan of Operation is enclosed.

### Statement

The salient features of the Modified Plan of Operation are as follows:—

1. The existing NMEP units have been reorganised to conform to the geographical boundaries of the districts. Previously the Chief Medical Officers of the districts were not involved in the programme, but with the re-organisation of the Units, they are primarily responsible for the programme in the districts.
2. Increase quantity of various insecticides viz. DDT BHC, Malathion have been/are being supplied to the States. Alternative insecticides are also being provided to the Units/districts where the vector has become resistant to DDT/BHC.
3. Insecticidal spray operation have been undertaken in all rural areas which have incidence of 2 or more cases per thousand population.
4. Adequate quantity of anti-malaria drugs have been/are being supplied to the State/Union Territory Governments. About 1.92 lakhs Drug Distribution Centres/Fever Treatment Depots have been established to make the drug freely available. In areas where resistance to chloroquine by parasites has been noticed, alternative anti-malarials like quinine have been supplied.
5. Anti-larval operations under Urban Malaria Programme have been intensified. The Scheme has been extended to 37 more towns during 1978 besides the 86 existing towns existing earlier.
6. Supervision of the field staff has been toned up.
7. Steps have been taken for undertaking both fundamental and operational research in the field

of Malaria, Headline programme, 14 research Schemes i.e. 8 for operational field research and 6 for laboratory research on malaria has been sanctioned by Government of India to the ICMR.

8. For early examination of blood smears and quick treatment of positive cases, laboratory services have been decentralised to the PHC level.
9. With a view to controlling the spread of plasmodium falciparum infection which accounts for death due to cerebral malaria, with the help of World Health Organisation, an intensive programme was started in Oct., 1977 in 18 districts of the North-Eastern Region of the country. It is being extended to 37 more districts.
10. The following steps for imparting health education regarding the disease and seeking public co-operation and participation in controlling malaria have been taken:
  - (i) Panchayats and school teachers have been involved in the distribution of chloroquine tablets.
  - (ii) Drug Depots have been opened in inaccessible tribal areas. In some States this have been done in collaboration with the Tribal Welfare Departments.
  - (iii) A new film "The Threat" was made and released all over the country in fourteen regional languages.
  - (iv) Posters in regional languages "Fever May be Malaria: Take Chloroquine tablets" have been supplied to the State for display in Panchayat Ghars, Schools, Primary Health Centres and sub-centres.
  - (v) A pamphlet in regional languages "Malaria—what to do" giving the signs symptoms

dose schedule of chloroquine, indication of Centre-indication has been supplied to the States, for distribution to Panchayats, school teachers and other voluntary agencies.

- (vi) It is also proposed to orient the Presidents and the secretaries of the Panchayats on Malaria.
- (vii) Folder on the role of Medical Practitioners has been supplied to the States for distribution to medical practitioners. Similarly, a pamphlet 'Why Malaria again' has been supplied to the States for distribution to the Deputy Commissioners, Chief Medical Officers and Block Development Officers for apprising them about the existing problems of malaria and the action proposed to be taken.
- (viii) To disseminate the anti-malaria message, special postal stationery has been released by Posts and Telegraphs Departments.
- (ix) A.I.R. and Doordarshan have started programmes to educate public on prevention and treatment of Malaria.

#### मुख्य प्रश्नावाल का जूदा जावा

2586. की वापरेत वास : क्या रेल मंत्री यह बतानेकी कृपा करेंगे कि :

(क) क्या कार्रवी स्वेच्छा पर 19/20 जनवरी, 1979 को भूत्यक एक्सप्रेस को सूट लिया गया था; और

(ख) यदि हो, तो इस बारे में सरकार क्या कार्यकारी कर रही है?

रेल मंत्रालय में बदल नहीं (की विवरणात्मक) :  
(क) वह बताना 1974-1975 की है तो यह कि भूत्यक एक्सप्रेस के एक सामान्य विज्ञे में बाता कर दें और भूत्यक एक्सप्रेसों में कूट कालियों की सूट लिया थी।

(ख) सरकारी रेलवे पुलिस, मालिकपुर, विजयवाड़ा, उत्तर प्रदेश ने इस जामते की, भारतीय बैंड चौहानी की भारा 394/397 के मन्तर्गत अपराध सं-7/79 के कारण में दर्ज कर लिया है।

#### Trains stoppage in Madurai Division

2587. SHRI M. ARUNACHALAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that train stoppages are more by the Railway Employees in Madurai Division of Southern Railway;

(b) if so, how many stoppage were by the Railway Employees for the last two years; and

(c) if so, what are the actions taken by the Department?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). During the year, 1977 and 1978, trains were detained only on 12 and 8 occasions respectively due to staff agitations on Madurai Division.

(c) Out of 20 cases, departmental action has been initiated in 4 cases; and police case registered in 14 cases. Police did not register any case on 2 occasions.

#### Visit of Vietnamese Leader

2588. SHRI C. R. MAHATA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that in the last week of December last year

Vietnam leader visited India and had a discussion with the Indian leaders; and

I (b) if so, the outcome of that discussion?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) and (b). Yes, Sir. The Deputy Prime Minister and Foreign Minister of Viet Nam, Mr. Nguyen Duy Trinh, visited India in December, 1978, and the two sides discussed the bilateral relations and exchanged views on international problems. A copy of the Press Statement issued at the end of the visit is attached.

### Press Statement

The Deputy Prime Minister and Foreign Minister of the Socialist Republic of Vietnam, His Excellency Mr. Nguyen Duy Trinh visited India from 28th to 30th December 1978 in the course of a visit to some Asian countries. During his stay the Deputy Prime Minister was received by the Prime Minister of India, Shri Morarji Desai. The Deputy Prime Minister of Vietnam also had talks with the Minister of External Affairs of India, Shri Atal Bihari Vajpayee. The two sides exchanged views on bilateral relations and on international issues of mutual concern. The Vietnamese side thanked the Government and the people of India for their sympathy and support and assistance to the Vietnamese people in their task of national reconstruction. The two sides expressed satisfaction at the pace of development of relations of friendship and cooperation between the two countries which stemmed from a spirit of solidarity and mutual benefit. The two sides discussed measures to further improve and expand cooperation in various fields between the two countries.

There was wide ranging exchange of views on international problems including the situation in their respective regions of South and South East Asia and both sides stressed on the necessity of promoting peace and stability in these regions to enable the peoples to engage in the task of national reconstruction and development and mutually beneficial cooperation.

The two sides also discussed the consolidation and strengthening of the unity among the countries in the non-aligned movement and agreed to continue to implement resolutions adopted at the Summit Conference of the non-aligned countries in Colombo and at the Conference of Foreign Ministers in Belgrade. The two sides emphasised the importance of the Sixth Summit Conference to be held in Havana in 1979 and were convinced that member countries of the movement will make active preparations to ensure the success of the Summit Conference.

चर्म रोग

2589. श्री राजेन्द्र कुमार शर्मा : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजधानी में अनेक स्कूलों में छात्रों के बीच चर्म रोग फैल रहा है;

(ख) यदि हाँ, तो इस रोग के फैलने के क्या कारण हैं; और

(ग) इसको फैलने से रोकने के लिए क्या व्यवस्था की जा रही है?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय) : (क) जी नहीं।

(ख) और (ग). ये प्रश्न नहीं उठते।

**Non-release of wagons due to low rate of demurrage**

**2590. SHRI P. K. KODIYAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the demurrage the traders have to pay for holding up wagons is much less than the rent they would have to pay for godown facilities;

(b) whether the detention of wagons by unscrupulous traders is the highest at Calcutta and Delhi terminals; and

(c) if so, what steps have been taken to prevent such deliberate detention of wagons by unscrupulous consumers?

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

**Acquisition of nuclear fuel by Pakistan**

**2591. PROF. SAMAR GUHA:** Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Pakistan has acquired, or will soon acquire nuclear fuel of 100 tons capacity per year;

(b) if so, facts thereabout;

(c) sources from where Pakistan has acquired such nuclear capability;

(d) whether Pakistani spokesman has announced that Pakistan has acquired enough nuclear know-how and collected nuclear fuel for making fission of nuclear device soon; and

(e), if so, facts thereabout and the reaction of Government thereabout?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE):** (a) to (c). Pakistan has an ongoing nuclear programme and it is certain that they have made arrangements for the import of nuclear material. The details of such imports are, however, not known.

(d) and (e). Government has seen reports that Pakistan has embarked upon a nuclear programme which may not be entirely for peaceful purposes. If these reports are correct, it would be a very serious matter.

बच्चों को योन रोगों से मुक्त रखने का कार्यक्रम

**2592. श्री रामानन्द तिवारी :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्होंने हाल में आश्वासन दिया है कि अन्तर्राष्ट्रीय बाल वर्ष के दौरान बच्चों को संक्रामक दौत रोगों से मुक्त रखने के लिए प्रयास किए जायेंगे; और

(ख) यदि हाँ, तो क्या इस संबंध में कोई कार्यक्रम बनाया गया है, और यदि हाँ, तो उसकी मुख्य बातें क्या हैं?

**स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय):** (क) जी नहीं, परन्तु 10 फरवरी, 1979 को सभी गजिनित रोगों के अध्ययन के भारतीय संघ के तीसरे वार्षिक सम्मेलन को संबोधित करते हुए मैंने यह कहा था कि अन्तरराष्ट्रीय बाल वर्ष के दौरान बच्चों में रुति रोगों की रोकथाम के लिए प्रयास किए जाने चाहिए।

(ख) राज्य सरकारों को यह सलाह दी गई है कि पार्जीटिव रोगियों का पता लगाने के लिए प्राथमिक स्वास्थ्य केन्द्रों/ताल्लुक अस्पतालों/डिस्पेंसरियों में आने वाली गर्भवती महिलाओं की जांच की जाए ताकि उनका पर्याप्त और समय पर उपचार किया जा सके। इससे नवजात बच्चों में उपर्देश (सिफिलिस) की रोका जा सकता है।

## पूरोप में एकियाई भाप्रवासियों की बताएँ

2593. श्री राजामन्त्र तिवारी : क्या विवेत् भारतीयों यह बताने की कृपा करेंगे कि :

(क) क्या 12 फरवरी, 1979 के हिन्दी दिविल "हिन्दूस्तान" में "पूरोपीय देशों में एकियाई भाप्रवासियों को ठोकरें" शीर्षक के घंटरंगत छपे समाचार की ओर उनका व्यापार दिलाया गया है;

(ख) यदि हाँ, तो इस बारे में तथ्यों का व्यौरा क्या है; और

(ग) इन देशों में भारतीय भाप्रवासियों को होने वाली कठिनाइयों को दूर करने के लिए क्या कार्यवाही की गई है?

विवेत् मंत्रालय में राज्य मंत्री (श्री समरेन्द्र कुण्ड) : (क) जी हाँ।

(ख) संदर्भाधीन समाचार में द्विपक्षीय कोंसली करारों का जो उल्लेख किया गया है उसका अभिप्राय संभवतः वीजा समाप्त करने से सम्बद्ध द्विपक्षीय करारों से है।

यह रिपोर्ट पश्चिम पूरोप में भारतीयों के बारे में है। कोई विशिष्ट उद्धरण दिये बिना इसमें यह बताने की कोशिश की गई है कि कुछ पश्चिमी पूरोपीय देशों में भारतीयों के साथ भेदभाव बरता जाता है।

सदन की भेज पर एक विवरण रख दिया गया है जिसमें उन देशों की सूची दी गयी है जिनके लिए भारतीयों को वीजा की आवश्यकता नहीं होती।

(ग) पूरोपीय देशों की पर्यटकों के रूप में भ्रम्यवा भाप्रवासियों के रूप में यात्रा करने वाले भारतीयों से भेदभाव संबंधी शिकायतें जब कभी मिलती हैं तो उनका पूरा विवरण प्राप्त होने पर उन्हें संबद्ध प्राविकारियों के साथ उठाया जाता है।

## विवरण

(देशों की सूची)

(i) राष्ट्रमंडलीय देशों की सूची जिनमें प्रवेश के लिए भारतीयों को वीजा की आवश्यकता नहीं होती :

1. बोत्स्वाना 2. कनाडा 3. फिजी 4. गुयाना 5. जमैका 6. मल्येशिया (बशर्ते कि वे डंक यात्रों के रूप में यात्रा न करें और उनके पास हवाई जहाज/जहाज की वापसी टिकट हो) 7. कोरिया

8. पारिस 9. बलावी 10. सेलोयो 11. स्पूचोलैंड 12. सेसेल 13. सिमापुर (बो स्पाताह तक) 14. द्रिनिंगस्प्रिंग एं टोबायो 15. तंबानिया 16. बाम्बिया।

(ii) गैरराष्ट्रमंडलीय देशों की सूची जिनके लिए भारतीयों की इन देशों के साथ सम्पन्न वीजा उम्मतन करार के अंदर पर 90 दिन के लिए वीजा की आवश्यकता नहीं होती :

1. बलारिया 2. डेन्मार्क 3. जर्मन संघीय गणराज्य 4. फिनलैंड 5. आइसलैंड 6. नार्वे 7. स्वीडन 8. यूगोस्लाविया।

(iii) गैर राष्ट्रमंडलीय देशों की सूची जिनमें प्रवेश के लिए भारतीयों को वीजा की आवश्यकता नहीं होती :

1. चिली 2. आमरस्वेंड 3. माल्दीव।

## सहायक हिन्दी अधिकारियों का चयन

2594. श्री राम किशन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1976-77 में सहायक हिन्दी अधिकारियों के चयन में की गई अनियमितताओं के मामले की जांच हैतु सतरक्ता विभाग को सौंपा गया था?

(ख) क्या पूरी जांच करने के पश्चात् बोर्ड के सतरक्ता विभाग ने सिफारिश की थी कि इस चयन में अधिक प्रनियमितताएं की गई थीं और इसे रद्द किया किया जाना चाहिए;

(ग) यदि हाँ, तो मंत्रालय ने किन कारणों से सतरक्ता विभाग की सिफारिश को स्वीकार नहीं किया है; और

(घ) यदि मंत्रालय ऐसी अनियमितताओं पर कार्यवाही नहीं करता जिनकी पुष्टि उसके अपने विभाग ने की है तो न्याय की किस प्रकार आशा की जा सकती है?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) :

(क) दिसम्बर, 1976, जून, 1977 में आयोजित सहायक हिन्दी अधिकारियों के चयन में की गयी कठित अनियमितताओं की सूचना मिलने पर रेल मंत्रालय के सतरक्ता निदेशालय द्वारा मामले की जांच की गयी थी।

(ब) आमने की बाई के बदला उत्तरांत्रिक विभाग के बदला तुम्ही में पांच बड़ी उत्तरांत्रिक के कारण 20-7-77 को आरोग्य विभाग द्वारा रुद्र करने देखा फिर से बदल करने की विचारित की थी।

(ग) यहीं बड़ी बाई तुम्ही में जिन अत्याधिकारियों का नाम यह बता दो, रेलवे बड़ी द्वारा उनकी पुरक परीका लेने का नियम किया जाता है। वह पर कार्रवाई की जा रही है। यद्योंकि इन पैनल को आरोग्य किये हुए एक बर्दे से भी व्याधिक का समय हो भूका था और उस समय इस पैनल को रुद्र करने से अत्याधिकारी में आमतौरे बायर होने लगा इस पैनल पर अनिवार्यत काम के लिए नियम लक आने की संभावना थी, इस पैनल को रुद्र करना उचित नहीं समझा गया। इस तरह के मामलों में पहले का देसा ही अनुचित रहा है।

(घ) पुरक बदल करने के लिए आवश्यक उपचारात्मक कार्रवाई पहले ही प्रारम्भ की जा चुकी है।

सदा बदल के रेलवे बुकिंग कार्यालय का उत्तरांत्रिक

2585. बी राजावल्ल सिंहारौ: व्या रेल बड़ी यह बताने की हुआ करें कि:

(क) पटना जबलन के बड़ी बाग में 6 करवरी, 1979 को रेलवे बुकिंग कार्यालय

रेल बंदालय में राज्य बड़ी 6-2-79 को पटना ब० हो बड़ी बाग में रेलवे बुकिंग कार्यालय का उत्तरांत्रिक रेल बंदालय में राज्य बड़ी में किया और कलकत्ता के निम्नलिखित रेल अधिकारियों में अपने सामाजिक नियोग काम के अतिरिक्त इस उत्तरांत्रिक में आय दिया है।-

1. बी एस० एस० बदल

2. बी अविदर लिह

3. बी इन्वर लहाव

4. बी बी० एस० राजवल्ल

5. बी बी० एस० बोली

6. बी एस० राजामोहन

7. बी बी० राम

8. बी एस० एस० बर्मी

9. बी कामता प्रसाद

के उत्तरांत्रिक के लिए बदलावन के राज्य बड़ी बहुत बीन-कोम अधिकारी कलकत्ता आदि से बदलें।

(घ) ऐसे बंदालय में राज्य बड़ी तथा बदल बड़ी अधिकारियों को बदल लिये जाये जाना तथा दैनिक बर्दे के लिए उत्तरांत्रिक समारोह पर कुल कितनी यात्रा बर्दे की रहीं;

(घ) क्या समारोह के दिन शामपुर के रेल बड़ी रिटार्निंग इन में रेलवे की ओर से एक बोज भी दिया जाया था;

(घ) यदि हाँ, तो भोज तथा समारोह पर कितना व्यय हुआ;

(घ) क्या इस समारोह पर विहार रस्कर के पद्धति विभाग से कुछ कारें कियाये पर मी गई थीं;

(घ) यदि हाँ, तो कुल कितनी कारें मी गई और उन पर कितना व्यय हुआ; और

(घ) उत्तर बुकिंग कार्यालय के नियांव पर कुल कितना व्यय हुआ?

(बी राजावल्ल सिंहारौ): (क) के (घ):

- 1. बहाग्रहणक, बूर्डे रेलवे, कलकत्ता।
- 2. बहाग्रहणक (वर के लिए नामित) बूर्डे रेलवे, कलकत्ता।
- 3. बुध बालिक बड़ीलक, बूर्डे रेलवे, कलकत्ता।
- 4. बुध इंडीनिवर (नियांव), बूर्डे रेलवे, कलकत्ता।
- 5. बुध इंडीनिवर, बूर्डे रेलवे, कलकत्ता।
- 6. अपर बुध तिवलन और दूर लंगार इंडीनिवर, बूर्डे रेलवे, कलकत्ता।
- 7. बुध संकें अधिकारी, बूर्डे रेलवे, कलकत्ता।
- 8. बालिक बड़ावर अधिकारी, बूर्डे रेलवे, कलकत्ता।
- 9. उत्तर बालिक अधिकारी (बालपाल) बूर्डे रेलवे, कलकत्ता।

(a) लगभग 340.75 रुपये

(b) श्री शूर्ण, सामाजिक, राजनीतिक और सैनिक संगठनों से लंबावित व्यक्तियों द्वारा रेल बन्धोगतीयों के प्रतिनिधियों सरीखे विविध लोगों को दोपहर का भोजन दिया गया था।

(c) लगभग 1,600 रुपये।

(d) श्री शूर्ण (c) 1696.70 रुपये के किराया प्रभार पर 6 करों आप्त की रुपये थीं।

(e) लगभग 4.80 लाख रुपये।

#### Calcutta Tube Rail

**2596. SHRIMATI MRINAL GORE:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have discovered oil/gas while constructing tube-rail in Calcutta city;

(b) whether the construction company has conveyed these to Government;

(c) whether the construction of tube-rail in Central Calcutta has been affected; and

(d) whether Government have abandoned the tube-rail project in Calcutta?

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

(b) Does not arise.

#### Introduction of a Shuttle Train between Jabalpur and Itarsi

**2597. SHRI HARI VISHNU KAMATH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the long-felt and often expressed people's desire for a shuttle passenger train between Jabalpur and Itarsi, starting from Itarsi Circa 5 a.m. every morning terminating at Jabalpur

Circa 10 a.m. and the return run commencing at Jabalpur Circa 5 p.m. arriving Itarsi Circa at 10 p.m.;

(b) whether numerous representations have been made in this regard during the last year or more;

(c) whether a decision has been finally taken in the matter;

(d) if so, whether such a shuttle train will be inaugurated as early as possible and not later than April 1, 1979; and

(e) if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b) There have been demands for introduction of a passenger train between Itarsi and Jabalpur to provide a morning service from Itarsi to Jabalpur and an evening service in reverse direction.

(c) Yes.

(d) Yes, from 1-4-1979.

(e) Does not arise.

#### Encouragement and Assistance given by Government in Production of Indian Drugs

**2598. SHRI R. KOLANTHAIVELU:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the precise part played by the Central Government in encouraging and assisting production of Indian medicines; and

(b) the nature of quality control exercised over such production?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):** (a) (i) To encourage the production of Indian medicines the Central Government provides financial assistance to the State Governments under a Centrally Sponsored Scheme

for the development of State Pharmacies of Indian Systems of Medicine, including Drug Testing Laboratories and Herb Gardens. The assistance is provided in accordance with a pattern of assistance prescribed for the purpose. Maximum assistance admissible under the Scheme is Rs. 8.00 lakhs per State I.S.M. Pharmacy. Since 1976-77, twelve such State Pharmacies have been approved for assistance.

(ii) The Central Government has registered an Indian Medicines Pharmaceutical Corporation Limited at Ranikhet with the following main objectives:

- Collection of good quality herbs from the Himalayan region.
- Cultivation of adequate quantities of herbs required for the manufacture of medicines.
- Manufacture of Drugs.

(iii) The crude drugs and raw materials required for the manufacture of Indian medicines which are not available indigenously are allowed free import under the Open General Licence.

(b) The manufacture of Ayurvedic, Siddha and Unani Medicines requires a manufacturing licence granted by the State Drug Licensing Authorities under the provisions of Drugs and Cosmetics Act, 1940 and the Rules thereunder. The manufacturers have to comply with the following conditions:

- (i) The manufacture of Ayurvedic or Unani drugs should be carried out in such premises and under such hygienic conditions as has been specified in a Schedule to the Rules.
- (ii) The manufacture of Ayurvedic or Unani drugs should be conducted under the direction and supervision of competent technical staff having the prescribed qualifications.

(iii) The manufacturer should maintain records giving details of manufacture and of the tests carried out on the raw materials and finished products.

(iv) The manufacturer should allow an Inspector appointed under the Drugs and Cosmetics Act to carry out inspection of the plant and premises and processes of manufacture and also draw samples for test.

(v) The Ayurvedic and Unani drugs are required to indicate on the label of their containers the true list of all the ingredients together with the quantities thereof, the name and address of the manufacturer, manufacturing licence number, batch number etc.

However, Vaid/Hakims manufacturing Indian medicines for supply to their own patients are exempt from the provisions of the Drugs and Cosmetics Act and the Rules thereunder.

#### गुजरात में राष्ट्रीय राजनार्थ

2599. श्री नोटीसर्ही भारत शीर्षक में विस्तृत भौतिक विवरण में यह बताये भी हुए करें कि :

(क) 20 वर्षीय संक्रमण के अन्तर्गत गुजरात में कितने किलोमीटर सम्म राष्ट्रीय राजमार्ग होने चाहिए और इस समय इनकी संरचना कितनी है ;

(ख) कमी पूरी करने के लिए सरकार का विचार क्या करने उठाये का है ;

(ग) गुजरात सरकार ने किन संक्रमों के नियम के लिए कहा है उनके नाम और किलो-मीटर में सम्मार्द्द कितनी है, और किन संक्रमों के नियम के लिए वर्ष 1978-79 में धैर्यवीय बोधनालों के कार्रवाई इस देश के विद्यारित भी है ; और

(घ) यह व्यापक में रखते हुए कि यात्रा पहले की भौतिक है वहाँ ताजा कालानुसार संक्रमों की कमी पूरी कर दी कामयी ?

महाराष्ट्र और गोवा के नियमों में वर्णन दर्शवता वर्ती (भी और रो) : (क) से (ध) सम्बन्धित सदस्य योग्यता का आवश्यक शर्तीय योग्यता में नियमिति 10 मासीय को राष्ट्रीय राजमार्ग घोषित करने के लिए

गुजरात सरकार द्वारा देवे गए प्रस्तावों के हैं ताकि भारत के लिए सड़क विकास योग्यता (1961-81) पर मूल्य इकीकरणों की रिपोर्ट के आधार पर परिवर्तित 3602 कि.मी. का सम्पूर्ण किया जा सके :—

क्रम सं.	सड़क का नाम	गुजरात में कि.मी. 1972 की सम्भावित योग्यतों के आधार पर इकाई लेने के लिए समुमिलित सामग्री लाभों में	3	4
1	महमदाबाद—कांडला सड़क बरास्ता सूरत—झुलिया नागपुर	85	152.02	
2	महमदाबाद—भोपाल सड़क बरास्ता इन्वोर	188	453.61	
3	कांडला—बद्राईटीय राजमार्ग बरास्ता आमनगर—झोका—पोट बन्दर—बीराबल—आमनगर—पेटेमेन केम्बे बड़ोदा	996	1964.76	
4	महमदाबाद—हैदराबाद सड़क बरास्ता अलसर—नासिक—पूना	84	180.95	
5	आमनगर—आमवर सड़क बरास्ता राजकोट	247	550.00	
6	बड़ोदा—भोपाल सड़क बरास्ता गोधरा और इंवोर	133	273.30	
7	महमदाबाद—कांडला सड़क बरास्ता विरामगाम और ब्रह्मगढ़	190	429.76	
8	कांडला—सापर सड़क बरास्ता गोधीवाड़—भुज	184	172.00	
9	महमदाबाद—जयपुर—दिल्ली सड़क बरास्ता नेहराना—पालनपुर—झावू—बैबर	175	139.50	
10	बंदोदरा—बादाबाद लिंक रोड	26	55.76	
कुल		2308	4371.66	

इस समय गुजरात में राष्ट्रीय राजमार्गों की लम्बाई 1398 कि.मी. है, जिसमें से, चिंताओं—गोदीवर सर्वोच्च सड़क को राष्ट्रीय राजमार्ग घोषित करने के बाद 46 कि.मी. की वृद्धि 1978-79 में की गई थी।

भारत सरकार उपरोक्त योग्यता के लिए वर्णन नहीं है जिसका बुलाव भूक्ति इकीकरणों ने 1961-61 में सड़क विकास पर अपनी रिपोर्ट में किया था क्योंकि इसका आवश्यक सेवन व्यापक संसाधनों के आधार पर विस्तृत कार्यक्रम घोर करने के लिए एक यात्रा दर्जन करवे से

ही था। इसमें किसी अलग राज्य, जिसमें गुजरात भी जामिल है, के लिए अलग से कोई सम्पूर्ण नियोगित नहीं किया था या । 1978-83 की योग्यता के लिए सड़क कार्यक्रम से अलग अलग सड़कों को राष्ट्रीय राजमार्ग घोषित करने के लिए किसी कार्यक्रम भी लियारित नहीं की थी। आजमार्ग भी, वित्तीय कठिनाई और अन्य प्राप्तिकाला के कारणों से कारण केवल गोदीवर सम्पूर्ण संसाधनों के आधार पर विस्तृत कार्यक्रम घोर करने के लिए एक यात्रा दर्जन करवे से

**Bird-hunting in Rajasthan by Saudi  
Arabians**

2600. DR. P. V. PERIASAMY:  
SHRI S. S. SOMANI:  
SHRI B. P. KADAM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of people who accompanied Prince Badr of Saudi Arabia for bird-hunting in Rajasthan deserts and whether 'powerful transmitter' and 'powerful camera' were also permitted to be carried by the party of hunters;

(b) whether it is proper for the Collector of Jaisalmer to accompany the hunting party and stay with the Prince's entourage; and

(c) whether it is a fact that the two Americans who were in the party were the only people operating the high-powered transmitter?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU):**  
(a) Eighty-three persons accompanied His Royal Highness Prince Bandar Bin Mohamed Bin Abdul Rahman. The Saudi party had one radio transmitter to keep in touch with Jeddah. It carried only ordinary cameras and no special powerful camera was with any member of the party.

(b) The Collector of Jaisalmer did not accompany the hunting party nor did he stay with the Prince's entourage.

(c) No, Sir. The transmitter was being used by the aides of the Saudi Prince.

**Statement Correcting reply to Unstarred Question No. 1397 dated 29th November 1978 re: The Names of Public Undertakings and their Chairmen and works entrusted to them.**

**THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF TRANSPORT AND SHIPPING (SHRI CHAND RAM):** In reply to part (a) of Unstarred Question No. 1397 answered on 29th November 1978, the following was stated against S. No. 3—Hindustan Shipyard Limited—in column 4 of the Statement appended:—

"Shri R. Srinivasan, Visakhapatnam. (He is officiating Chairman and Managing Director)".

There has been a slight error in this reply. The correct reply in lieu of this portion should be read as under:—

"Shri R. Srinivasan, Visakhapatnam. (He is holding temporary charge of Chairman and Managing Director)".

I regret the error which has occurred in this case. The delay in correcting the reply is due to the fact that by the time the error was detected, it became too late to lay the correction on the Table of Lok Sabha before the last session ended.

12.00 hrs.

**SHRI JYOTIRMOY BOSU (Diamond Harbour):** Sir, I talked to you about the Garden Reach Workshop...

**MR. SPEAKER:** You talked to me and I told you.

**SHRI JYOTIRMOY BOSU:** You said that you will at least allow 377. I do not find it on the list.

## RE. QUESTION OF PRIVILEGE

ALLEGED UNTRUE INFORMATION GIVEN TO  
A STARRED QUESTION ON DECEMBER  
6, 1978.

MR. SPEAKER: Shri Eduardo Faleiro gave notice of a privilege motion in December, 1978, against the Minister of Energy, Shri P. Ramachandran, for giving certain informations which according to him are untrue. These informations were given during the supplementaries to Starred Question No. 249 on 8th December, 1978 regarding the loss incurred by Coal India Ltd. I called for the comments of the Minister of Energy in that regard.

From the factual note furnished by the Ministry of Energy with the approval of the Minister, I found that the allegation that untrue informations had been given to Lok Sabha deliberately and wilfully by the Minister was not well founded. I did not, therefore, give my consent for raising the matter as a question of privilege under rule 222. A copy of the factual note of the Ministry of Energy was under my direction, given to Shri Faleiro.

In his letter dated the 6th March, 1979, Shri Faleiro took objection to the fact that the note was submitted by Shri R. P. Khosla, Joint Secretary and not by the Minister himself. This objection is not tenable. The note in question was submitted in accordance with the usual practice. I do not think that the Minister has committed any error in doing so, much less a breach of privilege.

By the same letter, Shri Faleiro had given notice of a privilege motion against Shri R. P. Khosla. He contended therein that the factual note supplied by Shri R. P. Khosla with the approval of the Minister was 'not only uncalled for in this matter but also contained grossly untrue statements to the knowledge of the officer concerned'.

In his reply dated 5th March, 1979, Shri Khosla has reiterated the facts submitted by him earlier. He asserted that the facts stated in the note are correct. Shri Faleiro has not placed before me any material to show that the note contained any untrue statement. He has merely asserted that according to his information the facts stated are not correct. He has not even disclosed the source of his information. It may be noted that he was not basing his contention on the basis of personal knowledge. No breach of privilege can be founded on such hearsay information.

Moreover, the note submitted by Shri Khosla was with the approval of the Minister and, therefore, the responsibility for the same is that of the Minister and not of Shri Khosla. He was merely the channel through which the facts were submitted to me. Hence, there can be no question of any privilege motion against Shri Khosla. The consent asked for is not accorded.

12.04 hrs.

## PAPERS LAID ON THE TABLE

## NOTIFICATION UNDER DRUGS AND COSMETICS ACT AND ANNUAL REPORT OF POST GRADUATE INSTITUTE OF MEDICAL EDUCATION AND RESEARCH, CHANDIGARH FOR 1977-78.

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): I beg to lay on the Table—

(1) A copy of the Drugs and Cosmetics (First (Amendment) Rules, 1979 (Hindi and English versions) published in Notification No. G.S.R. 42(E) in Gazette of India dated the 28th January, 1979, under section 38 of the Drugs and Cosmetics Act, 1940. [Placed in Library. See No. LT-4048/79.]

(2) A copy of the Annual Report (Hindi and English versions) of the Post-Graduate Institute of Medical Education and Research, Chandigarh, for the year 1977-78, under section 19 of the Post-Graduate Institute of Medical Education and Research, Chandigarh Act, 1966. [Placed in Library. See No. LT-4050/79.]

NOTIFICATION UNDER PASSPORTS ACT

THE MINISTER OF EXTERNAL AFFAIRS (SHRI ATAL BIHARI VAJPAYEE): I beg to lay on the Table a copy of the Passports (Amendment) Rules, 1979 (Hindi and English versions) published in Notification No. G.S.R. 77(E) in Gazette of India dated the 17th February, 1979, under subsection (3) of section 24 of the Passports Act, 1967. [Placed in Library. See. No LT-4051/79.]

CORRIGENDUM TO ANNUAL REPORT OF CENTRAL ROAD TRANSPORT CORPORATION LTD., CALCUTTA AND STATEMENT RE. SHIPPING DEVELOPMENT FUND COMMITTEE FOR 1977-78.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): I beg to lay on the Table—

(1) A 'Corrigendum' (Hindi and English versions) to the Annual Report@ of the Central Road Transport Corporation Limited, Calcutta, for the year 1976-77. [Placed in Library. See No. LT-4053/79.]

(2) A statement (Hindi and English versions) explaining reasons for not laying the Annual Accounts of the Shipping Development Fund Committee, for the year 1977-78 within the stipulated period of nine months after the close of the accounting year. [Placed in Library. See. No. LT-4053/79.]

STATEMENT RE. ANNUAL REPORTS OF ORISSA ROAD TRANSPORT CO., LTD., BERHAMPUR, GANJAM FOR 1975-76.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): I beg to lay on the Table a statement (Hindi and English versions) explaining reasons for not laying the Annual Reports of the Orissa Road Transport Company Limited, Berhampur, Ganjam, for the years 1975-76 and 1977-78 within the stipulated period of nine months after the close of the accounting year. [Placed in Library. See No. LT-4054/79.]

AUDITED ACCOUNTS OF E.S.I. CORPORATION FOR 1977-78.

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND PARLIAMENTARY AFFAIRS (DR. RAM KIRPAL SINGHA): I beg to lay on the Table a copy of the Audited Accounts (Hindi and English versions) of the Employees' State Insurance Corporation for the year 1977-78 together with the Audit Report thereon, under section 38 of the Employees' State Insurance Act, 1948. [Placed in Library. See No. LT-4055/79.]

@The Annual Report was laid on the Table on the 30th August, 1978.

12.67 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED ATROCITIES ON HARIJANS IN ANDHRA PRADESH

MR. SPEAKER: The Calling Attention; Dr. Subramanian Swamy.

SHRI EDUARDO FALEIRO (Mormugao): Sir, I had given a notice seeking clarifications regarding the statement of the Law Minister...

MR. SPEAKER: It is under examination.

DR. SUBRAMANIAM SWAMY (Bombay North-East): Sir, I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The reported atrocities on Harijans in Andhra Pradesh with reference to the refusal of permission to a Harijan MLA to enter a temple."

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI DANIK LAL MANDAL): Sir, Shri Eranna, a Harijan M.L.A. visited the Raghavendraswami Temple, Manthralayam Kurnool District on November 24, 1978 with Shri Baga Reddy, Minister for Panchayat Raj, Shri Krishnamurthy, Parliamentary Secretary and other Legislators. He alleged that Temple authorities tricked him into going out of the temple on the plea that somebody was calling him and prevented him from reentering the temple by closing its doors. The State Government have reported that their preliminary enquiries indicate that because of large gathering, only VIPs including Shri Eranna were allowed inside and doors were closed to prevent the general public and that Shri Eranna did not contact the authorities of the Mutt or the officials to regain entrance. We have also been informed that Harijans are not being discriminated against in the temple;

that many Harijans were offering Puja and that Shri Eranna had himself visited the temple earlier and offered Puja.

2. This issue was also raised in the Legislative Assembly of Andhra Pradesh on February 21, 1979 and it was decided to constitute a House Committee to enquire into the matter. Findings of the House Committee are awaited.

DR. SUBRAMANIAM SWAMY (Bombay North-East): Mr. Speaker, Sir, this Call Attention Motion deals with the case of a Harijan MLA as a special reference, but the main thing is the reported atrocities on Harijans in Andhra Pradesh which have crossed all limits according to objective reports. Even here the case of the Harijan MLA was taken as a symbolic case—what can happen to a Congress-I MLA who happens to be a Harijan in a State which is administered by the Congress-I, the very people who screen most of the atrocities against the Harijans. This reply seems to have been prepared by Dr. Chenna Reddy's Government itself. The Central Government, which has a special responsibility for preparing reports on Harijans, has not done an iota of homework, and they have only repeated whatever the State Government has said. This in my opinion, highlights the need for setting up of a Central Harijan Intelligence Bureau which only works from the Centre and monitors whatever atrocities take place against the Harijans all over the country.

I shall give an illustration to show how much untruths and half-truths are there in the reply. For example, it says here:

"Shri Eranna did not contact the authorities of the Mutt or the officials to regain entrance."

This is a total untruth because this matter was raised in the Andhra Pradesh Assembly by the Janata MLAs and there Mr. Eranna says, 'When I turned back, I found the doors of the

[Dr. Subramaniam Swamy]  
temple shut behind me; despite my repeated requests for opening the doors, none cared to open'. He said that he had informed the Minister of his agonising experience. He peeped through a window on the temple and said, 'I am being shut out; let me enter'. This is the extent to which he has said on the floor of the Andhra Legislative Assembly itself.

I have here a photostat copy of what Mr. Eranna wrote to the Chief Minister and to all the authorities. It is full of description of how he brought it repeatedly to the attention of the Ministers present inside the temple saying, 'I have been kept out; I have been brought out on a false pretext; please let me enter'. But he was not allowed to enter. The Minister's statement says that, earlier on, he had visited the temple and offered puja. Here you can see what Mr. Eranna has said on the floor of the Assembly. According to a report in the *Hindu* of February 22, Mr. Eranna has said that, in June last year, when the Chief Minister visited the temple he went along with him and he was allowed to enter the temple; later on, the temple authorities came to know about his caste. That is why, this time they saw to it that he was kept out on some pretext. It is not a case that last time he went and they did not object. They did not know his caste then, but this time when he went, they had been fore-informed, and this is what happened.

We are sought to be given satisfaction that the matter was raised in the Andhra Assembly and a House Committee was set up. But the fact of the matter is that this was raised in the House by a Janata Party MLA three months after the whole thing had happened. What had happened for three months? Mr. Eranna has protested persistently from officials to officials. I have got photostat copies of all his letters and also the letters written by other MLAs also...

**SHRI DINEN BHATTACHARYA** (Serampore): Wherefrom did you get them?

**DR. SUBRAMANIAM SWAMY:** Here is a letter by Shri C. Narayana who is an MLA, dated December 7, 1978 where he gave all that has happened to Mr. Eranna and his complaint and he asked the District Collector, 'What have you done about it?' Then there are other letters written by Mr. Eranna to Dr. Chennai Reddy and Dr. Chennai Reddy has acknowledged it. He said, 'I will look into the matter'. There are plenty of letters. I have got photostat copies which show that consistently from the day of the incident itself he has been protesting. Right there at Mantralayam he has lodged the protest. After that he went to the District Collector and lodged a protest. There was a public meeting which he addressed and there also he lodged the protest. Ministers were present there. They saw the whole thing happening.

Sir, the status of Harijans in Andhra Pradesh is so bad that they took these for granted and said, 'Nothing would be done till the matter was brought up before the Andhra Assembly.' I want to know why no action has been taken under the Prevention of Offences Under Untouchability Act. There is a series of lapses under this Act. The officials had adequate information, there are written reports. They should have taken action. What has the Centre done about it? Why have they not seen to it that the State Government has taken necessary action? This is important for the Centre, particularly, because Andhra Pradesh today is the worst offender as far as Harijans are concerned....

(Interruptions)

**SEVERAL HON. MEMBERS:** No, no.

**DR. SUBRAMANIAM SWAMY:** Every day there is a rape of a Harijan woman. Every day there are murders. Every day there are atrocities against Harijans. I want to know what the Central Government is doing about it. Nothing is done. Here is a serious case... (Interruptions)

MR. SPEAKER: They may ask, what are you doing about UP, Bihar, etc.

DR. SUBRAMANIAM SWAMY: According to Andhra's Labour Minister—this is in reply to a question—he says when he asked how many Harijans have been denied jobs which are required to be given to them under the Reservations Act, he was told 1430 show cause notices were issued to various companies for not employing the Harijans and only fifty-eight prosecutions were launched. What happened between sending show cause notices and seeking prosecution? Money must have changed hands. That is why Harijans have become a dispensable commodity in Andhra Pradesh....

MR. SPEAKER: Please come to your question.

DR. SUBRAMANIAM SWAMY: I want to know whether the Minister, Mr. Eranna has recently sent a telegram to the Prime Minister saying, 'My life is no more safe in Dr. Chenna Reddy's government. The Central Government should intervene.' Is he aware of this telegram? If so, what has the Home Ministry done about it? Dr. Chenna Reddy Ministry has no time for these things\*\*

(Interruptions)

SHRI K. LAKKAPPA (Tumkur): On a point of order, Sir. He has every right to put a question, Sir, but he should not overshoot while doing so....

(Interruptions)

MR. SPEAKER: I do not know, Mr. Lakkappa. When you raise questions about Bihar and UP, that is all right but when questions are raised about Andhra Pradesh, it is not all right? . . . (Interruptions)

SHRI K. LAKKAPPA: He is bringing in Centre-State relationship.

MR. SPEAKER: No, please. I am aware of it....

(Interruptions)

DR. SUBRAMANIAM SWAMY: In fact, I am summarising....

(Interruptions)

SHRI P. VENKATASUBBIAH (Nandyal): I want to know one thing, Sir. Can an hon. Member cast reflections on the personal character of a Chief Minister?

MR. SPEAKER: These things are said about other States also. There cannot be two different sets of standards. When it comes to one State, you have one standard and when it comes to another State, you have another standard? I am not allowing that....

(Interruptions)

SHRI P. VENKATASUBBIAH: On a personal character of a person who is not here to defend himself—can a Member say anything about that? That is what I want to know.\*\*

MR. SPEAKER: If he has used any unparliamentary language, I will remove it.

SHRI P. VENKATASUBBIAH: I am not speaking about any unparliamentary language. About the personal character of a person who is not here to defend himself—can he cast reflections?

MR. SPEAKER: I will not allow any remarks about the personal character of any person who is not here.

DR. SUBRAMANIAM SWAMY: 'Casanova' is not unparliamentary.

MR. SPEAKER: You cannot refer to the personal character of a person who is not here.

\*\*Not recorded.

**DR. SUBRAMANIAM SWAMY:**  
There is nothing wrong. In Andhra Pradesh, everybody seems to be a Casanova.\*\*

**MR. SPEAKER:** Don't record any personal remarks.

**SHRI P. VENKATASUBBIAH:**  
We are all sorry for it. We condemn even if it happens in Andhra Pradesh.

**DR. SUBRAMANIAM SWAMY:**  
Why have you been sleeping?

Sir, in fact, all this documentation has been given by a well-known politician of Andhra Pradesh Shri Yadagiri Lakshmi Narasimha Reddy.\*\*

**AN HON. MEMBER:** He is talking irrelevant things.

**DR. SUBRAMANIAM SWAMY:**  
I have got it here....

(Interruptions)

**MR. SPEAKER:** I am not allowing you to say anything about anybody who is not here. You are on Harijan atrocities. If you are saying that the Chief Minister is doing nothing in respect of atrocities on Harijans, you may say that. But so far as other personal matters are concerned, I am not allowing.

**DR. SUBRAMANIAM SWAMY:**  
I am not going into Chenna Reddy's personal life at all, Sir.\*\*

**MR. SPEAKER:** Don't record that.

**DR. SUBRAMANIAM SWAMY:**.... and if I say that, it will be censured immediately by Mr. L. K. Advani, and it will not be allowed in this House. I know all that. I am only pointing out to you that the Chief Minister who is looking after the welfare of the Harijans....

(Interruptions)

Sir, I want to know what happened to the Prime Minister's assurance given on the 21st July, 1978 in this House that whenever atrocities on Harijans take place, whenever big outbursts of this kind take place, an all Party team of Members of Parliament will be despatched to the area to find out the truth and to find out what the truth is. What happened to that assurance? Will the Home Minister implement that assurance?

Secondly, will the Government consider setting up a Central Intelligence Bureau only to look into Harijan atrocities all over the country so that this kind of replies we do not get and we get authentic Central Government-collected data?

**SHRI PATTABHI RAMA RAO**  
(Rajahmundry): A House Committee is already appointed. Where is the question?

**SHRI DHANIK LAL MANDAL:**  
Of course, whatever I have stated is based on the report of the State Government and the preliminary inquiry which was held on the basis of which I said that only VIPs were allowed at that time because there were large gatherings outside.

'VIPs' included Mr. Eranna himself. But then, as alleged by him, he was tricked by the temple authorities to go out of the temple and he did not complain to the Muth authorities. .

**DR. SUBRAMANIAM SWAMY:**  
He has said on the floor of the Andhra Assembly. I quoted the Hindu. He says, 'I spoke to the Minister himself'...

**MR. SPEAKER:** Mr. Minister, he has put three questions.

**SHRI DHANIK LAL MANDAL:** I will come to each and every point. That will be looked into by the House Committee which has been constituted.

\*\*Not recorded.

As regards what action has been taken, we have specifically inquired about this point....

**DR. SUBRAMANIAM SWAMY:**  
From whom did you get the reply?

**AN HON. MEMBER:** From the Janata Party.

**SHRI DHANIK LAL MANDAL:**  
We have specifically inquired about this as to what action was taken when Mr. Eranna complained to the authorities—whether it is the Chief Minister or the Collector whoever he may be—and also when a written complaint was made that he was tricked away and when he returned he was not allowed to enter into the temple. We have asked for that information and we have not yet got the information on that point of what specific action was taken....

**SHRI JYOTIRMOY BOSU** (Diamond Harbour): It is an offence under the Prevention of Offences Under Untouchability Act.

**AN HON. MEMBER:** They have not got the information.

**DR. SUBRAMANIAM SWAMY:** I want to know why there is such a serious lapse. So much time has passed. I have filed this call attention....

**SHRI DHANIK LAL MANDAL:** I am giving the information.... You please listen.

That information was asked for as to what action was taken under the Prevention of Offences under Untouchability Act and the Civil Rights Protection Act. We have not got that information. We will pursue that. I assure you we will ask them as to what specific action was taken and if action was not taken, why it was not taken. We will pursue that.

As regards the temple authorities, as you might have read in the newspaper itself, the temple authorities

have assured that no discrimination is being practised not only against Harijans but also against Muslims and other religious people....

**DR. SUBRAMANIAM SWAMY:**  
Can anybody admit discrimination?

**SHRI DHANIK LAL MANDAL:**  
The swami of the temple who is the head of the math has assured that there is no discrimination in the temple. Whoever comes, whether he is a Harijan or a Muslim or a Sikh or a Christian, everybody is given an opportunity to have *darsan* and *puja*. Even if the Committee goes there, they have said that they will cooperate with the committee and, if that man is identified, they will take proper action against him. As regards his complaint, I assure you that we are pursuing and we are trying to find out what action was taken on his complaint.

**DR. SUBRAMANIAM SWAMY:**  
This is an assurance; he must deliver it.

**MR. SPEAKER:** Shri T. S. Negi—not here; Shri Balwant Singh Ramowalia—not here; Shri Ram Vilas Paswan—not here. Shri O. P. Tyagi.

**बी सोन ब्रह्मलता (बहुराहा):** अम्बल  
महोदय, मुझे बहुत आवश्यकीय बोर बोर के साथ कहना  
पड़ता है कि बी सोन यात्रियों बनता पार्टी की  
सरकारों पर हारियों पर यात्राचार के आलेह-  
नामों पर हत्ते हैं, आज भी उन से वह आवाज करता  
है कि वे बर्ती बोर दीर्घ के साथ हारियों के  
परिणामानुभूति प्रकट करेंगे... (बहुराहा)

हारियों की समस्या एक राष्ट्रीय समस्या है,  
महात्मा का आज इस देश में काने पर एक बर्बाद है। यह कभी भी इस प्रकार की समस्या इह  
परिणामों के लिये, इस सभी पार्टी के नेतृत्वों  
की इसानवाही के साथ इस समस्या पर एक  
मह द्वारा भर लगने विचार असत करना चाहिये;  
वरन्तु आज भी ऐसा नहीं कि भोज हारियों

के कल्पना के लिए नहीं अपितु अपनी पांडी के बृहित्यों में ही इस समस्या के समाधान के बारे में जोख रहे हैं।

अध्यक्ष महोदय, जो स्टेटमेंट दिया गया है, उसे लग रहा है कि वह सब बनावटी है। मब से पहले प्रश्न का जवाब मरी महोदय में नहीं दिया। यह घटना 24 नवम्बर, 1978 को हुई थी और इन पर कमेटी की नियुक्ति 21 फरवरी, 1979 को हुई, जब एक जनता पांडी के लग्न प्लॉ. १० ने इस प्रश्न को बहा दिया। उस समय एक दस मेंटर की कमेटी इस मामले की जांच बर्तने के लिये नियुक्त की गई। अन्तर्भैविनिटी एक्ट के अनुसार जिस मध्य रिपोर्ट, मार्ह अप्रैल तक जैसे ही उस हरिजन एग्म. प्लॉ. १० ने रिपोर्ट की कि भेरे साथ इस प्रकार का दूर्घटकिया किया गया है तभी मध्य उम पुजारी को गिरफ्तार किया जाना चाहिये था, जिसने उन्हें रोका था। वह आदमी गिरफ्तार किये नहीं हुए—मरी महोदय ने अपने जवाब में इस बात की जोकिया नहीं की और इस स्टेटमेंट में भी इस के बारे में कुछ नहीं दिया गया है। इसलिये इस बात पर कर्से विवादित किया जा सकता है कि वहाँ नियुक्ति भी जारी है भूमल-भान भी जारी है—पुस्ते तो ये मब बान भूठ लगाती है। उनके साथ पकायती राज के मरी भी जागा रही थी थे, उन्होंने खिडकी में से देखा भी था और जब प्राप कहते हैं कि बी०प्राइ०पी० के लिये विवेष परिवेश की गई थी, तो क्या वह एग्म.प्लॉ. १० बी०प्राइ०पी० नहीं था? कुछ एग्म.प्लॉ. १० कले थये जो अपने आप को सर्वपंथ दें और जब वह एग्म.प्लॉ. १० आया, चूँकि वह हरिजन था इसलिये बी०प्राइ०पी० नहीं रहा, उनको नहीं जाने दिया गया, जो पुकारा बाहता हु कि वह खिडकीमेशन क्यों हुआ, उसे क्यों अन्दर जाने से मना किया गया? में मह भी जानता हूँगा कि जो भंडी महोदय और तूलेर एग्म.प्लॉ. १० थये थे, जब हरिजन एग्म.प्लॉ. १० आहरी खिडकी से बताया रहा है, बाहर भी बोला होगा, उसी समय उन्होंने ब्रॉडस्ट्र क्यों नहीं किया? इन बातों पर कोई प्रकाश नहीं आता गया। इस मामले में बहुत बड़ा खोटाला है और इसकी जही जांच मामले आगी चाहिए। इसमें केवल वह पुकारी ही जोकी नहीं है। जो मनिवर में थये थे सबको थये थये थे विनिस्टर वे या तूलेर बड़े आशमी। उन्होंने अपने एक हरिजन साली को जीते लोका और वह जांच उनकी आवाकारी में भी कि एक हरिजन एग्म.प्लॉ. १० को अन्तर्भैविनिटी की बैलिस पर रोका गया। उन सबके विवाद की कार्यालयी हीमी चाहिए और इस बात की आगी जैदूस जैदूस मैटेंट की ओर से हीमी चाहिए। हांगारी उरकार इस मामले की तूल जांच करे खाली कियाकी तूल की रखायाती

नहीं कर सकती। इसलिए भेरा पहला अंदर सो यह है कि क्या केन्द्रीय सरकार अपने सेन्ट्रल इन्डेपेंडेंस विभाग की ओर से या बैद्युतिक इन्डस्ट्री के द्वारा जीव जांच कराने के लिए दीवार है और इसका प्रश्न भेरा यह है कि जो बैद्युतिक कास्ट्स और बैद्युतिक ट्राइम्स के कमिशनर हैं या जो उसका आपने विपार्टमेंट बनाया है, उन्होंने वहाँ जा कर कोई इन्वेस्टिगेशन इस बारे में की ह और अगर नहीं की है, तो क्यों नहीं की है। वह इन्वेस्टिगेशन का है, यह मरी महोदय बताए।

भी अनिक लाल भूँडल जैना मैंने भी सुख्ख मध्यम स्तरीय जी को आश्वासन दिया है और उनको बनाया है कि इसकी जांच जल रही है, हाँड़ कमेटी की ओर से जांच जल रही है। जो मानवीय मदद्य वहाँ गये थे और जिन्होंने वह आरोपित किया है कि उनको मनिवर में प्रवेश नहीं करने दिया इसके बारे में उन्होंने कम्पलेट की है मध्य मंडी को या कलवटर वा. चाहे किसी को भी कम्पलेट की हो, तो जल्ला नक्काश यह है कि उस कम्पलेट पर क्या कार्यालयी हुई और यदि कोई कार्यालयी नहीं हुई, ताक्या नहीं हुई, इसको हम लाग देखेंगे और उसके सम्बन्ध में तथ्य मानांगों द्वारा उस के आधार पर हम काम करें। यह मैं ने मार्गदारन दिया है। यही तो मध्य बात है कि उन्होंने यह कम्पलेट की है कि उन्होंने के साथ मनिवर में जाने नहीं दिया। उस की जांच कमेटी का रही है। उप कमेटी की जांच के बाद अगर मानवीय मदद्य बाहरों कि और जांच की आवायकता है, तो "पारियांगमेंटी कमेटी" के द्वारा जांच की आवायकता है या बैद्युतिक कास्ट्स एड बैद्युतिक कमिशनर के हाँड़ जांच की आवायकता है, तो जांच करवाओ जा सकती है लेकिन जब याज्ञ सरकार की कमेटी द्वारा जांच जल रही है, तो दूसरी कमेटी से जांच नहीं करवा सकते और प्रश्न मंडी भी मैं भी यह कहा है कि जब एक कमेटी की जांच जल रही हो तो पूसरी कमेटी द्वारा जांच नहीं करवायी जाएगी।

MR. SPEAKER. Mr. Ravindra Varma.

भी लोक प्रश्न स्तरीय : मेरे इस प्रश्न का जवाब नहीं दिया कि क्या बैद्युतिक कास्ट्स एड बैद्युतिक ट्राइम्स कमिशनर ने इस की जांच की है।

MR. SPEAKER: He has already answered. I have gone to the next item.

## BUSINESS ADVISORY COMMITTEE

## THIRTY-FIRST REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): Sir, I beg to move:

"That this House do agree with the Thirty-first Report of the Business Advisory Committee presented to the House on the 7th March, 1979."

MR. SPEAKER: Motion moved:

"That this House do agree with the Thirty-first Report of the Business Advisory Committee presented to the House on the 7th March, 1979."

Mr. Jyotirmoy Bosu.

SHRI JYOTIRMOY BOSU: What is happening to the Lokpal Bill? Why is there no mention about that? Then, what has happened to the Anti-Defection Bill? Why are these Bills not coming up? We want an explanation from the Minister; he owes an explanation to the House with regard to these two Bills.

SHRI HARI VISHNU KAMATH: (Hoshangabad): I submit, Sir, that this Thirty-first Report of the Business Advisory Committee is the pivot on which the business of the House will revolve for the next six weeks, till the 26th April....

MR. SPEAKER: If I may tell you, this is settled by the leaders of all Parties.

SHRI HARI VISHNU KAMATH: I know, Sir; I know the composition of the Business Advisory Committee. What I am going to submit is vital to the effective functioning of the Lok Sabha, the supreme legislative forum in the country. I am sorry to note that the time allotted to various Ministries has shown a tendency to fall during the last so many years. That

is all because Parliament, the Lok Sabha, is not in session for as long as it should be. Your predecessor, the first Speaker of the Lok Sabha, Dadasaheb Mavalankar, once ruled or observed that for the effective functioning of Parliament—you, in your wisdom also referred to this matter in your Madras lectures recently—the Lok Sabha should sit for at least seven months in a year; and I am glad to know that the Prime Minister in a communication to my hon. colleague here, Shri Asaithambi—he has sent copies thereof to all Members I believe, I have got a copy of the letter which the Prime Minister wrote to Shri Asaithambi....

MR. SPEAKER: What is it we are now on?

SHRI HARI VISHNU KAMATH: Please be patient.

MR. SPEAKER: I am always patient. So, don't worry about that.

SHRI HARI VISHNU KAMATH: Because this BAC Report is a vital report which will hold the field for the next six weeks or more.

The Prime Minister wrote to Thiru Asaithambi as follows, I quote:

"There are ample opportunities during the seven months of the year in which Parliament is actually in session to discuss all these matters."

Now, it does not need higher mathematics to work out the period during which the Lok Sabha is in session. Three months Budget Session, six weeks monsoon session, six weeks winter session; in all, six months, and not a day more.

I was given to understand—I do not wish to reveal any secret any State secret, governmental secret—that this particular session, because of the heavy agenda before it, was scheduled to commence earlier there-

[Shri Hari Vishnu Kamath]

was an idea, a plan, to summon it earlier on the 12th February or about that

MR. SPEAKER: You seem to be knowing things more than I do.

SHRI HARI VISHNU KAMATH: Not always. At times some Ministers tell me some things which are not secret.

It would have been better. Therefore, as suggested by Dadasaheb Mavalankar in 1955 or so—and I am sure you will subscribe to what the first Speaker of the Lok Sabha, your predecessor, said in those days, I take it that you are also of that view in the light of the lectures that you delivered in Madras recently—all these difficulties would be resolved if Parliament, the Lok Sabha, sits for seven months in the year—three and a half months for the Budget session, seven weeks for the monsoon session, seven weeks for winter session. Alternatively, three months Budget session, two months monsoon session, two months winter session.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): How much time with the masses?

SHRI HARI VISHNU KAMATH: We are always with them.

The time allotted to the Ministries can then be increased that way.

Please look at the time allocation. I would not say it is ridiculous because all parties have agreed to that, but what logic or wisdom is there? The Defence Ministry, you will agree, is one of the most important Ministries today particularly in the global situation that is developing, but the Defence Ministry seems to be the Cinderella of the Ministries here. Only four hours for

the Defence Ministry's demands. Out of that, I am sure the Minister will take at least 1 1/2 hours, if not 2 hours.

MR. SPEAKER: We are cutting into the Defence Ministry's time now. If you take away this time, this also will not be available.

SHRI HARI VISHNU KAMATH: That way, so many things are happening in the House. Time is valuable and important for all of us. That is why I want an increase in the session time to seven months in the year. I hope you will agree to that and see that it is done during your time. It will be a significant achievement.

MR. SPEAKER: I think it is addressed to the Minister of Parliamentary Affairs.

SHRI HARI VISHNU KAMATH: It depends upon your pleasure, your strength too and your wisdom and I am sure God has given you great strength and wisdom to carry out that very vital reform Lok Sabha, seven months a year, not less than seven months in a year. That should be the key word, watch word; that should be the guiding line for the Lok Sabha.

In regard to this matter, you want the Finance Bill to be passed by the 26th of April and the guillotine, that deadly, lethal weapon in your hands will descend on the ministries on the 23rd, according to para 3 of this report; the guillotine, that ancient, French-revolution weapon is still being used here and will descend on several ministries on the 23rd April 1979. Why? This is because of the provision in the [Provisional] Collection of Taxes Act 1931 as amended by an amendment of 1964 which increased enhanced the period from 60 days to 75 days. Is there any earthly reason or heavenly reason as to....

PROF. MADHU DANDAVATE: Guillotine is connected with the heavens.

**SHRI HARI VISHNU KAMATH:** ....why this period of 75 days should not be increased to 90 days.....I do not see any logic or reason. Why it should not be increased to 90 days. If this is accepted then there would be more time given to the ministries' demands as well as the Finance Bill.

**MR. SPEAKER:** Unless there is an amendment to the Act, you cannot raise the period from 75 days to 90 days. This is not the occasion for moving the amendment.

**SHRI HARI VISHNU KAMATH:** That is why I suggest to the government that they should bring forward an amendment. I am told that the 1964 amendment was repealed and therefore it is 60 days. It should be increased to 75 days. Why can it not be increased to even 90? Government should give an undertaking that they would bring forward a Bill to amend that Act, I am sure you will agree with me, the whole House, right left and centre, will agree with me that it should be amended. It cannot be amended straightway; a Bill could be brought and passed in one day; there is no difficulty about it. Government should bring forward a Bill. If it is done then the guillotine need not descend upon all the ministries. So many ministries were beheaded last year by the guillotine. I am sure the same history will repeat itself and many ministries will be beheaded this year as well guillotines this year also. It is very unfair to Parliament, and to you and to the people. The people are our masters in a democracy. Dr. Ambedkar said that the people are the masters and we here are their servants. It is unfair to the people/unfair to you unfair to the government". I am sure one Minister agrees with me.

**PROF. MADHU DANDAVATE:** No minister should be kept on par with Marie Antoinette.

**MR. SPEAKER:** Evidently Shri Dandavate does not want his ministry's debate to be completed today.

**SHRI HARI VISHNU KAMATH:** He is thinking of Marie Antoinette who was the French Queen at the time of French Revolution.

One last word.

**MR. SPEAKER:** Still one more?

**SHRI HARI VISHNU KAMATH:** The general discussion on the general budget has been allotted only 15 hours. When the Railway Budget was allotted 12 hours, don't you think that the general discussion on the general budget should be allowed at least 18 hours. I know the House is the master of the situation; any time the House can extend the time even later when the budget is taken up. I would therefore ask the Government to keep these two things in mind: amendment to the Provisional Collection of Taxes Act so as to extend the time from 60 to 75 or 90 days so that the House will have more time and the wider question, that the House, the Lok Sabha should sit for at least 7 months a year, so that in this long budget session of 3 or 3 1/2 months, we can have a brief interlude of 10 or 15 days, if that is possible. I am not insisting on that: Let it be continuous. But if the House is so willing, so minded, we can have a brief interlude for 10 days in this long budget session, so that the House can be vigorous and alert.

**PROF. P. G. MAVALANKAR (Gandhinagar):** We will feel refreshed.

**SHRI HARI VISHNU KAMATH:** Even my younger friend agrees that we will feel refreshed.

**SHRI O. V. ALAGESAN (Arkanam):** He is the son of the first speaker.

**SHRI HARI VISHNU KAMATH:** That, of course, everybody knows; I do not have to remind the House about it.

AN HON. MEMBER: What about lunch hour?

SHRI HARI VISHNU KAMATH: I do not insist upon that.

MR. SPEAKER: You allow yourself to be provoked by other interventions.

SHRI HARI VISHNU KAMATH: I make these proposals. I do not know how the Minister from Ranchi reacts to them. I am sure he also has got these things in mind but as Minister he might say something different from what he might have said as the Rt. Hon. Gentleman from Ranchi. He might not fully agree because he is Minister now. Otherwise, he would have agreed.

श्री सरेन विश्वम (शाहजहांपुर) : अध्यक्ष जी की कासीबिन जी कल पधार रहे हैं हमलोगों को इनरिटेशन मिले हैं उनकी रिसीव करने के लिये। कैसे रसद कार्य मर्ली जी स शुरू कि वह हमारे लिये एक बस का इंतजाम कर दे जो हम वहाँ से जाय और वापस ले आयें।

SHRI P. SHIV SHANKAR (Secunderabad): I felt a little concerned that no time has been allotted for the Ministry of Law and Justice.

MR. SPEAKER: Because there is justice always.

SHRI RAVINDRA VARMA: My hon. friend, Shri Jyotirmoy Bosu, referred to the Lokpal Bill and the Anti-defections Bill. This question has been raised earlier—perhaps in the last week—and I did say in answer that the Government's intention is to bring forward both the Bills. As far as this report is concerned as my friend, the Rt. Hon. Gentleman from Hoshangabad pointed out, it deals primarily with business to be transacted in relation to the budget and the Demands for Grants and the time to be taken for them. The hon. member is fully aware that every year the practice is that the whips of different parties and groups sit together with the Government Chief Whip and discuss and decide on the

priorities that are to be accorded to the different ministries and the time to be allotted for discussion. It is true that one often has the feeling that it is a Herculean task to discuss the functioning of a ministry and the policies of a ministry in the course of four or five hours. I can therefore, understand the hon. members' feeling that the time allotted to the different ministries is not as much as they would like it to be. However, hon. members are also aware that we have to transact business within the time that is available to us. Taking all these matters into consideration, all the groups felt that this would be a reasonable apportionment of the time that we have and a reasonable listing of priorities for discussion this year.

The hon. member from Hoshangabad made two suggestions. One is about the amendment to the Act. He is very much concerned with the guillotine. He is concerned with two things above all. One is the World Government, and the other is saving heads and ministries from the guillotine. As a student of history, he is well aware that sometimes when royal heads have had to roll under the guillotine, monarchs have been very keen to protect their beards protesting that they have not sinned against the people.

(Interruptions)

SHRI HARI VISHNU KAMATH: Beards have remained; heads have gone! Long live the beards!

MR. SPEAKER: Beards are, of course, more important than heads; The question is....

SHRI HARI VISHNU KAMATH: I asked about 7 months session.

MR. SPEAKER: About that he cannot straightway say anything. That is a matter to be discussed.

**SHRI HARI VISHNU KAMATH:**  
Let him consider it.

**MR. SPEAKER:** The question is:

"That this House do agree with the Thirty-first Report of the Business Advisory Committee presented to the House on the 7th March, 1979."

The motion was adopted.

12.46 hrs.

#### MATTERS UNDER RULE 377

(i) REPORTED THEFT OF STEEL WORTH ABOUT RS. TWO LAKHS FROM THE PREMISES OF JAWAHARLAL NEHRU UNIVERSITY

जी श्री जवाहर लाल नेहरू (बहराइच) : भव्यता महोदय, समाचार पत्री के मन्दिरालय में जवाहर लाल नेहरू विश्वविद्यालय में बन रहे एक नये पुस्तकालय से लगभग 2 लाख रुपये के मूल्य का 86 टन स्टील गायब हो गया है। जावेंवार्दे इस बात का है कि आरक्षित से उस स्टील से सर्वेति कागजात भी गायब है। इससे यिद्ध होता है कि इस पोटाले में आरक्षित वह आरक्षित के बोर्डाले की जागिल है। विकास सत्यान में इस प्रकार के बोर्डाले का होना सज्जा की जात है, सरकार को इसकी तुरन्त जांच करनी चाहिये और दोषियों को दउ देने की व्यवस्था करनी चाहिये।

(ii) NEED FOR PROVIDING AN ADDITIONAL ALL-WEATHER SHIP FOR THE PEOPLE OF LAKSHADWEEP

**SHRI P. M. SAVEED** (Lakshadweep): Sir, I want to mention the following under Rule 377.

Acute hardship is faced by the people of the Union Territory of Lakshadweep for want of conveyance to carry and stock in the Islands the essential commodities and other materials. At present only one all-weather ship to carry passengers and cargo to and from the Islands is available. This problem was further complicated on account of the VIP visits to the Islands during the season, the result being people who are to reach the mainland and Islands are stranded; in fact, even the seamen in Minicoy who are wanting to go to Minicoy are stranded. In

order to store essential commodities in the respective Islands and to clear the backlog and the passengers, the existing all-weather ship is unable to cope up and hence the present crisis.

I, therefore, want through you to call upon the Government to arrange an all-weather ship forthwith so as to ease the acute hardship faced by the people of the Union Territory of Lakshadweep.

12.50 hrs.

RAILWAY BUDGET, 1979-80—GENERAL DISCUSSION—contd.

**MR. SPEAKER:** The House will now take up further discussion of the Railway Budget.

**PROF. P. G. MAVALANKAR** (Gandhinagar): Sir, I am happy to be able to participate in this general discussion on the Railway Budget. May I say at the outset that, listening to most of the speeches which I the pleasure of doing in this debate, I carried the impression that, instead of dealing with some of the major aspects of railway administration and railway management, many of us, perhaps inevitably, seem to go into comparatively minor issues of a train stopping at a particular station or water not being available at a particular station and so on and so forth, with the result that within the limited time—we just now from Shri H. V. Kamath's long drawn out remarks heard how difficult it is for us to get enough time for each Ministry—it is difficult for us to deal with major questions of policy within the time allotted to us. So, I am really wondering whether we should not evolve some kind of a device whereby the discussion on the Railway Budget can be divided into two parts—one for general discussion and the second one for every Member to mention the requirements of his constituency.

[Prof. P. G. Mavalankar]

Otherwise, in the general discussion on the railways, what happens is, instead of pin-pointing the attention of the House and through the House of the country, to some of the more pressing problems of the railways, it tends to devote itself to focussing attention on comparatively minor matters. While I am not reflecting on my colleagues, it would have been more meaningful and fruitful both for the railway and the country if some of the important issues were to be highlighted, which I will try to do within the very limited time at my disposal.

My hon. friend, the Minister, has of course got both bouquets and brickbats, perhaps more bouquets than brickbats, perhaps more bouquets than brickbats. I am not here either to give him bouquets or brickbats; I am here to offer in all fairness and sincerity some of the observations that I want to make on the general administration and the functioning of railways in our country.

Of course he must be congratulated for the fact that he has produced for the third year in succession a budget which is surplus. But he is a Professor of Mathematics, and he warned us the other day when he suggested to the Leader of the Opposition, my good friend, Shri Stephen, that he may learn some lessons on mathematics from him. I do not know whether Shri Stephen should do that because sometimes I wonder whether Professor Dandavate is using the trick of mathematical statistics to bring a kind of statistics whereby he can tell the country that he is doing very well! Therefore, when he is talking too much of his mathematics, I am getting a little suspicious. Let him not, therefore, do that and let him, therefore take the opportunity of telling this House that the surplus that he has been able to give the country has been a genuine effort in the direction of making the railways not only self-sufficient but also

capable of generating enough revenues to depend upon the railway surplus rather than on general finance.

I do not want to embarrass my good friend the Railway Minister who is sitting here, I am glad of course that he is here, by praising him for his dynamism, imaginativeness, boldness and freshness which undoubtedly he has injected and projected into both the Budget and the general railway administration. As one goes round the country, one hears a lot of good words about Prof. Dandavate, and I share them, and I also share the feeling of many people that he has brought in new ideas, new projects, new lines, new approaches, a completely good provision of comfortable travel as far as possible classless, what I call one class, travel in the country. So far, so good.

And to some extent he has daring which he has shown for example, when he has increased the season ticket rates in the metropolitan cities. He comes from Bombay and he knows he will be facing some difficulty, but he knew he had to be realistic, and he has put a portion of the burden on the suburban commuters rather than on the whole population of the country. Therefore, so far as his daring, diligence and determination are concerned, I appreciate them, and I find them to be laudable. Nonetheless in the Budget that he has presented, some distortions and some disabilities have, perhaps inevitably, crept in. I referred just now to the revised season ticket rates. I hope he will while replying to the debate, reduce, in response to the wishes of the Members of Parliament and the country, these rates to a significant extent, at least the extraordinary burden which he has put on the season ticket holders. I understand the reason for it, but I do not want an agitation to take place in this matter, because I believe, the season ticket has been uniformly low for a long time. They compare favourably with the bus fares, and if people go by

bus they have to pay much more. That is true, but my objection is: why should he not have done it earlier and in stages or phases, rather than all of a sudden at one stroke? This is a kind of distortion which I hope he understands.

Then I come to the inadequacies in regard to the timely completion of conversion of lines. In this country, we have nearly 60,000 k.m. of railways. Half of it is in the metre and narrow gauge. The problem is colossal, I can see, but my request to him is this: why not the railway administration at least give priority to those lines which are already well ahead in terms of conversion, concentrate more time and more money on them and complete them on time, because every time you prolong these conversions, that involves more finance? You may have allotted a certain amount say in 1972, but because you could not complete it by the target date of say 1978, and you are going on to 1982 or 1984, then inevitably, because of the general rise in costs, the expenditure is going to be much more. So conversion should be done as early as possible.

He must also look at it from the point of view of the larger interests of the nation's defence and frontiers. For example, take the Ahmedabad-Delhi metre gauge line. I do not want to go into details, he knows them well, but I should have thought that if metre gauge has to be converted into broad gauge, he should give more attention and priority to this sector because it goes by the border States of Rajasthan and Gujarat, which are of strategic importance to our country. But, before he does that I want him to go into the question of completing the pending conversions as early as possible, so that the extra moneys can be to that extent economised, because one way of earning wealth is to economise properly. Just as in a cricket match, if the fielders field well, the batsmen cannot make any runs, one way of earning money is by economising, so

that if you economise better automatically you have earned to that extent extra revenues for the Government.

About railway finances, I would like Prof Dandavate to take the House into confidence and tell us in some detail as to what kind of negotiations or discussions he has had in the last two years with the Planning Commission with regard not only to getting moneys from the Planning Commission, but also in persuading the Planning Commission not to act as a kind of obstructing agency, not to say an intimidating agency, and prevent the railways from going into certain developmental matters.

I would also like him to tell us what were the allocations in the previous years to the railway administration, not merely these two years. Let him take the period from 1970 onwards. He is showing me the book, that is not enough. He must explain the details, how the railway finances are being utilised, because the longer the time, the more difficult it becomes for us Members of Parliament, to find out what exactly was promised in the previous years and whether they were fulfilled in the later years, because we have no time to go into all this. Let him not take advantage of the situation, but let him give us an honest picture of the railway finances.

Most Members talk about passenger conveniences, and rightly so, but goods traffic is more important. Let him tell us what the railways are doing to improve goods traffic in terms of making more wagons available, more wagons at the right time, and at the appropriate season. For example, if you do not send wagons at the appropriate time to the salt industry, then the wagons are as good as not sent. Therefore, production of wagons, supply of wagons and use of wagons are very important. In this Parliament I get the impression that Members are talking all the time

[Prof. P. G. Maivalankar]

about passenger amenities, but we should not forget the important thrust that goods traffic has on the over-all development of the railways. That is why I am making this point quickly.

I will take a minute or two on two more aspects which I hope the House will agree are worth looking into. One is the question of the Indian Railways Act. This Act of 1890 has become obsolete, and in many ways it has become out of date. I do not know why Prof. Dandavate, with all his dynamism and freshness, has not had the time to come to this House and get suitable modifications made to this Act, because the whole set-up has changed radically and has been altered, and the context has changed in a revolutionary way, with the result that the Act requires to be almost totally scrapped and a new Act has to come in its place, and I hope that that takes place as early and urgently as possible, so that it fits into the modern requirements.

By the end of this century we want Indian Railways to be not only the largest in Asia, the fourth largest in the world, and the second largest in the world in the matter of railways being state owned, next only to Russia, but also the largest in terms of efficiency, development etc. If that is to take place, he has got only 15 to 18 years. I hope he will continue as Railway Minister again and again. When I say "he" I mean the Railway Minister. Therefore, this requires to be looked into.

About the Railway Board, I do not want to repeat the argument that have already been made, but I feel that it needs to be looked into. It was in 1901 that the Secretary of State at that time asked Mr. Thomas Robertson to produce a report, which he did in 1901. The Railway Board Act came in 1906 and until 1956 the Railway Board went on undergoing a lot

of changes. Since 1956, it has remained as it was, by and large, and the result is that there is a lot of overlordship and heavy bureaucracy because of the Railway Board. I do not want to criticise any official here or there. My point is that the Railway Minister must give an assurance that the railways' administration and management will be so looked into that the bureaucratic overlordship and control is bogged down...

13 hrs.

MR. SPEAKER: Please conclude.

PROF. P. G. MAVALANKAR: If you do not want me to continue after lunch I would request you to give me one or two minutes more now. I will finish in 1½ minutes.

MR. SPEAKER: Please finish now.

PROF. P. G. MAVALANKAR: As there is no time, I will not go to other questions. At the end, I would only say this that the question of modernisation of the railways, the question of new lines, the question of general staff management and the question of industrial relations also need to be looked into very carefully.

In the remaining half a minute, I would say, as I must represent my constituency....

MR. SPEAKER: Everybody is answerable.

PROF. P. G. MAVALANKAR: There must be a super fast train between Ahmedabad and Delhi via Baroda for the convenience of the general public and also to enable the Members of Parliament to go to their constituencies on Fridays and come back on Mondays to do Parliament work here. There should be an additional train between Bombay and Ahmedabad. Moreover, what is important is that electrification must be speeded up in areas where it is needed so that the railways can function effectively and efficiently.

MR. SPEAKER: Out of 12 hours allotted, we are hardly left with 2½ hours. I will call the Minister to reply at 3.30 P.M. He will take about an hour.

SHRI C. M. STEPHEN (Idukki): The Opposition must get its allotted time.

MR. SPEAKER: Everybody is covered.

SHRI C. M. STEPHEN: Take, for example, my party. I have given a list of 9 members. 29 minutes are still left for my party. Only 4 members have been called. Others must be called. The opposition is not getting sufficient time. The Opposition must get sufficient time.

MR. SPEAKER: All the time allotted will be given

The House now stands adjourned till 2 O'clock.

13.02 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at five minutes past Fourteen of the Clock.

[SHRI RAM MURTI in the Chair]

RAILWAY BUDGET, 1979-80—GENERAL DISCUSSION—contd.

SHRI A. C. GEORGE (Mukundapuram): Mr. Chairman, before you call the hon'ble Member to speak, I would like to point out that just before the House adjourned for lunch the Leader of the Opposition had pointed out that Congress (I) and Congress have got 29 and 30 minutes remaining respectively. We would like to fully utilise that.

SHRI C. M. STEPHEN: Sir, let me also say that when the debate goes on the Opposition must have sufficient time. I checked up, my party

and Congress party have been allotted specified time. Janata Party has one hour and fifty minutes. My point is whatever time the Minister takes it must be from the Janata party quota and we must have our full time.

सभापते भ्रष्टवयः ठीक है, आप को समय दिया जाएगा।

भी किंतु प्रसाद (वास्तवाद) माननीय प्रधिकारी भ्रष्टवय, मैं आप का बड़ा आभारी हूँ कि आप ने भ्रष्ट-भ्रष्ट संवेदनम् भूमे पुकारा दी रखे के लिए।

जो रेलवे बजट 1979-80 का आनंदीय रेल मंत्री जी ने प्रस्तुत किया है, मैं संवेदनम् यह कहता हूँ कि जैसो कि जनता पार्टी की विवेत नीति है कि हिंदू धार्मिकों का विशेष ध्यान रखा जायावा, माननीय मंत्री जी ने उसी के अनुकूल काम किया है और उन्होंने सर्वे लोकान्म के हितों को देखने हुए यह काम काम प्रारम्भ किया है और इन के जो कार्य हैं, वे जनहित के लिए हैं, उस के लिए मैं उन को बद्धाई देना चाहता हूँ। इस देश की रेल एक बड़त बड़ा उपकरण है और यह विवर का सब से बड़ा नियोजन का एक विभाग है। रेल विभाग की जो वार्षिक रिपोर्ट 1977-78 की प्रस्तुत हुई है, उस में बताया गया है कि इस में 5,896 करोड़ रुपये की पूँजी लड़ी हुई है, 15 लाख कर्मचारी इस में कार्य करते हैं, 60,693 किलोमीटर लंबी रेलों की लम्बाई है। लाल ही साथ जो नियमित कर्मचारी हैं, उन को लाल में 950 करोड़ रुपये बेतान के काम में देना पड़ता है। इस से साफ़-ताफ़ वस्तु लग जाता है कि दृष्टि जन बड़ा विभाग है।

मानववर, यह वर्ष जब 125 वीं बर्चेंगांठ रेलवे की लम्बाई नहीं थी, तो उस बहत यह कहा गया था कि अनु-मानित अधिकारी 89.32 करोड़ थी, यह वह भर 126.23 करोड़ हो गई है। यह मंत्री जी ने स्वयं कहा है। यह अपने आप में एक कीतिमान है, एक नवा रिकार्ड है। इसी सिलसिले में यह भी कहता चाहता हूँ कि यहाँ पिछले हिसाको में रेलवे लाइनों को विद्युताया जाएगा, उस से लाल-साथ राजसव भी रिटर्न पर और और दिया जाया है, उस से हम लोगों की लाल वैदा ही हो गई है। एक तरफ आप ध्यान रिटर्न चाहते हो और दूसरी तरफ पिछले हुए लोगों का विकास भी आप चाहते हैं, यह जैसे संचरण होगा। इस के लिए यहाँ विशेष युक्तिवाले वैदी कुमारी तभी नवी लाइनों का वाल विल सकता है। यूनी लाल है कि आपको भी योजना आवेदन पर नवी लाइनों के लिए निर्भर करना पड़ता है और जिन लाइनों में जाटा होता है, उन लाइनों का जाटा देव कर आप उन्हें लोड देते हैं। आपने बजट में कई नवी लाइनों की जाट कही है, यह अपने आप में एक वर्षीय बात है। मैं आपका अल्प दूर्घटनार रेलवे की ओर विद्युता चाहता हूँ। यह तभा दूर्घटनार लाल के दूर्घटनार में और दृष्टिकोण महीं देता है। यह विभाग कीरी

## [बी निरंतरी भवान]

भारतार की देवरेव में ही अची तक यह यहा है : कोई सामाजिक देवरेव नहीं नहा यहा है। इह से उस रेलवे का बाब विचार पड़ा जाता है।

भारतार, मूर्खांतर रेलवे में समस्तीयुक्त से एक छोटी साइन गोरखपुर होते हुए, बर्ती, बाराबंकी तक यितरी है। इसको बर्ती लाइन में बदलने की बात कही यादी है। मैं आपको भास्यमान के कहना चाहूँगा कि इसकी प्रतिक्रिया देखी से की बात ताकि भलम और बंधान से पानी बाजे लोगों के लिए यह भी भी लाइन ही बाए। यह तक इसकी वित्ती प्रतिक्रिया हीनी चाहूँगी की बाह नहीं है।

इसी रेलवे पर भाजुनवा से बांसगांव, दोहरीयाद, भाजुबाहु विजाने वाली लाइन का सर्वेक्षण हुआ था। यह सर्वेक्षण लोगों का लोगी पड़ा जाता है। इसी कम में मैं भाजुबाहु लोगों की बाब भाजुबाहु कहना कि इस सर्वेक्षण की देख कर इस कार्य को बाजे बढ़ावें।

साथ ही साथ मैं यह भी कहना चाहूँगा कि रेलवे में सम्पूर्णित और मन्त्रालयित बनावारियों के लिए ओ जाहां निर्वित हैं के बाब तक दूरी नहीं भरी गयी है। मैं आपको आकर्षे के कर बहाता हूँ कि उनके बारे में क्या विचार है? मैं 1976-77 और 1977-78 की लिपियों से यह आकर्षे आपके सामान प्रस्तुत कर रहा हूँ कि कितने लोग भलम से काम कर रहे हैं। मैं आपके इस प्रकार है—सोहृदय भास्तव की 1976-77 में 6.1 और 1977-78 में 6.0 प्रतिशत कुल लोकियों में था। सोहृदय द्वाइस का कुल लोकियों में 1976-77 में 0.8 और 1977-78 में 0.8 प्रतिशत था। इस तरह से यह देखते हैं कि इन लोगों के नोकरियों में प्रतिशत बढ़ाते की बहुत जरूरत है। इस देखते हैं कि यहाँ चाहूँगी लोगों का काम होता है उनमें सोहृदय भास्तव के लोगों का पर्सेनेज 1976-77 में 84.8 और 1977-78 में 83.8 था जैकिन सोहृदय द्वाइस के लोगों का पर्सेनेज उनमें 1976-77 में 1.3 और 1977-78 में केवल 1.5 था। इस तरह से कमजोर वर्षे के लोगों में यहा भलस्तोष है। लोगों की इस बात यहै यान देना चाहिए।

भास्यमान एक बात भी है कि जो कमजोरी भर करते हैं, उनके बदले के बाब उनके आकियों को सेवा में नहीं आता है। वे लोग अपने लोगों के बदले के बाब कामियों में उक्के जा कर बक बाते हैं। यह तक देवरेव कमजोरी विजान में रहते हैं तो ये भास्यमान विचार ही जैकिन उनके बदले के बाब उनके आकियों की लोई सुखा भलम नहीं की जाती। इस वर कमजोरी को इहनमुक्तियुक्त विचार करना चाहिए।

एक आक्षयक गूर्खांतर रेलवे के भूमालव से ताजगित है। यहाँ 12-8-78 से 13-8-77 तक की लोक भ्रमित्वाविप्र लकड़े के पर यह ४५ किमीत से छहवें तक दूँक लोइ रहा।

परन्तु इह भवित्व ने रेलवे भ्रमित्व के सभी लोकियों की भवान या विस्तार कि लोहा भलम बहुत विवरण की यहा है। यह लोहों को नहीं रखा यादा है उनमें से 12 या 14 लोकियों का लोहा और लोकियों द्वाइस के लोह भी है जिन्हे अची तक नहीं रखा यादा है। इह तरफ भी मती भी को यान देना चाहिए।

मैं ने भाजुबाहु विवानारावण की ओं एक वर्त लिखा था कि भी राजधानी, तुला पांच की रेल युक्ति विवेच वर में नियुक्ति न किये जाने का यादा कारण है। उन्होंने मुझे जवाब दिया कि उनका सीना कम था, इस कारण से उसकी नियुक्ति इस पर यह नहीं हो सकती। लेकिन बाद में एता जवा कि उनीं से योग के लोहे द्वारा यह, तुला भी जब तिंह को लोकी कर लिया गया विजान कीना रामधनी से कम है। एता जवा है कि उनमें 12 से लगा विद्या था। जो सुरुद यिंह, तुला भी जगत तिंह है इसका सीना अब भाज भी बदलकर नाम जाय तो उसका सीना कम है। मंत्री भी ने उत्तर दिया, राम बनी भी भलम था, लेकिन मीने भी चाहूँगे में कमी है, सलिये यह नहीं लिया यादा। परन्तु इसके विपरीत जो सकाम भी नहीं है और विजान कीना भी कम है उत्तो से लिया यादा है। यह देख कर मुझे भास्यमान हुआ, और मैं चाहूँगा कि मंत्री की भ्रमों पर सध्या 78/तिक (ए भी ई) भार भार 5/7 विजान 17 करवारी, 1979 का भवलेकत कर ले और इस बात से संतुष्ट हो जाओं कि मेरी भात कहा तक सत्य है।

इन स्वर्यों के साथ मैं आपको भास्यमान देता हूँ, आपने यह तक बहुत सत्य यूने दिया।

**SHRI P. A. SANGMA (Tura)** Mr. Chairman, Sir, at the very outset, I would like to extend my sincere thanks to the hon. Minister of Railways, Professor Dandavate, for having shown good gesture to our region, that is, North-Eastern Region, by bringing forward a proposal of constructing new lines in the 6 Hill States of the North-Eastern Region. I can assure him that this proposal will bring in the hearts of our people a lot of expectations. But I would at the same time like to point out that considering the long-standing due and neglect shown to our region, this proposal is not at all adequate if equal justice is to be given to our people. I want to analyse some of the problems and some of the misconceptions that are in the minds of the people here at the Centre, in so far as our region is concerned. The Central leaders have not been able to understand the actual problems of our region. The people in the rest of the country have not yet

understood the problems and the conditions under which we are living there. There are people who misunderstand us and the people in other parts of the country accuse us that we have not come in the fold of the national main-stream. If the people of our region have not come to the national mainstream, we should not be blamed for that and I think the blame lies with the Centre. If we have not come to the fold of national mainstream today, it is because we have been compelled to live in isolation. Here I may bring to the notice of the hon. Members an interesting point that a majority of the people in our region have not even seen the train. They do not know what the train is. Not even 1 per cent of the people in our region have seen other parts of the country. The greatest bottleneck is the transport system and, therefore, every item is so costly in our region. There is another criticism which many people very often speak of us. They say that the hilly States in the North-Eastern region, the small States, always ask for more grants from the Centre; they always want central assistance, and they do not have revenues of their own. I may tell you, Sir, that the cost of development in our region is very high, the people in Delhi or in the rest of the country will not understand that. If one has to construct a small house, even if one kilometre of road has to be constructed by a government agency, everything has to be carried by bullock-carts or by human labour. At certain places, these can be carried by trucks, but this is possible at a few places. Therefore, if a road has to be constructed in our region, it may cost ten to twenty times than the cost of construction in the rest of the country. That is the reason we require more money from the Central Government and we have to depend much on the Central Government.

There is another difficulty with us. We do not have proper means of transportation and the result is that we are not in a position to exploit the

mineral resources. Our region is very rich in mineral resources, in forest products, but because of lack of means of transport, we cannot exploit them; we cannot do anything there. That is why, I have been trying to impress upon this House—I did so last year also while participating in the Railway budget and have been saying that from time to time—that it is very important that our region should have proper railway links. I am very happy that the hon. Railway Minister has understood this; this Government has understood this and at least a few kilometres of new railway lines have been given to each of the six hilly States of our region.

While taking up the new schemes, I only wished the hon. Railway Minister would have considered carefully as to which lines should be taken first. In my State, surveys have been carried out in respect of three lines. These are: Gauhati to Barnihat, Jigigepa/Pancharatna to Daranggri, and Goalpara to Mohindroganj.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): We have taken up Gauhati—Barnihat.

SHRI P. A. SANGMA: I wish that the Railway Minister should have taken either of the two other lines. The other two lines seem to me to be more important. These lead to places where mineral resources exist and can be exploited. The railway lines would have scope for further extension also. The Gauhati to Barnihat line which has been taken this year, ends at that point. It cannot be extended further. Economically, it is not very much viable. I wish, the other two lines should have been taken and I would urge upon the Railway Minister to consider this seriously.

Then, I am thankful to the Railway Minister that they are going to construct another bridge over Brahmaputra. But there was another proposal, and an important proposal. To the best of my information, the Go-

[Shri P. A. Sangma]

Governor of North-Eastern States and the North-Eastern Council have made a recommendation for construction of a third bridge over Brahmaputra at Jogigopa/Pancharatna. This bridge is very important. And to my information, the NEC has recommended that this bridge should be constructed on a priority basis. I would urge upon the Railway Minister to take up the construction of this bridge so that the other parts of the North-Eastern region which would depend on the construction of this bridge very much have proper development and many more things can also be done.

With these words, I conclude

भ्री ट्रो. एस.० अमारे (उसमानाबाद) समाप्ति महोदय, रेल मंत्री जी ने जो बजट प्रस्तुत किया है, उसके लिए, वह धन्याबाद के पाल है। मगर सभी ही जाग में यह कहना चाहता है कि जिस इलाके से मैं आता हूँ—मराठाबाद, वह जब हैदराबाद रेटे में था, ता उस समय भी वह आर्थिक में पहला था, और जब वह 1956 से महाराष्ट्र में आ गया, तब भी वह आर्थिक थे रहना है, जिसके कारण कोई सरकार उसकी तरफ ध्यान नहीं देती है। महाराष्ट्र का जिम गति से और जिस प्रमाण में विज्ञान ही रहा है, उस गति से और उस प्रमाण में भरालाबाद का विकास नहीं हो चाना है। इस लिए वह पर रिजनल इमर्जेंस की बहस्ता पैदा हो गई है।

जब तक किसी क्षेत्र में रेल की सुविधा न हो, तब उक वहाँ किसी प्रकार की आर्थिक कानित, वा इकाइयालाइजेशन सबव नहीं है। भ्री जय प्रकाश नारायण कहते थे कि इस देश में सम्पूर्ण कोन्ट्री लानी चाहिए। लेकिन जब तक सरकार रिजनल इमर्जेंस को वही हटाती है, तब तक इस देश में आर्थिक कानित की जान करना निरर्थक होगा।

हमारे यहा नाटुर-मिर्जे रेलवे लाइन को योजना बहुत लिनो से पढ़ो हूँह है। यह दूसरी बात है कि योनी योहोदय ने अपने भाषण में उल्लेख उल्लेख तक नहीं किया। यह उम्र याते के लोगों की बढ़ाकिस्मती है कि किसी महोदय में अपने भाषण में उस लाइन को उल्लेख लक नहीं किया है। ये आर प्रांजलद एक ही समय बैंगूर हुई थी बेट्ट कोस्ट कांकड़े रेलवे, बनोचानका, कम्पाह-नुखेड और लाटुर-मिर्जे रेलवे लाइन। 1973-74 में नाटुर-मिर्जे लाइन का योजना हुआ। लाटुर उस समय वह लाइन इकानोमिकली योनीबद्ध थी, तो उस तारके के बाव यात्रा वहाँ कई दूरी के बाबिल तक बहुत सुधार हुआ है। इस बारे में यह कुछ याकौ देना चाहता है, जो मैं ने

रेलवे स्वेच्छा से आया है। वेरे पाल यात्रा, 1978 तक हो जिसके हैं। लाटुर के बारे में जिसके इह प्रकार हैं—

नम्बर ग्राफ रेसेजर्व	.	3,61,768
प्रार्निम्ब	.	17,29,022 रुपए
आउटवर्ड पासेजर	.	15,142
इनवर्ड पासेजर	.	50,744
आउटवर्ड गुहर्व ग्रार्निम्ब	.	25,08,975 रु
इनवर्ड पासेजर ग्रार्निम्ब	.	17,48,711 रु

जब रेलवे को इतना कायदा होता है, तो रेल मंत्री को वहे बड़े ने अकसर गलत समझते हैं कि यह लाटुर इकानोमिक नहीं है। मैं ने इस बारे में लास्टमीटर दो पत्र लिखे हैं। मंत्री महोदय ने कहा है कि यह बिल्कुल फीजीबाल नहीं है, यह अनइकानोमिक है और इसमें इनवेस्टमेंट करना गलत है।

प्रगत लास होता थी है, तो उम्र क्षेत्र को सारे देश के साथ बराबरा के स्तर पर लाने के लिए बहु धर उपादान सें उपयोग इकेम्बेट की ज़रूरत है। ऐसा नहीं होना चाहिए कि जैक रेलवे को लास होता है, इस लिए उम्र क्षेत्र का नेटवर्क किया जाये। राष्ट्रीय दृष्टिकोण से वह गलत होगा। किसी भी प्रकार री की योजना का असल में लाने के लिए राजनीतिक आवार नहीं होना चाहिए।

उस सूटी लाइन पर तीन शहर फैक्टरिया और उच्च बड़ासारी फैक्टरिया है। किसानो का ओ 13 करोड़ रुपये का माल लाटुर के बाबार में जेवा जाना है, प्रगत रेल की सुविधा हो जाये, तो उसे धार्यर क मद्रास और बम्बई में जेवा जा सकता है।

कई आपारियों ने लिकायत की है कि उस लाइन पर बैंगूर नहीं चलते हैं। इसके बाबारा नैटोर लाइन के इविन बिल्कुल बेकार है। रेलवे के कर्मचारियों ने यह जानकारी दी है कि वे इविन सौ साल से भी रहते हैं। इसे पता लगा है कि जब वह धर भीत इविन लाइन की कोलिन की जा रही है, लेकिन पता नहीं है कि ऐसा कब किया जायेगा। हमारी यादी के बारे में सोब मजाक से कहते हैं कि यह रेलवाही नहीं है, बैलशाही है। यह यादी शतानी यीनी बलती है कि लो स्टेशन पर बढ़ने के बजाये बलती हुई यादी पर आसानी से चढ़ सकते हैं। जब तक यादी महोदय इन बारों को तरफ ध्यान नहीं देंगे, तब तक इस हालत में परिवर्तन नहीं हो सकता है और न ही उस प्रांत का विकास होना संभव है।

उद्दीप और नांदें कामर्जल ईंटर्टें हैं। यहीं योनी और लिकन्दराबाद की बाबदेव लाइन के बीच लाटुर रोड है। लाटुर रोड से लाटुर 32 किलो-

बीटर है। 1973-74 में उसका संरक्षण हुआ था। वार्षिक कारोबार द्वारा मंगौरी न लियने के कारण उसका इम्प्रीवेंटेशन बढ़ हो गया। बगर आज हम यह विनाई करते हैं कि बगर लागूर रोड और लातूर की इस लाइन को लिक आप कर दें तो वहाँ के यहाँ वाले किसानों और मजदूरों को उस से काफी कामया होने वाला है।

महाराष्ट्र डेवलपमेंट कारप्रोरेशन ने 800 एकड़ जमीन बहाँ दस साल हाँ एकावार कर रखी है इडस्ट्रीज स्पार्स के लिए ताक वहाँ के लोकवालों का काम मिल सके और उस हिस्से का विकास हो सके। महज नीरो गेज को ज्ञा गेज में न बदलने के कारण कोई भी इडस्ट्रियलिट्ट बहाँ इडस्ट्री लिए रैम्यार नहीं है। इसलिए मैं विनाई करता हूँ कि यहाँ की महोदय उसको तरक ध्यान दें और एक बार वह मेहरानी कर के उस लाइन पर देन में यात्रा कर क दें कि वहाँ के लोगों की जरूरत क्या है? न बहाँ स्टेशन पर दीया जलाया है, न पीने के पानी का इंतजाम है, न बोटार्कम है, न बेटिंग रूम है। वहाँ के पैसेजर्स भी वहाँ के लोगों को इस से बड़ी तकलीफ होती है। इस भीर यहाँ महोदय ध्यान देने की कृपा करो।

दूसरी बात—रेल यंत्री जी ने जो सीजन टिक्कट के फिरोज में बढ़ि की है भीर जो माल यांत्री में बढ़ि हुई है उस का भारत बड़े बहाँ और महाराष्ट्री में जो अपनी रोटी कमाने के लिए बढ़े हुए हैं उन के ऊपर पड़ता है। वे शहर से काफी दूरी पर रहते हैं। उन के लिए यंत्री महोदय को सोचना चाहिए कि जो लोग रोटी कमाने के लिए कहीं किसी कारबाने में काम करने जाते हैं उन पर उस का भास्तर न पढ़े और उन का भार बढ़े। मैं यह निवेदन करता कि जो बच्चों की उम्र की दृग्देश के लिए बढ़ाई है उस में जो बच्चे, साक्षे और सङ्किया स्कूल कालभेज में पढ़ने के लिए यात्री हैं उन के सीजन टिक्कट पर जो भार पढ़ने वाला है उस को निवड़ा कर ले हो सब को कामवेमव हो सकता है और यांत्री आप जो इनकम है उस में उन को राहत मिल सकती है। इन पर आप ध्यान दें, वह मैं उम्मीद करता हूँ।

SHRI K. MALLANNA (Chitradurga): First of all, let me congratulate Mr. Dandavate because he announced the conversion of the Mysore-Bangalore line from metre gauge to broad gauge. Like any other budget, this has got its merits and demerits, it has affected some sections of the people adversely and has helped some other sections. It may be progressive or non-progressive. Likewise this budget also contains good and bad things. I want to point out that it has touched the pockets of incapability, those who have not got the capa-

city of paying a higher fare, he has very cleverly withdrawn the concessions from the season ticket holders, urban and suburban people. This population consists of the working class, the students, poor ryots, kisans. He has withdrawn the concession on freights; he has announced the levy of a supplementary charge of 5 per cent. upto 500 kilometres and 10 per cent beyond 500 kilometres on all goods traffic, except salt. He has also withdrawn the concession to the people who are travelling upto 50 km. So far as season tickets are concerned, the revenue amounts to about 38 crores. So far as the withdrawal of concession on 50 km. tickets is concerned, it is expected to give 8.39 crores. It could have been made up through his efficiency. Now the Railway Department suffers from inefficiency. By bringing efficiency in the Railway Department, this charge could have been made up. This special fare concession was given to help the poorer sections. He has given incentive to the Railway employees, but that is inadequate. If he had given some bonus, etc. which would help the economic condition of the Railway people and incentive to the employees this charge on the poorer sections could have been reduced through efficiency.

He has announced some good proposals. He has announced some age concession for children to mark the Children International Year. He realises the catering condition in our Railways. It has been deteriorating for a very long time. The formation of Catering Corporation is a welcome feature.

He has announced some new lines. That also is a welcome feature. While announcing the new lines, I do not know whether he has taken into consideration all measures to lessen regional imbalances. So far as Karnataka is concerned he has announced line conversion from Bangalore to Mysore. Our State Government has made some request. Karnataka is a very backward State so far as Railway lines are concerned. Our State has made a request for conversion, of

[Shri K. Mallanna]

Bangalore Miraj line. It is a very important thing so far as freight from Bombay to Bangalore is concerned, so far as passenger transport also is concerned. Then conversion of Hubli-Hospet line is also very important. Work on Guntakal Bangalore, conversion line is going very slow. It is a very important line. I request him to speed up these things.

So far as new lines are concerned, our State Government has made a request that Hubli Karvara should be taken up so that it could transport iron ore from Bellari.

So far as the Railway Service Commission is concerned, we are divided into three parts. One section of our people has to go to Bombay, another section has to go to Secundrabad and the third section has to go to Madras. I request the hon. Minister to open an office at Bangalore to help the poor unemployed.

So far as our language is concerned, bulk of our educated population are coming from rural area. In rural areas, our education is through the regional language. I, therefore, request him to introduce regional language in conducting the written as well as oral examination.

Lastly, the work on the wheel and axle plant at Yelahanka is going on. I request the hon. Minister to see that this factory is made into an export-oriented factory because we are establishing some other factories in foreign countries.

I request the hon. Minister to go into the problems of my State and take some speedy action.

**SHRI S. B. PATIL (Bagalkot):** Sir, I am very thankful to you for giving me an opportunity to speak on the railway budget. My hon. friends on the other side and Mr. Mallanna have made some observations as far as Karnataka is concerned. In the first instance, I would like to congratulate Prof. Endavate on having presented

a surplus budget of Rs. 128 crores for the current year. The Minister deserves to be congratulated on three or four counts. Firstly, the rate of return on capital investment this year will be 7.35 per cent which is really the highest ever achieved since independence. Secondly, the railways have introduced super-fast express and super-fast classless express trains in the country. But they are all urban-oriented. As far as rural areas are concerned, as far as sectional railways are concerned, they are most-neglected and most-mismanaged in the country. The super-fast classless express trains are serving only 20 per cent of the population. The remaining 80 per cent of the population in the country are travellers in sectional railways. What is their position today? The trains are running late. Coaches are very dirty. Bath rooms are not cleaned. Catering has deteriorated most. These are the things going on in the sectional railways.

As far as Karnataka is concerned, as Mr. Mallanna has told the House, it is most backward and most neglected in the railway system in the country. I will give some examples. There are about 60,695 route KMs in the country out of which 8759 KM i.e. 16 per cent are in UP, 6395 KM i.e. 12 per cent in M.P., 5670 KM in Gujarat, 5303 KM in Bihar, 4714 KM in A.P. but only 2981 KM i.e. 5 per cent are in Karnataka. So, it is the most neglected, and most backward as far as railway system is concerned. I would like to say a few words regarding the route KM per million population. In Karnataka there are only 15.95 KM per million population, while it is 140 in Kerala, 105 in A.P., 66 in Tamilnadu and the all-India average is 89 KM. But Karnataka has only 15 kms. per million population.

Then what are the immediate needs of Karnataka in respect of Railways? They are conversion of Miraj-Bangalore and Hubli-Hospet lines from metre-gauge to broad-gauge and construction of new railway line from Hubli to Karwar.

Mr. Dandavate while presenting the Budget, told the House that conversion of Mysore-Bangalore line was sanctioned. Many of my friends including our Chief Minister congratulated him but I do not want to congratulate him for that because the State has contributed Rs. 3.75 crores in the form of free slippers, free land and other things.

Karawar-Hubli line is the most important line because if Hospet-Bellary iron-ore is transported through this route it will reduce the transport cost of iron-ore and our iron-ore will be able to compete in the international market.

Now, I shall tell you why this Karawar-Hubli line is important. This is the long standing demand of Kannadigas of North Karnataka, that is, construction of Hubli-Karawar new railway line which is about 160 kms. This will be the most important and economical means of providing an outlet for rich mineral wealth of Bellary-Hospet sector in Karnataka. The railway has conducted traffic surveys in the year 1972. The rich iron and manganese ore of Hospet-Bellary sector is now transported through Madras and Goa ports which are far away from Hospet. Karawar port is the nearest port to Hospet which is about 327 kms. The transport charges now for Hospet ore to Madras are about Rs. 77.55 per ton and for Goa Rs. 57.85 per ton but for Karawar it is estimated to be Rs. 37.53 per ton. If Hubli-Karawar line is constructed, it would be more economical and our iron-ore will be more competitive in the world market. Therefore, I request Mr. Dandavate on behalf of the State of Karnataka, to kindly look into this matter.

**बी. दंडवाते नियम (बाहुबलीपुर):** समाप्ति भी, मैं यह का बहुत ध्यानपूर्ण हूँ कि यात्रा ने मूले दोलने का कामय किया। मैं भी दंडवाते लाहू को भी बास्तविक देते हूँ और दूसरे दरवाजा इस बाहु ही है कि यह लकड़ से जड़े बास्तव और बास्तवों का नियम है। यह उन की कार्य-कामय है जिसके द्वारा नियम देते हैं और उन की कार्य-कामय है जिसके द्वारा नियम देते हैं और उनकी कार्य-कामय है।

पुराने परिवाद में लाइनें बदली जा रही हैं। यह बात और भवी जी ने की है यह यह है कि उन्होंने यह फैसला किया है कि जो हावी प्रदान एवं विधायी है, वहां पर नहीं ऐसे लाइनें बदलाने में प्राप्तिनिधित्व भी आएगी। यह एक बहुत घट्टी बात उन्होंने की है।

मैं आपके डारा भवी जी का ध्यान उत्तर प्रदेश में फास्तावाद और लाहुबलीपुर की तरफ दिलाना चाहता हूँ। फास्तावाद से लाहुबलीपुर होते हुए भेलानी तक एक नाड़ी बालां जाए। इस लाइन का सर्वे भी ही चुका है। फास्तावाद में आगू देवा होता है। तम्बाकू भी देवा हिया आता है। पुराया और भेला लाहुसी जो है हीट इंडिया बेल उत्तर प्रदेश की है। इसलिए वहां पर रेलवे लाइन बनाने की बहुत जाहरत है। उस का सर्वे भी ही चुका है और यह यानुभावन या कि 31 करोड़ रुपये उस पर जब लाएंगा। जनरल एक्सचेंज और प्लानिंग कमीशन ने सायद इस में कुछ रुकाव पेश कर दी है और हारी लाहुसी नहीं दिलाई है कि जिस की बजह से ओर बढ़ते साहब को कुछ दिलात है। इस के लिए मैं यह सुझाव पूछ कि यहरां पूरी लाइन का नियमण घट्टी नहीं हो सकता, तो एक तरफ से इस को शुरू करवा दें। इस लाइन का मिलिट्री लाइन द्वारा यह से भी जाहज है क्योंकि यह बाइना के साथ हमारे बोर्डर को जोड़ती है।

**श्रीमन्,** आपको मालूम है कि 1914 में लाहुबलीपुर से भेलानी तक जो रेलवे लाइन थी, उसको उत्तरां दिया गया। तत्कालीन बर्बर जनरल ने वहां के जोड़ों को यह धारावासन दिया था कि फ़स्ट वर्ड शार लाम होने के बाद उसको रेस्टोर कर दिया जाएगा। इस लाइन के बारे में तत्कालीन बर्बर जनरल ने भी यात्रा किया था लेकिन यात्रा तक उस रेलवे लाइन का नियमण नहीं हुआ। आप जानते हैं कि लाहुबलीपुर एक पिछड़ा और विकलित जिला है लेकिन स्वतन्त्रता की लड़ाई में वह सब से बाहर रहा है। 1857 की आजादी की लड़ाई में और उसके बाद काकोरी काल में भी वहां के लोल लाहुबलीपुर है। मैं आपको जलाना चाहूँगा कि काकोरी काल में जो कि दैर्घ्यों के जलाने में बहाना, वहां के यात्राकुलना का लाहुबलीर रेलवे तिहां और विकल राम प्रसाद विलियम लहिंड हुए और 1857 की लड़ाई में भीलीय लाहुबलीर लाहूबलीर साहब ने धांडेंगो के विष लड़ते हुए धूप अपने प्राप्त किये। लेकिन यात्रा तक उस इलाके की तरफ यात्रा नहीं दिया गया है।

इसी रहस्य से जीवीदों द्वारा के जनान वे विविक्षण कल्पनावाल लाइन का सर्वे ही चुका था लेकिन उस लाइन पर भी कोई यात्रा नहीं दिया जा रहा है। श्रीमन्, आपको मालूम है कि लाहुसी वहां की बड़ी लाहुबलीपुर नहीं हो सका है। वेहरांग और विकलनार के बीच में भी सर्वे ही चुका है। यह सर्वे दोनों लाइन पहले हुआ था लेकिन

## [बी सुरेश विकास]

इस का भी निर्वाचन नहीं हो रहा है। और अब बालंगे हैं कि देहरादून का एविया बहुत पिछड़ा हुआ है। इस इसांके में इन लाइनों के बिच बालंगे से बहुत पर वालियों को तो सुविधा होती ही उसके साथ साथ निलंगी बाईंट आक और से भी उनके बहुत बहर्व हैं।

अग्रवाल, भन्त में ये कहता चाहता है कि सर्वने रेलवे का इतनाम बहुत प्रभाव है। सेकिन नारंगे रेलवे का इतनाम सब से बारबर है। इस साइन पर कस्टं बलात में पेसेजर्स भर जाते हैं और जेन पुलिंग तो आग बात है। इसलिए मैं भर्ती जी से निवेदन करना कि मैं इस बीच को देख कर ठीक करें।

मधु दण्डवते जी ने जो रेलवे का इतना मुख्य बजट प्रस्तुत किया है उसके लिये मैं उनका आग्रह प्रकट करता हूँ। आपने मूले इस पर बालंगे का समय विषय, इसके लिए आपका भी बहुत बहुत बहुत बन्धवाद।

बी लीलूमाहि गांधित (मार्गदर्शी) सभापति नहोदय, आपने मूले रेलवे बजट पर बोलने का जो भीका दिया है, उसके लिए मैं आपका बड़ा आभारी हूँ। रेल बजट में आग जनता के अंतर और प्रणालीय बदले हैं, उनके बारे में भरे पहले के बालंगीय बक्साओं में बदलाव दिये हैं और उनके बारे में कुछ सुनाव भी दिये हैं, मैं उनको नहीं धोहराना चाहता हूँ।

मैं अपने बक्साएं में, हमारे दूसरात में आविदावियों और लिखे हुरियों को रेल सेदाएं और सुविधाएं देने के बारे में कहता चाहता हूँ जब से हमारे रेल बीजी जी मैं कांचबांध सभाता है तब से उन्होंने बार बार इस दृश्य में और इस दृश्य के बारे में आविदावी और लिखे हुरियों के विकास के लिए रेल सुविधाएं बालंगे से जल्दी देने का बार बार आवश्यक दिया है। नगर जनापति भी मूले दृश्य के कहना पड़ता है कि जहाँ तक हमारे दूसरात के आविदावी और लिखे हुरियों का संबंध है, उनके लिए इस बजट में रेल सुविधाएं देने के लिए कोई ब्रह्माण्ड किया जाया है। मैं लिखे हुरिये का साथ के रेल बजट के बारे में जी बालंगे कहीं भी उन बालंगों की तरफ मैं रिटर्न से रेल बीजी जी का आग विसाना चाहता हूँ। सुविधात में आग आभारी से बारम्बुर आवश्या बायत तक पहाड़ी खेज की जो पहुँची थायी है वह सारा आविदावी हिस्ता है वह हिस्ता बहुत पिछड़ा हुआ है। बहुत रेल और कम्प्युनिकेशन की कोई सुविधा नहीं है। इस विस्तृत लिखे हुरियों पर विनाश की है। इस लिखे हुरियों में रेल-सुविधा का विस्तार होना चाहिए। यह इस लिखे हुरियों में बलात, आविदावी के आविद जो नहीं रेल साइन विषय का सुविधा देता है हमारी दूसरात दूसरात में जी बालंगे के बालंग तक हाथिक

तक रेल साइन से बारे में आराम दरकार को लिखा है। रेल बीजी जी इस लेख को यह यहै रेल साइन विसाने के लिए जो भी कामयाही हो, वह कामयाही बहुत हो करें। वह दृश्यल इतना है। उस हिस्ते को रेल साइन से विनाना जोका जा सके उतना उसे जोड़ने का प्रयत्न करें। इस रेलवे साइन पर सोनगढ़ और आरदोलाई जो भी स्टेशन है इन पर अपरि पुल की कोई सुविधा नहीं है। ऐसे इस बारे में बार बार बीजी जी को लिखा है कि और बहुत जाता नीचे जी कहा है कि दोनों स्टेशनों पर अपरि पुल बनना चाहिए। सेकिन भर्ती तक उस विश्वा में कोई कार्य नहीं हुआ। बेस्टने रेलवे के सुपरिलेंट ने बहुत का सर्वे कर के उपरि पुल बनाने के लिए तिकारिक भी की है। किंतु जी इस बजट में इस का कोई प्रबन्ध नहीं है। मेरी भर्ती जी को प्रार्थना है कि इन दोनों स्टेशनों पर अपरि पुल बनाने का इंतजाम करें। इसी प्रकार डीसबाडा स्टेशन पर काटक होना चाहिए ज्योतिक जहा एम० डी० प्रार० रोड कौस होती है। काटक की सुविधा न होने से बरसात के दिनों में जो रास्ता भीजे से जोम होता है उसमें नाले का पानी भर जाता है और बसें भी नहीं चल सकती हैं। तो डीसबाडा स्टेशन पर एक काटक की सुविधा आप तुरन्त दें।

रेलवे कर्मचारियों के बारे में देता निवेदन है कि आविदावियों की उनमें बहुत कम सज्जा है, और भर्ती का जो आपदण्ड है उस में अधिकारी गदबदी करते हैं। मैं भर्ती जी से कहता चाहता हूँ कि भर्ती जनरी वें एक परीक्षा है और सुरक्षा में जिससे कई आविदावी लड़के रिटर्न टेस्ट में पास हुए सेकिन दिक्षित टेस्ट में उनको नहीं दुलाया गया। न दुलाये का कोई कारण नहीं दिया गया। मैं यह लगा कि उनको इसलिए नहीं दुलाया गया क्योंकि उनकी उम्र बड़ा थी। प्रबन्ध वह बात सही नाम भी नी आए ही किंतु जबादा उम्र होते हुए आपने उनको रिटर्न टेस्ट में कहा भ्राताक किया? तो इस प्रकार जो प्रकल्प लोग बदबू करते हैं इसको रोका जाना चाहिये और रेलवे सेवा में आविदावियों के बच्चों को आवासिकता देनी चाहिए।

यही मेरी प्रार्थना है।

बी रावेशबर कोलर (रामचूर) सभापति महोदय, आपने मूले रेलवे बजट पर बोलने का भीका दिया इसके लिए मैं आपको बध्यवाद देता हूँ। हमारे रेल बीजी जी को सभी लोग बहुई दृष्टि है ही और वे भी उनको देता है क्योंकि जब रेलवे अपनी 125 वीं बैंगाठ मना रही थी ऐसे भीके पर बर्तीन रेल बीजी जी को कदम उठावे उससे कारण रेल कर्मचारियों में अच्छा काम किया जाए और इसी कारण सरकार बजट भीजी जी पेट कर सक। हर जात वह सरकार बजट बना दें और सेकिन बाद में विसाना कर देता है। जल्दा सरकार बजट में इतनी इटरेटेड नहीं है विसाना कि वह सुविधाएं चाहती है। सूक्ष्म ट्रांस्पोर्ट भी और आविदावी के बालंग की सुविधाओं का उपरिय अवधार ही

जाहिये । लेकिन इसके बारे में बहुत नहीं हो रहा है । आप सोन विस्टेंट गाड़ियों में से सुविधावाले बातें बाते जा रहे हैं, सुपर फ़ास्ट गाड़ियों भी बहुत हैं, लेकिन जो जोटे फ़िस्टेंट की गाड़ियों हैं उनमें गाड़ियों की सुविधाओं की सर्वादा अचानक याता जाता है । इसीपर आप बातें ही की बाता में उनकी बच्ची सेवा हो और सुविधावाले उपलब्ध हों । वह हरप्रकार बजट में इंटरेस्टेंट नहीं है । हर साल सुपर फ़ास्ट गाड़ियाँ बहुत रही हैं, लेकिन ट्रेस्ट बहुत पुराने हैं और याता स्पीड की गाड़ियों बजाने की बजह से बराबर ही रहे हैं उनका बेफ्टेंट लीक नहीं है, बैंगनीकी से काम नहीं कर रहे हैं जिसकी बजह से ऐसीहींदें याता होती है । जिस प्रकार आपने याता-मुग्धलसाराय और हाराका-बर्देशन सैक्षण पर इन्हें बैंगनीट विवाइट सायां हैं उसी तरह की और सैक्षण में भी अवस्था करे तो ऐसीहींदें तक होते और अवस्था बच्ची रहती ।

इस समय हमारे देश में एन० ई० एफ० रेलवे के अन्दर वा प्राइवेट कम्पनियाँ रेल बता रही हैं । एक 81 72 किलोमीटर लम्बी लाइन है जबरपुर से लाइट सैक्षण पर नीचे जाने में जिसको मार्टिन और बने कम्पनी लिंगिटेंट बता रही है, और दूसरी 378 किलोमीटर लम्बी कटालहून से लालाकार लैक्षण में एक लाइन है । काकार जिसे में जिसको मैकलॉड कम्पनी बता रही है । मूले आस्थर्य है कि देश के प्राइवेट कम्पनियाँ रेल बता रही हैं? बैंगनी कर के प्राप्त उनको भी अपने भविकार तत्र में नीचिए ।

बाल बर्ध के उपसक्त में आपने छोटे बच्चों की भी ट्रेविल के लिए उड़ानी लाल साल से बड़ा कर 5 साल कर दी है इसके लिए आप बर्धाई के पाव हैं । लेरा निवेदन है कि स्कूलों में यहने वाले बहुत बच्चे हैं इसलिए उनको भी कंसेंशन देने के लिए उनकी उमर 12 से 15 साल कर दी तो भला रहेगा । उसके बाद किसानों के बारे में जो कंसेंशन दिया है, वही बच्चन से कुछ नहीं चलेगा जब तक प्राप्त उनको रेलवेन की सहायता नहीं दें । यह कंसेंशन पहले से ही है । . . .

मध्यस्थि अद्वेद : यह पहले ही कहा जा सका है ।

भी राजसेवा औलर : कर्नाटक में जो मैसूर और बैंगलूर लाइन के बाडमेव में कालवान को जो आपने बजट में लिया है जिसके लिए कर्नाटक सरकार यातार 1973 से प्रबल कर रही है, उसके लिए वही लम्बी भी को बचवाव देता है, लेकिन मूलतः और बैंगलूर लाइन को 1971 में तुक्रे हुए और उसको 1976 में कंसेंट होना परा । वह याता तक कंसेंट नहीं हुआ है बैंगनी कर के इसको कंसेंट करने की कोशिक करे और अब ही याता इसको इसेन्ट्रोलाई बनाना चाहिए,

उससे लोग बहुत बड़ेष्ट ही बायेंगे और इससे समय की बचत होगी ।

बंगलौर में छोटी एवं एक्सेस ब्लान्ट है लेकिन वहाँ पर काम करने के लिए कोई भी यात्री वहाँ का नहीं है, वहाँ बाहर के सोनों को लाया जा रहा है । यदि वहाँ के सोनों की काम विसे तो प्रक्षत है ।

कैरिय लैक्षण साउथ में बहुत बराबर होता जा रहा है, सदरे एक्सेस में कैरिय लैक्षण बहुत बराबर है । लम्बी भी उसकी तरफ भी ब्यान है ।

रेलवे रियरेसन की हालत भी बहुत बराबर है ।

इसके साथ ही कर्नाटक में बैंगलूर से नारंग पाटं (उत्तर कर्नाटक से बजलौर से आने के लिए कर्नाटक आने के लिए कोई चुंडेन नहीं है, वहाँ पूँट्रेन का इन्टरक्षन कर दिया जाए तो लीक होता । बैंगलौर से रायपुर तक एक डिरेक्ट रियर लाइन का इन्टरक्षन कर और रायपुर से यात्रास अवृद्धि और दिस्ती आने वाली रेलों में एक-एक रियर लाइन आया । रायपुर-स्टेशन से काफी घनिय है इसके अलावा भी रेलवे स्टेशन का कोई सुधार नहीं हुआ है यात्रियों को सुविधाओं की बहुत कमी है । कम से कम सुविधायें तो लियनी ही चाहिये ।

भी लख लें तिह (गोंडा) । सभापति महोदय, वैसे तो पिछले बर्ष भी रेल लम्बी भी ने जो बजट दिया था, उसके कारण बायाइयो का ताता लख जूका है और भेड़ी भी उनको बचाई है । परन्तु भी ऐसे लें गोंडा से आता हूँ जिसका रेल की पूँट से महत्वपूर्ण स्थान है और इस नाते में 2, 4 बाते आपने सामने रखना बाध्या, क्योंकि समय मूले बहुत कम दिया गया है ।

यह बुझी की बात है कि जनता पार्टी ने कहा है कि यात्रा की ओर जल्दी भी ने भी अपने ड्रोजेंट गाव की ओर बजाने का बायाद किया है । लेकिन जब भी यह बजट देखता हूँ तो उसके मुताबिक हमारा पूरी ओर इस योजना से बचा हुआ है । भी गोंडा की बात करना ।

रेल लम्बी भी ने अपने बजट यात्रण में वह कहा है कि उन्होंने सोनपुर को डिविजनल लैक्षण पर कर दिया है । गोंडा इससे पहले डिस्ट्रिक्ट लैक्षण का होने के बाबूद भी इसके डिविजनल लैक्षण का होने के बाबूद भी इसके डिविजनल लैक्षण का होना है । माननीय रेल रायपुर लम्बी इन्टरक्षन करने वाले उड़ाने वाले परिवहन भीटिय जावेगा, क्योंकि परिवहन ने वहाँ उनसे मार्द भी भी । एडमिनिस्ट्रेशन की ओर वे भी वहाँ भी । एस० यात्रिय लियर जावेगा, क्योंकि परिवहन ने वहाँ उनसे मार्द भी भी । एडमिनिस्ट्रेशन की ओर वहाँ भी वहाँ भी ।

## [बी सत्य बेब तिह]

इसके लिए रेल राज्य मंत्री ने परिवहन में बायोपा लिया था, जैसे इस बारे में रेल मंत्री भी को पर भी दिया है, मैं यात्राका कि वह अपने बजाव में इसके बारे में सम्बन्धित करे कि राजनीते मंत्री भी को इस बायोपा को पूरा किया जायेगा।

हमारे गिर माननीय सदस्य मुरुरेन्ऱ विक्रम जी ने कालोरी कांड भी बात कही थी। हमारे बहु गोंडा लिंगी कबहरी लेलान है, उसके बारे में मैंने प्रवास मंत्री से लेकर रेल मंत्री और रेल-राज्य मंत्री तक पत्र-पत्रहार किया है कि राजेन्ऱ नाय लाहिंडी, जो कि हमारे लिए और दूसरों के लिए ही नहीं सारे राष्ट्र के लिए सम्मान का नाम है, उसको ने उनको कालोरी दिने के लिए उसी स्टेशन पर उतारा था जो कि कालोरी कांड के नाम से भग्नहूर है। उसके बारे में कई बार प्रवासार लिंगी लेकिन भीयर ईमकारी-लिंगीज के बाबार पर इसके नामकरण को यह कह कर दाया या यह है कि यह मानकरण कोनीजी गृह मंत्री और राज्य सलाहकार के लिए का है। लेकिन मैं रेल मंत्री भी से अनुरोध करूँगा कि गोदा कबहरी को तलाक राजेन्ऱ नाय लाहिंडी नारंग लेलान किया जाये और इस प्रकार नामकरण करने पर रेल और हम ही नहीं पूरा राष्ट्र अपने को सम्मानित करेंगे।

पिछली बार आपने नई लाइनों के सम्बन्ध में बात करते हुए बालीसालाबाद-बलरामपुर रेलवे लाइन के सर्वे कराने की बात कही थी और इस बजट में भी यही कहा गया है। सर्वे बहु हो रहा है, लेकिन यह सर्वे ही कर ही काम समाप्त नहीं हो जान चाहिए, यह बलरामपुर-बालीसालाब बड़ी महत्वपूर्ण लाइन है, मेरा अनुरोध है कि इस को तलाक पूरा कराने की व्यवस्था की जाये। सर्वे के बाबार पर ही संतोष नहीं हो पायेगा।

हमारे बजार्हाइ में पूर्वी उत्तर प्रदेश और विहार से सार्वे भी, 10 लाख से ऊपर लोग इस सम्बन्ध गहरानपरी ने दिए हैं जो बहु के बालीसाल के पूरी तरह बहु हूर है, उनके लिए नाल 3 ड्रैग हैं—बालीसाल एस्टेशन, भालमपुर जलता स्टेशनकरार जैसे। बहु की नाल यही है कि बहु एक ट्रैन और बार्हाइ जाये। लेकिन बहु के बालीसाल एस्टेशन के बालीसाल यह तंत्रज्ञ न भी हो तो जिस बाबार के उत्तरानामु एस्टेशन को बालीसाल जा एका है, उसके 21 कोंडेन्स की व्यवस्था की गई है, उसी दर्जे से बालीसाल एस्टेशन को भी बालीसाल ही एक बालीसाल कर बालीसाल करने हो इससे बहु भी चुकाव होनी।

मंत्री भी ने अपने भायोपा में लेवरेंस को बेंड लीन देने की बात कही है, लेकिन भारी लंगा में लालौरी बालीसाल जान कर एक है; भारी जी ने और बैंगलूरु बर्लैंस के लिए व्यवस्था करायी है, यह पूरी दर्जे लालौरी ही है जो यही ही और उसके भी चुकाव की व्यवस्थाकरता है।

बोगत के बहु में मंत्री भी ने स्टेटेंट लिया है।

समावित भाषेश्वर : बोगत की बात ही मूली है, अब आप समावित कीरिए।

बी सत्य बेब तिह : बोगत के बारे में मंत्री भी तलाक यह कहे कि लेवरेंस को बोगत दिया जायेगा। इस सम्बन्ध में केंद्रीय मंत्री भी जारी कर्मानामूलक में समावार-पत्रों के मालवाय से बोगत की है कि रेल कम्पनियों को बोगत दिया जा रहा है।

समावित भाषेश्वर : बोगत का हो गया है। अब आप को बार-बार कह रहे हैं?

बी सत्य बेब तिह : हो गया है? तो मूलारक है सब को। एक यो बातें छोट यह गई हैं।

समावित भाषेश्वर : उन्हें लिख कर दे दीजिए। —बी राजन।

SHRI K. A. RAJAN (Trichur): Mr. Chairman, Sir, first up all, I thank the hon. Minister for having made allocation for the Ernakulam-Alleppey railway line honouring his commitment to the people of Kerala. Then coming to some observations on the general nature of the Budget, I would like to say that the Railways, as a public utility service has to bear some social burden and it should not be treated as a commercial undertaking as it is. If that aspect had been in the mind of the Minister, the fare hike in the passenger fares would not have been there. The increase in the freight charges will have its impact on the over all price index of the essential commodities. These two things could have been avoided had there been a thinking that the Railways have to bear some social burden also?

Now I come to some specific points regarding my constituency and also Kerala. One is regarding the electrification of the broad gauge line from Ernakulam to Trivandrum because in Kerala, electricity is very cheap.

Coming to another point regarding the cresting plant at Olavakot, I would like to say that it has been virtually closed down and a compliment of 300 workers have been retrenched. The Minister should do something in this regard.

Then coming to another problem, regarding the state of the ministerial staff in Railways, most of the offices are under-staffed and people are stagnating without any chances of promotion. I would like to impress upon the hon. Minister that the only way to get out of the riddle is upgradation of the posts. By this, to some extent, the grievances of the railway employees can be redressed.

Coming to the question of Mangalore-Hassan Railway, there is going to be retrenchment because of the completion of the Project. Those casual workers should not be retrenched and they should be re-employed in the very near projects or in bridgeworks. There are two more important things regarding the overall service conditions of the Railway workers, which have already been voiced in this House by all Members, both from the ruling party and the Opposition parties viz., the bonus issue and the restructuring of the wage structure of the railway employees and bringing their wages on par with that of the other public sector undertakings. The Central Gratuity Act should be made applicable to the casual workers also who have completed more than 240 days of service and they should also be confirmed.

With these words, I conclude.

SHRI A. C. GEORGE (Mukundapuram): Mr. Chairman, Sir, I am extremely thankful to you for having given me this opportunity for utilising whatever time that is left out of the time allotted to my party since I am the last Member to speak from my party. I thought of mentioning an interesting point which perhaps was missed by my esteemed colleagues who spoke earlier. In the 33 years history

of Independent India, Mr. Madhu Dandavate has the unique privilege of performing a hattrick in the sense that he is the one Minister of Railways who is presenting...

AN HON. MEMBER: Three surplus budgets.

SHRI A. C. GEORGE: Leave alone the surplus budget...three Railway Budgets continuously.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): This has been mentioned already.

SHRI A. C. GEORGE: I am thankful to the hon. lady Member for the correction.

SHRI O. V. ALAGESAN: When Lal Bahadur Shastri was the Railway Minister, he presented five Railway Budgets.

SHRI A. C. GEORGE: That is why I said, I am subject to correction. I still maintain that he is the one who has presented three surplus railway budgets. It used to be that the Railway Minister is quite often shunted, if I may use the railway terminology.

PROF. MADHU DANDAVATE: The railway terminology is not to be loose shunted.

SHRI A. C. GEORGE: You are not only not loose-shunted but not even shunted.

The only thing I would like to point out about the Railway Budget is, in spite of many of its plus points, there is one lacuna. I think, the Railway Minister is suffering from a complex, as his colleagues are also suffering from such a complex, called the compass complex. The compass instrument is always looking at the north. Just like that, the Railway Budget is also looking at the north. If you go through the Railway Budget, you will find that in the south he is promising a lot of investigation but the in-

[Shri A. C. George]

mentation is all in the north. The south is left with investigation and the north is given implementation.

During the last 32 years, the State of Kerala is gifted with only 200 Kms. of railways. But this time we are immensely thankful to him that he was kind enough to sanction the Alleppey-Ernakulam railway line, of course, with a rider that it is subject to the confirmation of the National Transport Commission. The whole House has got the goodwill for Prof. Madhu Dandavate. But there are evil forces in the Planning Commission...

**PROF. MADHU DANDAVATE:** Let me intervene and make it clear that, that was the position before the Planning Commission cleared it. The scheme has been cleared; included in the Budget and the financial provision has been made therefor.

**SHRI A. C. GEORGE:** This is a categorical assurance that I was waiting for. When he made the Budget Speech, there was some reference to the National Transport Commission. I know there is one gentleman—I hesitate to mention his name—who thinks that it has been a personal affront to him that this railway line has been given. It is because he was having some funny ideas. His name is Mr. Rajadhyaksha—Raja means king and Adhyaksha means President—he is both king and President. He thinks that he is the only man in the country who is an expert on economics and everything. He thinks that this decision goes against him. Now that the Minister has given a categorical assurance that it is going to be implemented, I do not want to say anything more about it.

One more point and I have done. Cochin is the only major port city in India—Calcutta, Bombay and Madras have suburban railways—which does not have a suburban railway. As the city is expanding with industrialisation—I am sure, he is aware of that—

I suggest that Trichur to Cochin and Kottayam to Cochin is developed as a suburban line. I would request the Railway Minister to do something about it.

I do not want to repeat the point about commuters and all that. Many hon. members have spoken about it and, I hope, the hon. Minister will consider all that.

I would like to say one thing, if the Railway Minister happens to travel between Trichur and Cochin by train, he will see some railway stations which are 100 years old and which can be taken to the Transport Ministry in an excellent state of preservation. Kindly see that these archeological preserves are taken to the Transport Ministry here and shown as models. Even now, some of the railway stations are in an excellent state of preservation as archeological remnants of the railways. Please do something about them.

I do not want to repeat about bonus. I once again thank the Railway Minister for sanctioning the Alleppey-Ernakulam railway line.

**SHRI PURNANARAYAN SINHA (Tezpur):** Mr. Chairman, Sir, while thanking the Railway Minister for presenting again surplus budget for the railways, I remember, he also said that the saloons have been abolished. I have returned from Assam only yesterday. But I find the officers are converting saloons into inspection carriages. They are still using them though they have been given double air fare for visiting the far-flung areas in the region. Secondly, he has also abolished the use of domestic servants on payment by the Railway, but they are converting them into 'emergency peons'. So, they are still engaging domestic servants on the account of the Railways. Officers with a good reputation do not go there nowadays because it is a difficult region. They are making such decisions these days that they do not encourage booking of

goods from West Bengal and Bihar into the Assam region. They are returning empty. From wherever they are sent occasionally they are all returning empty to the north-eastern railways. They do not also book anything. Fertilizer is lying in Namrup, but it is being carried by road at a high cost of 75 per cent of the cost of stores. From the Namrup region it is coming by road, raising the cost of fertilisers for the cultivators. They are not getting wagons for timber produced in Assam for areas outside Assam. They refuse to carry it. As they don't provide wagons 75 per cent to 80 per cent of the cement is being carried by road from Chaitwan and parts of West Bengal and Bihar to the backward, sensitive areas of the north-east.

Another point is in regard to the Tinsukia Mail which is a super-fast train. I am sorry that though this train has become a much sought-after train, at the present time, the timings of its departure from Delhi and its departure from the other end have become so inconvenient for the people. Because it starts at 4 o'clock or at dawn to avail themselves of the Tinsukia Mail they have to start at 3 o'clock in the morning. People coming from Rajasthan, Haryana and other places, who intend to go to Bihar and Assam side have to come one day ahead to catch a train at Delhi and to catch a train at Gangaghat also, they have to come one day ahead. So, these are the inconveniences. The link trains are also not running according to time. Although the Tinsukia Mail is a super-fast train, there are people living in outlying areas who are not able to avail themselves of the super-fast services of the train.

Thirdly, I am sorry to note that in the new Construction Division that has been created, the General Manager (Construction) in the North-East is trying to induct people from other areas. Though there is a backlog of 750 employees from Scheduled Castes 4422 L.S.-11.

and Scheduled Tribes, he is bringing people from elsewhere for the construction work there, denying the right to local people to take part in the construction jobs, so that they can get employment. In my own constituency around 10,000 acres of land is being acquired by the Railways for construction of a road to the bridge. But the local people will not be benefitted because people from elsewhere will get the jobs to build it. There is bound to be agitation. We somehow pacified some students stir. They are pacified because we assured them that in future all local employment will be provided to local people. If the General Manager (Construction) imports people from elsewhere, from other Divisions, there will be much agitation which will only retard the progress of the work.

There are some points I would like to put on record for the information of the Hon. Minister so that these difficulties are removed. I have also written to him in relation to what I am submitting so that he may look into the matter and these difficulties are mitigated and so that people are satisfied and the progress possible in the North-Eastern Railway can be achieved.

‘श्री शंखाशंख लंबू’ (शंखला) · संभापति महीदय, जो रेस ब्रजट इस सदन के समान प्रस्तुत किया गया है उस का समर्थन करने के लिये शंखला हुआ है। शंख की विविधत ही है कि जब प्रथम बार यह देश 1947 में भ्रात्याकृत्या तो 10-15 साल हैं देश को संभालने में जब लोकित जनता सरकार, जो कि जनता जनाईद की सरकार है, उस के विद्वान मेंतो अपनी सूक्ष्म वृद्धिमरण के कारण वो जाल में ही देश की हालत की सम्पाद कर सुन्दर दृश्य से रेस ब्रजट प्रस्तुत कर दे रहे हैं।

इस के साथ ही मैं कहता था हासा हूँ कि एक श्रीधारी-  
काशी जिसा मंडला से चूँ कर आया हूँ, तीस साल  
तक इस जिसे की बड़ी दर्शकों की रखी है। श्रीधारी  
जन्म में बड़ी आया था कि श्रीधारी तारकार उठ की  
झोर जिसे व्याप्त रही। मांडल जिसा श्रीधारीसिंहों  
के साथ जन तमाज़े खेल रहा है। अब उन्हें

## [बी स्वास्थ नाम नुम्बर]

मार्गदार के भगवार है जिन पर संकहों वर्ष तक काम चलेगा । मार्गदार जिसे के सफेद लीमेंट का पत्थर लाहूर भेजा जा रहा है । रेलवे लाइन के अभाव में बहां पर सीमेंट का कारबाना नहीं चलता जा सका । मेरा अंग भी सीमेंट का कारबाना नहीं चलता जा सकता । अब भी सीमेंट का कारबाना नहीं चलता जा रहा । इसे लाइन लाल दी जाय, तो बहां पर सीमेंट का कारबाना चलता जा सकता है, इस से उत्तर की घटिता दूर हो सकती है, ताप ही रेलवे को भी लाभ होगा । हमारे बहां हरे और साल लोज तथा विनियोग प्रकार की बहां सम्पत्तये दीवा होती है, लेकिन उन को भेजने की सुविधा के प्रभाव में उन पर पूरा उपयोग नहीं हो रहा है । इन सारी बारी को दूरिंत में रखते हुए, मुझे विस्तार है जिस नंबरी महोदय लपें भारतीय बड़त में मार्गदार जिसे को प्राथमिकता प्रदान करें ।

मनेंदा नहीं हमारे देश की परिवर्त नहीं है । वही जगतों सीरीज स्वल्प है, जहां दूर दूर से लालों यादी हर साल आते हैं औंकिन रेलवे लाइन के अभाव में बहां तक पहुँचने में लोगों को बहुत दिक्षित होती है । इसलिये मैं आहता हूँ कि अमरकांठ के दूर दूरे रेलवे तक जो कामगार 15-20 भील हैं, उस कोल में लाइन लाली जाए । इस के न केवल वालियों को सुविधा होती, बलिं उस जिसे को भी लाभ होगा और रेलवे को भी बहुत लाभ होगा । मैं आहता हूँ कि इस पर लाप दूरिंत व्यान वै और इस लाइन की व्यवस्था करें ।

मैं वहांे बलता चुका हूँ—मार्गदार जिस नुम्बर: प्राथमिकती ली गई है, यहां आविद्यालियों की विविध बहुत व्यावाय गम्भीर ही नहीं है । लालारी के वहांे वहांे 30-35 प्रतिशत लोग गरीबी की रेला के लीजे हैं, इस सबवे 85 प्रतिशत से अधिक लोग गरीबी की रेला के लीजे हैं । वही लाप इस लोटी भी लाइन की इस सबवे स्थिकाद न करे तो मार्गदार से विस्तारपुर के लिये, लिया का लावे पहुँचे ही चुका है, तबकंपुर तक का काम भी ही चुका है, लाप उसी को भी लावे ही कर दे दो भी उस विदे को लाभ पहुँच सकता है ।

इसी तरह के बालवा से देना तक की लाइन के लिये स्वीकृति विल जाय तो ११ से भी उस जिसे की घटिता दूर हो सकती है । मैं किर लाप के लिये बहुत व्यावाय कारता चाहता हूँ—तरिंत सबवे में बहां की विविध बहुत गम्भीर है, आविद्याली लोग बहुत सीधे सारे हैं, वे अपनी लापाव को नहीं उठाते हैं, इस सह से रोहे हैं, आपने दुख को सुनाने के लिये विस्तार नहीं है, जूँच भर जाते हैं, लेकिन विरोध नहीं करते हैं । इसलिये मैं रेल नंबरी महोदय से निवेदन करता हूँ कि वे मार्गदार जगते की स्विति पर गम्भीरता के व्यान दें ।

मोसे की बचह से हाथरे यहांे 115 गांवों की कल्प भीपट हो गई है, लोग बेकार हो गये हैं, बहुत परेवान हैं । वही बचह वर रेलवे लाइन बालवे का काम तुक ही लाभ दो हस्ते लालों का काम विल सकता है । इस तरह लाप की दूरिंत व्यावाय देना चाहिये लाल विविध व्यावाय की निकलों में सुविधा है । हांगी गालकंपुर लाइन पर बहुत लोटा लें गांव है, जहां वर सबवार बालवे की बहुत व्यावस्थकरता है । इसलिये बचह वर लाप की दूरिंत लालवा देना चाहिये ।

से अधिक राहर कार्य लुपताने में लालवे की जोर से बद निमली चाहिये ।

इस के साथ ही मैं यह सुलान की देना आहता हूँ कि हमारे यहां हरे और साल-धीज का कारबाना लाल जाय, इस से लोटों को काम निलेगा और उपायदकों को सही लाभ भी निय सकेगा । अभी जेल लालवे लोटों महोदय ने आमीन लोटों को प्राथमिकता दिये जाने की घोषणा की है, लोटे लोटे उच्चों को बढ़ाने की तरफ सरकार व्यान के द्यो ही-ज्यो तरह से यही लाप भी मार्गदार जिसे को अपनी लोकता में प्राथमिकता में तो भी लाप का बहुत उपकार भानूगा ।

मूले तो बहुत कुछ कहना चाहा, लेकिन सबवे के अभाव के कारण नहीं कह पा रहा हूँ । लाप की पुरः अध्यवाद देता हूँ ।

बी स्वास्थी लारावल लापक (आजराही) : सबापति जी, हमारे यह ही रही है जैसे कोई भक्त भावनी है, सालाहीन व्यावसी है, उस को जाना न निले, बहुत हालत इस बाल में । प्राप हमारी ही रही है । यो लोट नियन्त में भी कैसे अपनी बात कह लकता है, कम से कम इतना समय तो लाप को देना ही चाहिये, जिस से मैं अपनी बात कह सकूँ । पहले दूसरे सदस्यों को भावा बंदा तक समय दिया गया । . . . .

लालवे लहोदय : लाप मेहरबानी कर के अपनी बात कहिये ।

बी स्वास्थी लारावल लापक में रेल भवी भी महुर ईंवाते जी को बहुत व्यवसाय देता हूँ, इसलिये वे पिलों दीन वर्षों में, 1977-78, 1978-79 और लग 1979-80 में उच्चों बचत के बचत के बचत देता है । इसका ही नहीं, पिलों दिनों रेलों की भालाकी में काफी सुधार हुआ है, काफी काम हुआ है, और साल ही साल अपेक्ष लाप की सुविधावे भी गई हैं । जैसे किलान समूहों की सुविधावे भी गई, दूरे दर्जे के वालियों की सुविधावे भी गई भी जीवित लालों चलाई गई, दो अनियों की गायी चलाई गई, अस्तरीय व्यावाय काल विवर से उपलक्ष में 3 वर्ष के बचाव 5 वर्ष तक के बालकों को भूषित रेल में याता की सुविधा की गई । इन सब बारों के लिये मैं उन को अन्यवाद देता हूँ ।

रेल विवाय का काम बहुत बड़ा काम है, इस में कई बारों में सुधार की जरूरत है । रेलवे का जो कानून बना या, वह बहुत पहले बना या, उस में भी सुधार की जरूरत है । रेलवे भवासितम के बारे में पहुँचे ऐसी व्यवस्था जी कि प्रान्तीय वरकारों को भी उत्त के लोटे में दी देना वाला भाला भाला भाला भाला ही उत्त के विवेदन के लिये मैं उत्त को बचवावाद देता हूँ । जहां पर लालवे लाल विविध देनहीं है, पर उत्त की बनावा वालीये लालवे लालवा की निकलों में सुविधा है । हांगी गालकंपुर लाइन पर बहुत लोटा लें गांव है, जहां वर सबवार बालवे की बहुत व्यावस्थकरता है । इसलिये बचह वर लाप की दूरिंत लालवा देना चाहिये ।

अगली बात मैं यह कहना चाहता हूँ कि मध्य प्रदेश एक विशेष प्रदेश है और यह देश का मध्य भाग है लेकिन वहाँ पर बहुत ही कम रेलवे लाइनें हैं यानी एक मिलियन पर केवल 6 किलोमीटर ही रेलवे लाइन है। मैं चाहता हूँ कि इस और ध्यान दिया जाए। जैसे मंत्री जी ने उत्तर पूर्वी पर्वतीय इलाकों की तरफ ध्यान दिया है और वहाँ पर 6 लाइनों के लिए यह कुछ करवा दिया है उसी तरह से हमारे यहाँ भी रेलवे लाइनें और बनी चाहिये क्योंकि मध्य प्रदेश एक ऐसा क्षेत्र है जहाँ पर वह मूल्य व्यनिज पदार्थ पाए जाते हैं। अगर उन का दोहन हो और रेलवे की सुविधा वहाँ पर मिल जाए, तो इस से न केवल मध्य प्रदेश ही प्रगति करेगा बल्कि पूरे भारत को इससे कायदा होगा। यहाँ पर चूना, कोयला, बाक्साइट और लोहा आदि वह मूल्य की बात करते हैं तो कह दिया जाता है कि वहाँ पर रेलवे लाइन नहीं हैं और जब रेलवे लाइनों की बात करते हैं, तो कह देते हैं कि वहाँ पर उद्योग नहीं है। इस तरह से कैसे वहाँ की समस्या हल होगी। इसलिए मेरा कहना यह है कि वहाँ पर दोनों चीजों का मिलान करना चाहिये। ललितपुर से सिंगरोली तक रेलवे लाइन के बारे में कई बार कहा जा चुका है और उसका जो सर्वे है, वह बड़ी ढिलाई से चल रहा है। उसके सर्वे का काम तुरन्त पूरा होना चाहिये। ज्ञांसी में इस का दफ्तर है लेकिन वहाँ से यह काम नहीं हो रहा है। मैं ज्ञांसी के दफ्तर में इस के लिए गया, तो मुझे पता चला कि वहाँ पर जो खाना साहब है, वे मथुरा लाइन का काम करते चले गये हैं और उस लाइन का काम नहीं लिया गया। रेवा और सतना का सर्वे का काम पहले हो चुका है लेकिन वहाँ भी, रेलवे लाइन का काम अभी शुरू नहीं हुआ है। अगर वहाँ के काम आप जल्दी करवा दें, तो इस प्रदेश को काफ़ी कायदा होगा और इस से मध्य प्रदेश का काफ़ी प्रगति करेगा। मैं यह भी कहूँगा कि टीकमगढ़ और छत्यरुर में भी दफ्तर खोले जाएं क्योंकि ज्ञांसी से हमारे यहाँ काम नहीं हो रहा है।

सन् 1974 में रेलवे में जो हड्डताल हुई, उस में प्रमुख मांग बोनस की थी। अब आप ज्ञांसी के कर्मचारियों को नौकरी में फिर से ले लिया है और जो लेने वाकी रह गये हैं, उन को भी आप नौकरी में ले लीजिए, यह मेरा आपसे निवेदन है। उन की जो बोनस की मांग है, उस को भी आप पूरा कीजिए।

मैं यह भी कहना चाहता हूँ कि छत्तीसगढ़ एक्सप्रेस ललितपुर नहीं रुकती है। लोगों को यह मांग है कि यह गाड़ी वहाँ पर भी खड़ी होनी चाहिये। इसी तरह से कुतुंब एक्सप्रेस मठरानीपुर पर भी खड़ी होनी चाहिये क्योंकि वह बड़ी मंडी है। उन की यह मांग बराबर रही है और हम चाहते हैं कि यह गाड़ी वहाँ खड़ी हो।

एक बात और कहना चाहता हूँ। भवु दंडवते जी ने बहुत से काम अच्छे किये हैं लेकिन

आज इस हिन्दुस्तान में मनुष्य की जिन्दगी निश्चिन्ता। की जिन्दगी नहीं रही है। रेलवे विभाग में कुछ ऐसे लोग हैं जो वहाँ पर कुछ काम करने जाते हैं। उन्होंने कुछ काम किया और एक वर्ष भी नहीं होने पाया कि उनको पहले ही निकाल दिया जाता है क्योंकि एक वर्ष पूरा हो जाएगा, तो उन को मुस्तकिल करना पड़ेगा। जब कर्मचारियों और अधिकारियों से बात होती है, तो वे इस बात को बताते हैं। सभी विभागों में ऐसा होता है। इसलिए मैं चाहता हूँ कि मध्य दंडवते जी, जब इतने अच्छे काम कर रहे हैं, तो सब से पहले अपने विभाग में इस चीज़ की खत्म करें। छः माह एक आदमी काम करता है और उस के बाद उस को हटा कर दूसरे आदमी को दूसरे दिन ही रख लिया जाता है। अगर जगह खत्म हो जाए, तो हम समझ सकते हैं कि काम न होने के कारण निकाल दिया लेकिन जब जगह है, तो वह मजदूर हो या नौकर हो, उस को काम से नहीं हटाना चाहिये और इस तरह से मनुष्य की जिन्दगी में जो अनिश्चिन्ता है, उस को खत्म किया जाए। मैं चाहता हूँ कि ललितपुर से सिंगरोली की लाइन के बारे में जो मैंने कहा है, उसका निर्माण जल्दी किया जाए।

**चौधरी बलबीर सिंह (होशियारपुर) :** सभापति महोदय, मैं आप को धन्यवाद देता हूँ कि आप वे मुझ बोलने का भौका दिया और मध्य दंडवते साहब को मुवारकबाद देता हूँ कि उन्होंने ऐसा बजट पेश किया लेकिन एक बात मैं यह कहना चाहता हूँ कि 30 साल कांप्रेस का राज्य रहा और 2 साल जनता पार्टी का राज्य होने की आया है, इन को शायद पता नहीं कि हिन्दुस्तान के नरसे में पंजाब भी एक जगह है। पंजाब ऐसी जगह है जिसने हिन्दुस्तान का नाम ऊँचा किया है और पहले जब सारी दुनिया से अनाज की भिक्षा मांगते रहे हैं, आज उसी पंजाब की बदौलत हम अनाज बाहर के देशों को देने में सफल हुए हैं, लेकिन पंजाब में पिछले 32 सालों में एक इच्छा रेलवे लाइन नहीं बनी।

लुधियाना से चंडीगढ़ तक के लिए रेलवे लाइन की मांग थी, उन दोनों को रेलवे लाइन से मिलाया जाए, लेकिन वह अभी तक नहीं बनी है। इसी तरह हम नांगल से तलवाड़ा का सर्वे हुआ है लेकिन वहाँ भी रेलवे लाइन नहीं बनी है। तलवाड़ा को अगर रेलवे लाइन से मिलाते हैं, तो एक डिफेंस लाइन बनती है। जब कभी भी लड़ाई हुई, तो यही एक इलाका है जिस से हम अपनी रेगुलर लाइन को चला सकते हैं। वह लाइन नहीं बनी।

एक दूसरी बात यह कहूँगा कि जितनी भी आप सुपरफास्ट और ऐसी दूसरी गाड़ियां चला रहे हैं उसके लिए मैं आप को मुवारकबाद देता हूँ। लेकिन जो चल रही है उनको भी ठीक करने की कोशिश करें।

## [को० यात्रीर तिह]

१०० यात्री वारी की घटने परकारों को कहिये कि वे बोर्डी बुधि का भी कमी करी इस्तेवाल कर लिया गया है। यात्री वारी घटने पर यात्री, लेकिं ५० घण्टे के कासरी घण्टा बर कर गई है। यात्रा घटने पर घटने के बाद फिर एक गई और बालानगर पहुँचनेवाले वह यात्री लेट हो गई कि हाजिरापुर वारी नहीं सहूं से निकल गई। मैंने इस बारे में यापको पत्र लिख कर विकायत की थी और वहाँ के भी। एतो को भी टेलीफोन किया कि बारा बांडा सा विनाय का इस्तेवाल कर लिया करें। घटनको भी यात्री पीछे देखा रही है तो उसमां विचारों वाली गाड़ी की उत्तरी विवर दिया करें। लेलिं नहीं, वे जोग दी और उसी हूँड में घूमने वाले लोग हैं।

१०० यात्री वारी की घटने पर यात्री विवर बह रह पड़े होगी।

१०० यात्री वारीर तिह: देखिए, साहब इनके आदमियों को ट्रेन के बाहर बैठे हुए आदमी भी लाल पगड़ी ली नजर आ जाती है लेकिं बाहर करा हो रहा है, वह नजर नहीं आता। इनके आदमियों को बोर्ड इस किस्त की बोर्ड बोर्डी है। फिरी को किसी बक्स बाहर नजर आता है, किसी को किसी बक्स बाहर आता है लेकिं इनके आदमियों को बाहर बोर्डी नीचे नजर आती है लेकिं बाहर करा हो रहा है उनका कोई ताल्लुक नहीं होता। यात्री बह उस बड़े मैंने टेलीफोन किया। मैं याप से कहाँ कि बारा लोकान पर बैठ कर देखे कि लोगों के साथ क्या तस्कूर होता है।

यात्रिर में यापसे मैं यही कहना चाहता हूँ कि याप पंजाब का व्याप रहे। मैं सोग बैंकटेवल, संभाल करते हैं। यापर उनको बक्स पर यादी नहीं बिलती है तो उनका सत्यानामा ही जाएगा। किसान विचारा मारा जाएगा। यापर बह यारा यापा तो हिन्दुस्तान कहो थेहो? याकल आल का जीवन है। याप उसे यादी बक्स पर है है ताकि बह यापनी सज्जी और बोलु़ उसके बोल कर बाहर भैया सर्हे।

हाथारे पंजाब में एक परिवार विछौका जे गह है। वही बर कि युव गविन्वरतिह जी का परिवार विलुप्त बैठा है। वही बहुत बहा दुष्कारा है। लोगों की ताकाए में लोग यही यापनी बद्दा के फूल चढ़ाने आते हैं। वही लेले स्टेलन नहीं है। यापर वहा ऐसे की तुविया हो जाए तो लोगों की बहुत बहा आराम विलेगा। इस तरह से उन लोगों में साथ रहें दासी भी यादा के फूल वहा चंद कर जाएं। लोगों देखे हैं दुरुचार और यानवार बाल करें, तो मैं बहाई बहुत। याप बारा यापनी आदमियों को बोलिये, उसी काम बनेगा, कि नहीं करेगा।

SHRI D. D. DESAI (Mysore): Mr. Chairman, the Railway Minister has done well and he can do better. The problems with him are quite demanding and, I think, I would make a few constructive suggestions. First of all, he should put weekly three or four rakes at half freight rates for three months from Farukhabad and different centres in Northern States to metropolitan cities so as to remove surplus potatoes which due to glut and fall in rates the farmers are not able to dig. This would help three States very greatly. The second point that I would like to make is that unless he improves the productivity of the railway he will not be able to reduce the rates. Therefore, I would like to suggest that he will have to increase the ton kilometres and passenger kilometres and for doing that he will have to go in for electronic signalling because the present tracks are over-loaded and he otherwise will have to provide extra tracks facilities.

One deficiency he has got is that he has indiscriminately taken back lot of people. Some of them are doing no work. He is requested to inquire and those people who do not work and disturb others should be sent out.

Sir, recently we had seen in Bombay there were suburban disturbances. He knows that these suburban railways are losing several crores of rupees. He can a separate Corporation of suburban railways. I believe that the Bombay, Calcutta and Madras suburban trains are losing Rs. 30 to Rs. 40 crores annually. He is worried about profitability, when it comes to mofussil or rural areas. For example, Bhavnagar-Tarapore line has been surveyed and found viable a number of times. But he has still to take a decision. The Government of Gujarat has underwritten railways profitability, besides giving free land. The return on the capital investment is assured by the State Government. So, I request him to take up this line at the earliest.

There is another small section, namely, Modasa-Simnajji section. The hon-

Therefore, I reiterate that although a legislation is necessary, the entire malady cannot be removed so long as the people of the lower strata do not unite together and wage a united battle against the injustice meted out to them. Sir, I once more express my full support to this Bill and with that I conclude my speech.

**श्रीमती मृणाल गोरे (बम्बई उत्तर) :** उपाध्यक्ष महोदय, डा० वसंत कुमार पंडित सोशल डिस्पेरिटीज के बारे में जो यहां बिल लाए हैं, उस के लिए मैं उन का हार्दिक अभिनन्दन करती हूँ।

मैं यह जानती हूँ कि इस बिल का जो विषय है, जो इस बिल का स्कॉप है, वह मर्यादित है और अपने भाषण में जो आपने वेकान्डाउन्ड दी, महाराष्ट्र में जब श्री बी० जी० खेर मुख्य मंत्री थे और हमारी सरकार के आज के प्रधान माननीय श्री मोरारजी देसाई गृह मंत्री थे, उस बक्त बम्बई में कुछ ऐसी घटनाएं हुईं, जिन के कारण इस प्रकार का बिल महाराष्ट्र में लाया गया था और उस बिल की बोहरा कम्युनिटी को छोड़ कर वाकी सभी कम्युनिटीज के लोगों ने कवूल किया था, उस बिल का समर्थन किया था और आज भी हम देख रहे हैं कि बोहरा कम्युनिटी में इस के बारे में काकी झगड़े चालू हैं। डा० पश्लेकर ने भी आपने भाषण में कहा है कि इस प्रस्ताव का उद्देश्य मर्यादित है, उस की वृष्टि मर्यादित है। मैं यह कहना चाहूँगी कि हमारी आँखों के सामने जो घटनाएं घट रही हैं, वे हमारे सामने हैं और मैं वह पूछना चाहती हूँ कि क्या इस बीसवीं सदी के अन्त में भी हम इसी प्रकार से समाज को चलाना चाहते हैं कि जो व्यक्तिगत स्वतंत्रता दी गयी है, जो फन्डमेंटल राइट्स है, जो बुनियादी अधिकार हैं, उनको और उस व्यक्तिगत स्वतंत्रता को ई धर्म गुरु कुचलता रहे। यह एक बनियादी सवाल है। इस सवाल का जवाब हम लोगों को देना चाहिए। मैं जानती हूँ कि हम लोग इसको टाल रहे हैं। मैं आप से कहना चाहूँगी अब आप इसको टाल नहीं पायेंगे। कहीं न कहीं हम लोगों को इस का जवाब देना ही पड़ेगा।

हम देख रहे हैं कि एक तरफ तो अपने संविधान में भारतवासियों को बुनियादी अधिकार दे दिये गये हैं, उनको व्यक्तिगत स्वतंत्रता दे दी गयी है लेकिन धर्म के नाम पर उनके अधिकारों को मर्यादित करने की कोशिश की जाती है। इसलिए हमें लगता है कि हम इसके बारे में कुछ ठोस रोते से कहें जिससे कि धार्मिक प्रधता एक ऐसा माहौल पैदा न कर सके।

जैसा कि डा० रामजी सिंह ने कहा धर्म के जरिये कभी समाज को एकत्रित करने का काम होता था लेकिन आज परिस्थिति ऐसी आ गयी है कि अब धर्म के नाम पर समाज को एकत्रित करने का नहीं बल्कि उसको संकुचित करने का काम होता है। अगर कोई समाज को एकत्रित करने का काम करना भी चाहता है तो हम उसको मदद नहीं देते। डा० पण्डित ने कहा कि नोमेन काटेक्टर के यहां एक 80 साल की बुद्धिगूढ़र

गयी, उसे शमशान भूमि में जगह देने से इकार कर दिया गया। कारण नोमेन की बहन मिस काटेक्टर अपनी जाति से बाहर शादी करना चाहती थी, उन्हें शादी करने को इजाजत नहीं दी गयी। इसी प्रकार से हम देखते हैं कि कैसे बोहरा जमात के धर्मगुरुओं द्वारा अपनी कम्युनिटी के लोगों को सताया जाता है। जिस तरह से उनको सताया जाता है उसके बारे में उस कम्युनिटी के लोगों ने मुझे बताया है। दूसरी कम्युनिटी के लोग तो उस पर विश्वास नहीं कर पायेंगे। उस कम्युनिटी के चेरिटेबल ट्रस्ट है जिनके अकाउंट्स के बारे में पूछना बहुत बड़ा पाप होता है। अगर कोई व्यक्ति अपने धर्मगुरु के बारे में कुछ कहता है तो कहा जाता है कि वह अपने धर्म के विरोध में बालता है, उसका सामाजिक बहिकार कर देना चाहिए। जब कम्युनिटी वां लोग बहिकृत व्यक्ति की हालत देखते हैं तो और लोगों में धर्मगुरु के खिलाप कुछ कहने की हिम्मत नहीं होती। इस तरह से धर्म गुरु व्यक्ती कम्युनिटी के लोगों पर पूरी तरह से अधिकार जमाये रखते हैं।

इसलिये मैं कहना चाहती हूँ कि जब इस देश के संविधान में हमारी निष्ठा है, उससे हम वंशों हुए हैं तब इस देश के भागिरिकों के अधिकार पर जो धर्म के नाम पर आक्रमण होता है तो उस आक्रमण से नागरिकों की रक्षा करने का सरकार का कर्तव्य है और यह करने के लिए हमें आगे बढ़ना चाहिये। कहा जाता है कि हम धर्म की अन्दरूनी बातों में हस्तक्षेप नहीं कर सकते हैं। यहां श्री नथवानी जी बैठे हए हैं। उनकी अध्यक्षता में जो कमीशन नियुक्त किया गया, मैं जानती हूँ कि कमीशन में काम करने वालों को कैसे तग करने की बात हुई। जो लोग अपने धर्म गुरुओं की बाबत कुछ कहना चाहते हैं उन ना सामाजिक बहिकार करने की बात होती है। इस तरह से लोगों को बोलने तक से मता कर दिया जाता है। वे कहीं भी अपने धर्मगुरुओं के विरोध में नहीं बोल सकते हैं। आज की सरकार जो व्यक्तिगत आजादी के सवाल को ले कर यहां आकर सत्तारूढ़ हुई है, ऐसी बातों को देखते हुए कैसे इन बातों का समर्थन कर सकती है। आपको देखना चाहिये कि समाज में किसी भी व्यक्ति के अधिकारों पर इस प्रकार का आक्रमण न हो।

16.35 hrs.

[SHRI N. K. SHEJKALKAR in the Chair]

सुप्रीम कोर्ट ने जो फैसला दिया कि धार्मिक आधार पर एक्स-कम्युनिकेशन के मामले में आप दखल नहीं दे सकते हैं लेकिन दूसरे मामलों में दे सकते हैं इस प्रकार का अर्थ उस फैसले का था। लेकिन उस फैसले को आए हुए काफी समय हो चुका है काफी पानी बह चुका है। आज फिर एक बार में समझती हूँ कि असर्ट करने की जरूरत आ पड़ी है।

हो सकता है कि इस बिल में कुछ खामियां हों। इसको मैं मानती हूँ। इसका कारण यह है कि प्राइवेट मैट्वर्ज बिल हर दृष्टि से वरिपूर्ण नहीं होता है, लेकिन मूलभूत जो कल्पना इस में है उस कल्पना को सरकार

[Prof. Madhu Dandavate]

the classless train, there could be some padded cushion berths and part of it could be air-conditioned. There could be air-conditioned second class bogies and even that could be arranged and I hope that this will be a good beginning as far as Gujarat is concerned.

Sir, some comment has been made even while paying me compliments. Regarding the third successive budget I have produced, some left-handed compliments were paid, not because they are leftists, but some left-handed compliment was paid by saying that as a result of certain jugglery that I am supposed to have indulged in as a mathematician that a surplus budget has been produced. It was indicated by some that since I have been able to mop up Rs. 178.0 crores of internal resources in the form of certain levies and increase in the season tickets, that is why the Janata Government has been able to present a surplus budget. I do not wish to cast aspersions on anyone, but I wish to quote facts and figures with the statistics that I have with me that from 1966-67 upto 1975-76,—a period of ten years—even though there was heavy increase in freight and fare structure, there was a heavy deficit and the supreme tragedy in the budget was that when there was a maximum increase in freight and fare, a maximum deficit was recorded and I wish to quote that instance also. It was in 1974-75 in which there was Supplementary Budget to the original budget and both these budgets together imposed a levy of Rs. 269.85 crores and the deficit was Rs. 113.82 crores.

Now, it is said that because some increases have been made, the surplus has been produced. That is not a very relevant argument at all. As far as the last two years are concerned and the revised estimate is concerned, there was no increase in freight and fare at all. Even if you take this year, the prophets of gloom—economists not excluded—had predicted that for the

current year, which will be ending on 31st March, I will be presenting a revised budget in which the deficit will be of the order of Rs. 100 to Rs. 150 crores. I am on the other hand glad to inform this August House, that proper economic decisions, full co-operation of the working class, and the managerial cadre on Railways and by introducing certain devices, and in spite of Rs. 30 crores of loss due to floods, cyclones and heavy rains and in addition to Rs. 64 crores of additional burden as an effect of post-budgetary burden this year, we have successfully produced this. With a relief of Rs. 10 crores that the Railway Convention Committee has given us and I hope Parliament will endorse that the surplus may go up from Rs. 27 crores to Rs. 37 crores.

As far as 1979-80 is concerned, it is true that there has been an additional generation of internal resources to the extent of Rs. 178 crores. The break-up has already been given and I do not want to repeat that. But I wish to point out to you that this has been done in spite of certain important constraints. Those were additional factors. I want this House to take note of the fact that in the past, many administrations had committed the mistake of keeping the depreciation fund at a low level. We have increased the depreciation fund by Rs. 55.0 crores. We have increased the Pension fund by Rs. 15.0 crores. We have assured that we will pay Rs. 240.0 crores of dividend to the General Revenues. We do not have the old trick that in order to pay dividend to General Revenues we borrow from the General Revenue and in some other account book make the entry that we have paid it as also the interest thereon. That we have not done. So, after increasing the depreciation fund by Rs. 55 crores, after increasing the pension fund by Rs. 15 crores and even after making provision for Rs. 240 crores of dividend obligations, we have been able to produce this surplus. Even if I had not imposed Rs. 178 crores, we would have been able to balance the budget.

15.48 hrs.

[Mr DEPUTY-SPEAKER in the Chair]

There is another aspect which has to be taken note of. Why is it that the situation has changed? Many hon. Members in this House have indicated that the traffic suffered during the financial year. I myself had stated that it was 205 million tonnes. They rely on mechanical statistics without understanding their implications and just make their mathematical calculations by calculating the earnings of the Indian Railways on the basis of movement of only of 205 million tonnes. They forgot the fact that in the gross earnings of the passenger traffic and the other traffic, it is not merely how much tonnage is moved, not only how many passengers are moved, but what is the movement of the passengers to how much distance and the movement of the tonnage to how much distance. That is very relevant. The correct indicator of the progress of traffic in the country, to my mind, is tonne kilometerage plus passenger kilometerage. These are the two things to be taken note of. If you take 1977-78 and 1978-79 upto 31st March, 1979 I would add up these two components and try to explain to you as to what extent exactly the progress has been.

SHRI HARI VISHNU KAMATH: 31st March is yet to come.

PROF. MADHU DANDAVATE: Yes; a parliamentarian like Shri H. V. Kamath. Whom I do not call as the father of the Indian Constitution. but as the bachelor of the Indian Constitution knows very well....

SHRI HARI VISHNU KAMATH: I have been called father, brother, bachelor and what not. . . I am a composite person.

MR. DEPUTY-SPEAKER: Both father and bachelor.

PROF. MADHU DANDAVATE: If you simultaneously describe him as

bachelor and father, it is a very dangerous proposition.

SHRIMATI PARVATHI KRISHNAN: But that has been suggested by the Deputy-Speaker without understanding its implications.

PROF. MADHU DANDAVATE: I was saying that if you take the tonne-kilometers plus the passenger kilometers and see what was the position last year and what is the position this year, you will know the facts. If you add up these components, you will see that last year the total units were 330 billion units—tonne kilometers plus passenger kilometres. And upto 31st March 1979 our projection is 345 billion units. This will make the point clear as far as the economists are concerned.

Fortunately, we have in this House educationists, economists, railway trade unionists as also politicians and representatives of the kisans. We have such a composite House. If all aspects of this problem are taken into account, I am sure, the problem can be properly understood. So, in my hat trick, there is no trick at all.

Prof. Mavalankar has raised a very relevant point and Shri Patil also raised the same point. Prof. Mavalankar has said that certain investments are being made in railways from Plan to Plan and this House must know, if not in detail, at least in a cursory manner, how exactly that investment has been utilised. Here, I would like to point out that if you take the Third Plan and afterwards the inter-Plan period and then the Fourth and Fifth Plans, you will be happy to know that as far as the traffic unit per crore of rupee investment is concerned—that means tonne kilometers plus passenger kilometers per crore of investment—it had increased in the Third Plan by 42.18 million units, in the inter-Plan period, it increased by 44.77 million units and in the 4th Plan, it has increased by 38.99 million units only and I am very happy to say that in the 5th Plan period, it has increased

[Prof. Madhu Dandavate]

by 87.30 million units. That is the progress that has been made. And, I am thankful to him that he provoked me to give a very interesting statistics that will speak about the efficiency of the railway workers and the managerial cadre that has been directing them.

There is another important aspect. Very often it is said that the wagon movement has suffered; the traffic has immensely suffered and that the rail users are complaining. I would like this House to take note of the fact that the entire pattern of traffic, this year and last year, has totally changed. Formerly, there was one bad feature of Indian economy, that we were forced to go in for heavy imports of food materials. I am very proud, and thanks to the Agriculture Ministry, we have produced a record quantity of foodgrains during the last financial year, of the order of 125 million tonnes. In the past, we were told: "If at all the foodgrains production is very good, the responsibility is ours; and if there is failure, it is the responsibility of Lord Indra. Indra is responsible for the failure of rainfall." That was the previous equation. This time it is not merely the weather. We have seen to it, and due to conscious efforts of the Janata Party Government, there has been an increased consumption of fertilizers in our agriculture; and I am proud to say that after India became independent, we have had the record irrigation capacity of 2.8 million hectares. These are the factors that are responsible for the increased production of foodgrains in the country, and no doubt, this has created a problem for the Railways.

SHRI PATTABHI RAMA RAO (Rajahmundry): What is the use? The price of paddy is very low.

PROF. MADHU DANDAVATE: That we will discuss, when we discuss the Demands for Agriculture. I indicated that this increase in agricultural produce, in the context of the Railways, has created a problem for the Railways.

Formerly, what used to happen? Some foodgrains used to be imported to the Bombay port. So, there would be a small movement in the hinterland of Bombay. Some would be imported in Madras. There would be a short movement of the railway trains in that area. Some would come to Calcutta, and there would be small lead there. Now, I find that because all our imports have been stopped, foodgrains have to be moved from Punjab and Haryana—thanks to our comrades from Punjab and Haryana. Right from Punjab and Haryana, we have to move foodgrains to the West coast, and to the South, and as a result of that, our wagons get locked up for a longer distance; and when they remain locked up for a longer distance, they take more time to come back; and, therefore, the turn-round of the wagons in terms of number of days, has also gone up—not because of the inefficiency of the workers but because of the change in the pattern of traffic. That is another factor that has to be taken note of.

You will be surprised to know that the average lead of the commodities that are moved by the Indian Railways has increased to 720 kilometres. This is one constraint. The second interesting constraint is that we are importing fertilizers; and these fertilizers cannot be brought to whatever ports which may be convenient because the berthing facilities in certain big ports are not sufficient. You will be surprised to know that some of our fertilizers come at Tuticorin port and from there they are moved to Punjab and Haryana. As a result of that, the lead of the movement of fertilizers has increased.

SHRIMATI PARVATHI KRISHNAN: That is why we say we want broad gauge for Tamil Nadu.

PROF. MADHU DANDAVATE: That is right. So, we come to the same conclusion. And, therefore, this is another factor that has to be taken into account.

When we talk about the operational efficiency of the Railways, and the results that we expect from the Railways, we should try to understand what are the new constraints and what is the tremendous burden the Indian railways have been called upon to bear. I shall quote only 2 relevant factors which are very important, to find out how difficult it is, within the parameters of existing finances, to meet all the requirements of the Railways. In 1951-52, just at the commencement of the First 5-year Plan, the number of passengers were 1284 millions. In 1977-78, it was 3504 millions. What about the total freight?

**SHRI HARI VISHNU KAMATH:** Population has also increased.

**PROF. MADHU DANDAVATE:** Population is also a problem; and I concede that you have not contributed to that at all. As far as total freight is concerned, revenue as well as non revenue, the total freight in 1951-52 was 93 million tonnes; in 1977-78 it was 237 million tonnes.

Our friend and comrade Mrs. Parvathi Krishnan has raised a pertinent point; which has also been repeated in this House. I think if credit is to be given for coordinated effort, part of it goes to her because in the previous budget she had insisted that the three modes of transport—leaving aside air for the time being—road, shipping and railway—should have co-ordination; unless there is proper co-ordination among the three, it will not be possible for us to augment the efficiency and the earnings of our transport system. I was happy to indicate to this House that the Planning Commission had accepted our proposal and the Pandey Committee has been set up. They have gone to the rural areas and various ports and other interior areas and discussed the problem. To some extent, I can say they have already formulated a policy and I can assure you that, as Railway Minister, whatever responsibility falls on the railways as a result of the co-ordinated and integrated policy among the railways, road

transport and sea transport, will be discharged and all the necessary steps will be taken.

Now about Scheduled Castes and Tribes, let me tell you that even the Committee which examined all the ministries has come to the conclusion that one of the ministries in which maximum accommodation for Scheduled Castes and Tribes has been made is the Railway Ministry and I am very proud of putting this on record. Even then I am not satisfied and we will continue that process. I know that some railway workers are dissatisfied; they say; that they are losing their seniority. To them I say: those who have lost their social seniority for thousands of years, to accommodate them if you lose your seniority for a few months or a few years, that will be worth it, and you will have to tolerate that and we will have to accommodate the Scheduled Castes and Tribes.

Repeatedly the question has been raised about the Railway Board. I do not want to go into the details. It is on record that even when I was on the opposition side; I had never demanded the abolition of the Railway Board, and always insisted upon the restructuring of the Railway Board. There could be difference of opinion as to whether restructuring has been properly made whether further restructuring is needed but this Board will have to be continued. The Administrative Reforms Commission of which the hon. Member from Hoshangabad was a member—I am referring to Shri Hari Vishnu Kamath—had made very relevant contribution and I am on record for having said that we have derived inspiration for restructuring the Railway Board from some of the contributions that were made by the Administrative Reforms Commission.

**SHRI HARI VISHNU KAMATH:** Except for one matter we had recommended that there should be a Member (Electrical) on the Railway Board; that has not been accepted.

बी ई० बी० वर्मी (बुलडाला) नहीं भी दे कहा है कि योद्धाओं का स्वतंत्रता का परामर्श रखते हैं यहाँ भवन विद्या है जोकिन रेखाएँ में जारी रखते हैं जोकिन विद्या है ?

श्री. वसु दम्भवती : सें इस समय इसके विटेस्ट में  
जीवी जाता जाता ।

What he has said is correct. The Administrative Reforms Commission has also suggested that there must be a Member for electrical. As you know in this country, just as rural electrification takes sometime, "electrification" of the Railway Board may also take some more time; I shall keep this suggestion in mind.

As far as the Board is concerned, let me make it clear that whether you run a political party or government or municipality, you have to have some apex institution which is unavoidable for administrative and executive purposes; only their complexion must be properly maintained. I cannot imagine any government without that. This government is there; tomorrow Shrimati Parvathi Krishnan's government may come; governments come and go but there will have to be some apex institution. . . (An Hon. Member: God help the country). Don't say: God help, because she does not believe in God.

**SHRIMATI PARVATHI KRISH-NAN:** He wants God to help him.

**PROF. MADHU DANDAVATE:** Some apex body will have to be in charge of administration. The merit of our system in the railways is that those who are manning the Railway Board are not just administrative heads. For instance, they are taken from the mechanical engineering discipline, from Civil Engineering discipline, from Transport side; they might be men belonging to section of Finance; and since they come from the specialised branches, after doing certain work at the General Managers' level and as a result they are able to bring their expertise and their technical knowledge to the administration.

I do not want to defend some of the fallacies or failures and short-comings that are there. Just as Ministers might be having shortfalls, similarly failures on the part of others might be there, but anyway the structure has to be there. Only it has to be radically altered.

SHRI P. G. MAVALANKAR: Are you taking steps in that direction?

PROF. MADHU DANDAVATE: Yes, we have already taken. I do not want to go into details as far as this point is concerned.

Then the question of security anti-corruption drive and safety aspects were raised. The question of installing automatic warning system was also raised. Coming to the problem of safety I want to make one very welcome announcement over here. For the last one year I was trying to discuss the problem with the scientists in the Railways and R.D.S.O. to see how best it would be possible for us to see that the total cost on installing automatic warning system can be reduced. It has been reduced to a certain extent and as a result, where the accident takes place by collusion, if the automatic warning system is fixed just near the signal and also under the locomotive, in that case the automatic warning apparatus gives a whistle and brakes are applied automatically. This is there. I am very happy to announce this because density of traffic in suburban railways is very high. Initially we had tried that on Gaya-Mughalsarai, Burdwan-Howrah Sections. Now we are going to see that the entire Bombay suburban section will also be fitted with this modern system of automatic warning system so that accidents due to collusion where the frequency of trains is such that there is a train after every two or three minutes can be averted.

We are taking other steps also. Members have made certain suggestions. They are all constructive proposals. I can assure you, I will take them into account.

Someone has said that I have made a small suggestion in the Budget—that is, the provision of surahies, provision of earthen pots. Somebody said that if you keep an earthen pots for drinking water inside the mail, express and passenger trains, they might be broken. Men and women are breakable, what to talk of earthen pots? I think we must be prepared to take a calculated risk. It does not matter if one earthen pot is broken. Another villager will get an opportunity to provide another earthen pot. Since our perspective is to help the cottage industry in the villages, deliberately we have taken this conscious decision, where lakhs and lakhs of earthen pots will be required, and villagers will get an opportunity to provide these materials to the Railways. I think that will be an indirect aid given at the grass root level in the villages.

A question was raised by a number of Members that so many trains had to be cancelled. I am not one of among those who would like to transfer the blame from one Ministry to another. We all belong to the same Government. To-day if I say it is not my responsibility but Energy Ministry is responsible, and if the Energy Ministry says I am not responsible, it is the Railways that are responsible; as far as consumers are concerned, they will say "plague on both the Houses! We are not concerned who is responsible, we are only interested in the results."

**SHRIMATI PARVATHI KRISHNAN:** Energy Minister is conspicuously absent.

**PROF. MADHU DANDAVATE:** Silently supporting everything that I had said because we had a joint meeting.

So far as coal production is concerned, stocks are coming up. There would not be any difficulty. But for some time as I told the House repeatedly during Question Hour...

(Interruptions)

Fortunately, the Energy Minister has come when I was making a very complimentary statement about his Ministry.

The Energy Ministry has assured us that there is enough coal and they would be able to supply coal. At an earlier stage, there was genuine difficulty for which the Government cannot be blamed. When there was flood and when the mines were filled with water, adequate supply of steam coal was not available and 213 pairs of trains had to be cancelled. I assure the House that gradually we will be able to restore them. I can assure the House that with this increased supply of steam coal that will be available, it will be possible to restore all the trains which had to be stopped initially.

**SHRI HARI VISHNU KAMATH:** By what date?

**PROF. MADHU DANDAVATE:** By April we should be able to restore them. Deliberately, I am not saying 1st April because you will not believe that statement.

On the question of wagon utilisation raised by Mr. Patil I will only give two or three indicators without bothering the House with statistics. If we take the wagon kilometre per wagon day, it was 62.3 for broad gauge in 1950-51. Sometimes it fluctuated and went down, but the latest figure for 1977-78 is 81.9. We are trying our best and with the cooperation of the workers, we should be able to settle all these problems—the problems of technology as well as other problems.

**SHRI T. A. PAI (Udipi):** Are you admitting that there is wagon shortage or are you saying that the present wagons are covering longer distances and therefore you are not able to move more?

**PROF. MADHU DANDAVATE:** I have made that point repeatedly clear. Recently our friend, Shri Pai, has not

been attending the session for a long time. I have given that information to the House. We have got 4 lakh wagons. We can say that about 5 per cent are sick or under maintenance. Even then we have about 3.75 lakh wagons. It is true that under the new conditions there are certain difficulties. Our difficulties are, today there are locomotives as well as wagons which are already manufactured, but we required wheel sets for them. Because of difficulties of floods we were not able to get adequate supply of wheel sets from Durgapur steel plant. Therefore, we have taken the decision to import wheel sets. Also because BHEL is not able to give adequate number of electricals for the locomotives which are already manufactured, we have decided on certain imports. With these imports and the new allocations that have been made, it will be possible for us to increase the number of wagons and locomotives. I concede the point that in terms of present density of traffic and freight that is available, more wagons and greater investment is required. The Finance Ministry has assured us.

**SHRI T. A. PAI:** We have a wagon industry which is suffering very badly. It was set up for meeting the requirements of Indian Railways. We are paying wages to the workers in the wagon industry. It is unrealistic not to convert those wages into wagons. Whenever the wagon industry approaches the railways, you say that you have got adequate number of wagons. Whenever we want wagons to move, you say that because they are now covering larger distances, the problem is there. Will you be able to solve the problems once for all for the country or not?

**PROF. MADHU DANDAVATE:** I do not know whether I will be able to solve it once for all. But gradually we will try to solve the problem. We are trying to remove both the constraints by providing imported wheel

sets for the wagons which are already manufactured and by importing more electricals for the locomotives.

There is another big constraint. Very often the question is raised as to what is the propriety of raising such resources at all. Why Rs. 178 crores? I would like to tell you that when we sought from the Government of India's general revenue and Planning Commission certain allocations for the Annual Plan of Indian Railways and the Indian Railways have been given almost Rs. 100 crores more as compared to last time—to be exact, it is 97 crores.—When we got these allocation there was an understanding that we would not merely borrow money from the General Revenue but we would also try to generate more internal resources. We would also match—not exactly a mathematical matching—with their contribution but something will have to be done. And as a result of that, as far as season tickets are concerned, certain changes have to be brought about. Here the question was raised that as a result of new freight structures that we have evolved it is possible that there will be increase in prices of essential commodities. Sir, I do not again want to bother you with all the details but in this memorandum of pink colour, we have given details of price increase on a number of commodities.

**SHRIMATI PARVATHI KRISHNAN:** This colour is known as shocking ink.

**PROF. MADHU DANDAVATE:** Traditionally the Reds are very much allergic to pink colour.

Here we have worked out in this Memorandum what influence is likely to be there as a result of freight increase that we have already announced. For instance, I will quote two or three commodities. As far as food-grains, rice and wheat are concerned, it will be 1.37 paise per kg. As far as sugar is concerned, it is 1.1 paise per kg. Sometimes while quoting the figures, I found that confusion was made between rupee and paise. I hope

after I have pointed this out, the confusion would not be there.

As far as the third commodity—kerosene—is concerned, it will be 0.7 paisa per litre. These are some of the samples which I have placed before you. We have the full report. Therefore, I have already pointed out through the memorandum as to what is likely to be the incidence of this increase.

Why the resources were necessary? This is another aspect which is very important. Let the hon Members of this House understand why we are trying to have mobilisation of more internal resources. Here, again, I do not want to cast aspersion on the Railway Ministers in the past because perhaps, money was not available to them and therefore, that part remained neglected. You will be shocked and surprised to know that when we used ultrasonic detectors to find out whether there are cracks in the rails, it was indicated that 5500 kms. length of rails are such that if there is no primary renewal, that means, complete replacement of those rails, it is likely that when fast trains go on those rails, every rail is likely to undergo ten or twelve fractures, multiple fractures like multiple fractures of the bones. Therefore, there has to be a priority for immediate primary renewal of 5500 kms. of rails at a cost of Rs. 560 crores. If we do not spend on this and say that in order not to cause any hardship to anyone we will have a status-quoist attitude, we will not undertake maintenance, we will not undertake developmental activities and we will also not tax that would not be a constructive attitude to adopt. So, we do not want to take that status-quoist attitude because it will be at the cost of the safety of passengers. Therefore, 5500 kms. of rails will have to be primarily replaced at the cost of Rs. 560 crores. Like that, there are a number of other things. We convinced the Planning Commission that we must get priority for this. Last year, we got Rs. 51 crores. This year, we have been able

to secure Rs. 65 crores and we are going to address ourselves to the task of primary renewal of these rails so that the required safety and security standards on the rails can be maintained.

Due to all these aspects we are required to undertake certain schemes by which generation of additional resources has to be made.

There is another field which has been neglected. Take, for instance, the suburban trains; take the Bombay Central suburban trains. More than 30 per cent of the rakes were imported from outside from certain manufacturing concerns, which had constructed certain types of compressors and traction motors. They were bound to become out-moded after a number of years. Those who planned these things never imagined that all these imported materials would become obsolete after 25 or 30 years. As a result of that, the very manufacturers who are manufacturing these components said "it has become an obsolete design; we are not manufacturing it at all". Indigenous parts do not go into that. Therefore, we are trying to import them from the countries where we will be able to get them. That again involves a certain amount of expenditure.

I am not talking here of the new works; whatever on-going works are there, for them we require Rs. 70.81 crores. And the new works that we must take up for the safety and security of the passengers are of the order of Rs. 50.77 crores. So, on the whole we require Rs. 121.58 crores. That is the expenditure that we are required to incur. I do not know how all this can be gene without increasing the freight and fare, saying that sceurity does not matter or that it can play a secondary role.

It is after taking into account all these factors that we have introduced certain changes in the structure of various rates. Here let me again tell you very clearly that even though the rates on season tickets were increased

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in this budget, if you travel from Bombay to Poona by first class, the season pass for the entire month costs you only the fare for 5 to 5½ journeys. For that, one can travel 120 miles for a month. Of course, there are suburban routes where the problem is different it depends upon the distance, whether it is 1 to 5 km or 5 to 10 km or 10 to 15 km.; I do concede that point.

I am not one of those who take a rigid attitude that whatever I said in the budget speech should stand, as if it is the last word of wisdom. That is not my attitude at all. Even when I was in the opposition, I had cultivated that habit and, fortunately, I preserved that heritage. Even when I came to the ruling party, that has been my attitude. Therefore, you may recall that when the Constitution (Twenty-fourth Amendment) Bill came up for discussion, though I was sitting in the opposition benches, though I was entitled to only ten minutes, I was given 45 minutes to speak on that Bill, because my attitude was and is to judge every problem on its merits, not from any partisan angle. I maintain that heritage even now, and that is the attitude of my colleagues here. That is why we are taking a different attitude. Therefore, we have reconcile the claim of generation of resources on the one side and the aspirations of the common man on the other.

I know it very well that some industrial workers in Bombay are forced to travel a long distance only because they are staying at a far off place, or because the employer has set up his factory at a far off place. No doubt there is a proposal or suggestion, made by the Tariff Enquiry Committee, that we can bring a Bill by which the entire amount can be transferred to the employers. But, again, in Bombay who are the employers? They are the Central Government, the State Government, the LIC or the Municipal Corporation, perhaps a few

private entrepreneurs also. So, it will mean taking money from one pocket and putting it in another pocket. Probably, that will have to be examined, but it will take some time. Therefore, in the mean time, we have introduced certain changes, as far as the fare structure is concerned.

After reviewing the entire problem, after looking to the financial needs for safety security and other developments, and after taking note of the aspirations of the common man staying in the suburban areas, whether in Calcutta, Madras or Bombay, I want to announce here that whatever increase was announced in the budget, we are cutting it down by 50 per cent.

AN HON. MEMBER: There should be total withdrawal.

PROF. MADHU DANDAVATE: We are cutting down the increase by 50 per cent.

SHRI P. VENKATASUBBAIAH (Nandyal): It is all pre-arranged.

PROF. MADHU DANDAVATE: Nothing is pre-arranged. Let me tell you very clearly that if the House were to accept the full increase, I would have no grouse at all. Irrespective of party affiliations the reaction that was expressed in the House and outside by Hon. Members was against this level of increase and the passenger associations, the various political parties, chambers of commerce and various industrial organisations came forward with this suggestion for a reduction. Therefore, we are cutting down by 50 per cent the increase that was introduced on the second class season ticket fare.

There is another aspect. As far as the First Class was concerned, it was linked up with the Second Class increase in fare and as far as former proposals were concerned the ratio was between 4.12 and 4.86. That means, the ratio of the First Class fare

and the Second Class fare. That was 4.80 times the Second Class fare. The minimum was 4.12 times the Second Class fare. There we are uniformly making it only 4 times the Second Class fare. Whatever be the revised fare that we are introducing after cutting down this 50 per cent of increase whatever be the revised fare—4 times of that will be the First Class fare. That will be the change.

As far as the other aspect is concerned, one provision which was already introduced in the Budget speech has been misused by many friends. Quite a good number of friends from various suburban areas of Bombay, Madras and Calcutta have been demanding that this particular concession regarding the distance within which the jurisdiction of the suburb falls, that should be changed and in my initial Budget speech itself I had indicated that the jurisdiction of the suburban tickets has been actually increased from 80 kilometres to 150 kilometres. That particular concession was already granted there and that will continue.

**SHRI DINEN BHATTACHARYA**  
(Serampore): What about student concession?

**PROF. MADHU DANDAVATE:**  
The student concession continues.

**SHRI DINEN BHATTACHARYA:**  
The student concession, including the increase?

**PROF. MADHU DANDAVATE:**  
Listen to me. You know it very well.

**SHRI DINEN BHATTACHARYA:**  
That is why I am asking you to clarify.

**PROF. MADHU DANDAVATE:** I want to give you the reply, but if you do not want to hear, what can I do?

I want to tell you that the percentage concession that existed in Calcutta, Madras and Bombay will continue exactly to the same tune. There will

be no change at all. You can tell the students who are your followers that there is no danger to their concession at all.

Sir, there is one more aspect. What will be the financial consequence of the change in the proposals? Sir, I have projected a surplus of Rs. 88 crores—I take the round figure of Rs. 88 crores. As a result of the increase that I had initially suggested, we were expected to get Rs. 36 crores—as a result of the season ticket increase, suburban and non-suburban. Now, half of that will be lost. So, Rs. 18 crores will be lost. Still we will be left with a surplus of Rs. 70 crores. And here I come to the problem. Of course, economists in the House like Mr. Pai will not raise this issue. But the common man will ask this question as to why Madhu Dandavate is so much enamoured of producing so much surplus. I am enamoured of producing surplus because I want to look not only from the point of view of the Railways, but also the entire national economy of the country. If we resort to deficit, what do we do? We will be drawing from the general revenue and to that extent we will be increasing the pressure on the general revenue. To the extent we are able to generate the surpluses we will be able to move ahead. In this connection I want to draw your attention to one very significant radical structural change we have brought about after 125 years of Indian Railways. The Indian Railways are 125 years old. The finances of Indian Railways were separated in 1924. But from that time onwards the capital structure of the Indian Railways continued. We draw the capital from the general revenue, we pay the dividend whenever there is a surplus. When there is a deficit we borrow from the general revenue as a loan and pay it as a loan taken from the general revenue to the general revenue and on that there is an interest and as a result of that the debt goes on increasing and the net result was that by 31st March last year though I had projected a surplus of Rs. 88 crores, the actual surplus was

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Rs. 126 crores, but it was all utilised and washed away in paying the old debts because the past administrations ran into deficits and never paid the dividend and therefore they borrowed from the general revenue to pay to the general revenue and on that they had to pay the interest.

Last year we had appointed an expert committee for capital structure review. Fortunately, that report was ready, and the Finance Ministry accepted it with little changes, and I was able to present it to the House. The Railway Convention Committee has also supported it. As a result of that, the net gain will be that henceforth if there is no surplus, then there will be no borrowing from the general revenues to pay the dividend liability, and there will be no interest liability. It will be treated as a deferred liability to be paid whenever there is a surplus. There was an accumulated interest of the order of Rs. 93 crores. As a result of this, we will get rid of this Rs. 93 crores. That will be the net gain as a result of the review of the capital structure, and in future more surpluses will be available for the development of lines in the backward areas which people are demanding. This is the radical change which we have made.

I now come to the problem of the workers. I am proud of my workers. There have been a number of pending demands of the railway workers, and there was the demand for bonus also. I do not want to take the time of the House, but I want to draw your attention to pages 7 and 8 where I have pointed out how a number of pending demands of Class II, Class III and Class IV workers have been actually conceded. I do not want to read them again because I read them during my initial speech. These problems have been settled. Some more problems are being settled. The only question that really remains to be settled is the question of bonus. Once bonus is paid, indirectly you take it

for granted that the railway is an industry. If you take the railway as an industry, then it should be treated on a par with public sector industries. All these things will follow.

SHRIMATI PARVATHI KRISHNAN: Do not make it indirect, make it direct.

SHRI T. A. PAI: You had demanded this bonus. All these calculations must have been in your mind at that time. How is it fair for you now to deny it?

MR. SPEAKER: There has been a change of place.

PROF. MADHU DANDAVATE I can tell Mr. Pai that all these calculations were in my mind, and after joining the Treasury Benches my mathematics has not deteriorated at all. All the calculations are intact. I know how much money will be required, but at the same time you may probably remember that some economic journals had calculated that probably payment of bonus would require Rs. 65 to Rs. 70 crores. But during the last one and a half years a number of pending demands have been settled costing Rs. 126 crores. If we had refused all of them, bonus could have been paid. It is very easy to say from an academic point of view that bonus should be paid, but when certain tribunals were appointed, their awards were given, I cannot say that because I want to utilise this money for bonus, all these demands will be rejected.

As far as the question of bonus to railwaymen is concerned, the Cabinet had appointed a subcommittee, and I am saying with the full authority of the Finance Minister and the Finance Ministry that the Cabinet sub-committee went into the problem of wages, incomes and particularly bonus.

AN HON. MEMBER: The Boothalingum Committee.

PROF. MADHU DANDAVATE Not only that. Besides that also, whatever points were represented were taken into account, and the question was examined by them.

Certain changes have taken place in the meantime, and the Finance Ministry want to examine in depth whatever formulations have been arrived at by the Cabinet sub-committee regarding bonus and decide what attitude should be taken towards payment of bonus to railway, P & T and defence employees, and only after the Finance Minister examines a final decision can be taken. I can assure you that we will try our best to see that these problems are sorted out not in confrontation with the working class, but in co-operation with them. That has continued to be our attitude, and in the future also that will continue to be our attitude.

**SHRIMATI PARVATHI KRISHNAN:** He has not said anything about what I raised, about my getting the letters in Hindi. I continue to get letters in Hindi and that is a very important point. The Minister cannot deny that.

**PROF. MADHU DANDAVATE:** I will reply to that.

I forgot to make one announcement. As far as the season tickets are concerned, we had decided that the previously concessions that even the quarterly pass would be available at two and a half times the monthly pass that was removed—would be restored and therefore, in future even the quarterly passes will be available at two and a half times the monthly pass.

**SHRIMATI PARVATHI KRISHNAN:** What about my getting letters in Hindi? I continue to get letters in Hindi.

**PROF. MADHU DANDAVATE:** It is a very sensitive issue. I will conclude on that point.

**SHRIMATI PARVATHI KRISHNAN:** I send representations and cannot replies. If you want me to stop making representations, I will do so.

**PROF. MADHU DANDAVATE:** Don't get angry. At least I will not get angry on the language issue. As far as my replies are concerned, the replies go in the language in which they come. We have certain zones which are Hindi regions and certain zones which are non-Hindi regions. Sometimes what happens is, when a Member is staying in the Hindi region, through the mistake of the office, sometimes the letters goes in Hindi.

**SHRIMATI PARVATHI KRISHNAN:** We, the Members of Parliament, stay in Delhi. How does Delhi become a Hindi region for us?

**PROF. MADHU DANDAVATE:** Through the mistake of the office, two or three letters might have gone in Hindi to Shrimati Parvathi Krishnan. I have given instructions in the past and I will give instructions once again that special care should be taken to see that not a single letter goes to Shrimati Parvathi Krishnan in Hindi. I give you that assurance.

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#### 16.33 hrs.

#### SPECIAL COURTS BILL—Contd.

**MR. SPEAKER:** Now we come to the Special Courts Bill. There are some amendments to be moved.

**SHRI C. M. STEPHEN (Idukki):** I move:

Page 3, line 35,—

after "Special Court" insert—

"and may, for the said purpose, direct that a Special Court be constituted" (132).

This is an amendment to clause 10.

**MR. SPEAKER:** Mr. Anant Dave, are you moving your amendment No. 134?

**SHRI ANANT DAVE (Kutch):** I am not moving my amendment.

MR. SPEAKER: Mr. Stephen. Are you moving your amendment No. 133 to clause 11.

SHRI C. M. STEPHEN: I am not moving my amendment No. 133. I am moving other amendments to the Preamble.

I move:

Page 1, lines 8 to 10,—

omit "AND WHEREAS investigations conducted by the Government through its agencies have also disclosed similar offences committed during the period aforesaid;" (130)

Page 1, lines 13 to 16,—

omit "during which a grave emergency was clamped on the whole country, civil liberties, were withdrawn to a great extent, important fundamental rights of the people were suspended, strict censorship on the press was placed and judicial powers were crippled to a large extent" (131)

SHRI A. K. ROY (Dhanbad): From Clause 8 onwards, I would like to move my amendments

MR. SPEAKER: Last time when the amendments were moved, you were not present. They are already rejected. We cannot help it now. You have not given any fresh notice now.

SHRI A. K. ROY: Now you are allowing others

MR. PEAKER: For them, the notices have been given yesterday. Now I am dealing with them only. You cannot move your amendments now.

SHRI O. V. ALAGESAN: My amendment to the Preamble is there.

Clause 8—(Jurisdiction of Special Courts as to joint trials)

MR. SPEAKER: You have already moved that.

Now we take up Clause 8. Amendment No. 43 had been moved by Mr. Shankaranand.

SHRI B. SHANKARANAND (Chikkodi): Amendment No. 43 is in view of Amendment No. 98, which also has been moved by me.

MR. SPEAKER: It is the same as No. 83.

SHRI B. SHANKARANAND: Amendment No. 98 reads:

Page 3, line 7, —

omit "in respect of which a declaration has been made".

If this is not accepted, then my Amendment No. 43 comes. Since I am opposed to giving power to the Government to make a declaration, as envisaged in clause 5, I have moved Amendment No. 43, substituting clause 8

MR. SPEAKER: Amendment No. 98 is not moved: it is the same as Amendment No. 83.

SHRI B. SHANKARANAND: I have moved Amendment No. 43 which runs like this:

Page 3,—

for clause 8, substitute—

8. A special Court shall have no jurisdiction to try any person or persons for the commission of an offence except under the provisions of the Code."

This is a very simple amendment. I need not repeat my argument. From the beginning, I am opposed to this authority of the Government of making a declaration under clause 5.

MR. SPEAKER: You have already dealt with that.

SHRI B. C. KAMBLE (Bombay-South-Central): So far as my amendment is concerned, it relates to getting a clarification with regard to territorial jurisdiction. What shall be

the jurisdiction of a special court which will be established either at Delhi or at any State capital, whether such a special court will have the power to take cognizance throughout India or whether that will be confined to the territory of that State alone where a High Court judge has been designated to work as a special court.

Similarly, if the offences have taken place within the territory of that State, whether only that Court will take cognizance and try or whether any special court can take cognizance anywhere throughout India. That is not clear. So far as the Constitutional framework is concerned, a High Court Judge cannot take cognizance beyond the territory of that particular State I want to know whether you are going to amend the position which is in the constitution of India or which is under the Criminal Procedure Code. The purpose of the amendment is to seek that clarification. Otherwise, there will be an utter confusion so far as the jurisdiction of different special courts is concerned. The different special courts, I do not know whether they are two or three, will clash with each other; different High Courts will clash with each other. The purpose for which this Bill has been brought forward, namely, speedy trial, will be very much defeated. You will not have speedy trials at all. Therefore be clear in your mind. What is it that you intend to do. That is my amendment.

THE MINISTER OF HOME AFFAIRS (SHRI H. M. PATEL): The amendment which Mr. Shankaranand has put forward seeks to substitute for clause 8 a totally new clause.

Clause 8 of the Bill provides for the jurisdiction of the special court to try any person concerned in the offence in respect of which a declaration has been made, either as principal,

conspirator or abettor and all other offences and accused persons as can be jointly tried there-with. The intention behind Mr. Shankaranand's new Clause is not very clear. The existing Clause 8 will have the effect of bringing within the jurisdiction of the special Courts such persons connected with an offence in respect of which a declaration has been made and so they do not qualify as holders of political or public offices. The new Clause will have the effect of excluding from the jurisdiction of the Special Courts this category of persons. If, on the other hand, Mr. Shankaranand's intention is merely that the Special Courts would be governed by the provisions of the Code of Criminal Procedure relating to joint trials that is already provided for in the existing Clause 8 of the Bill, and the amendment is not necessary.

In so far as Mr. Kamble's point is concerned, he would like a special court for each state. That would be unnecessarily expensive. There may be no case at all or may be one case: that is why we have taken the general position that there should be as many special Courts as are necessary.

MR. SPEAKER: I shall now put Amendment No. 43 by Shri Shankaranand to the vote of the House.

Amendment No. 43 was put and negatived.

MR. SPEAKER: Mr. Kamble, are you withdrawing your Amendments Nos. 82 to 84?

SHRI B. C. KAMBLE: Yes.

Amendments Nos. 82 to 84 were, by leave withdrawn.

MR. SPEAKER: Now, the question is:

"That Clause 8 stand part of the Bill".

The motion was adopted.

Clause 8 was added to the Bill.

**Clause 9 (Procedures and Powers of Special Courts)**

**MR. SPEAKER:** Mr. Nayak, are you Pressing your amendment No. 9?

**SHRI LAXMI NARAIN NAYAK (Khajuraho):** No, I would like to withdraw it.

**Amendment No. 9 was, by leave, withdrawn.**

**MR. SPEAKER:** Mr. Shankaranand, you can speak on both your Amendments Nos. 44 and 99 together.

**SHRI B. SHANKARANAND:** I will speak on them together.

As I have told you, this clause provides for pardoning a person who may be an agent of the Prosecutor or of Government because that person is most likely to be clubbed together with the main persons who, in the view of the Government, are to be punished. They may club any person along with the main person as a co-accused and get a pardon. They only want to get evidence which is necessary for them to convict a person. The House may kindly see. On page 1 of the Bill, the first para of the Preamble reads as follows:

"Whereas Commissions of Inquiry appointed under the Commissions of Inquiry Act, 1952 have rendered reports disclosing the existence of *prima facie* evidence of offences committed by persons who have held high public or political offices in the country and others connected with the commission of such offences during the operation of the proclamation of Emergency..."

**MR. SPEAKER:** You may emphasize your point.

**SHRI B. SHANKARANAND:** My point will be more relevant with reference to Clause 9 now. The Government does not want to declare their intention to punish those people who are termed as 'others' in the Preamble; that can be seen from Clause 8.

Clause 5 reads:

"If the Central Government is of opinion that there is *prima facie* evidence of the commission of an offence alleged to have been committed during the period mentioned in the preamble hereto by a person who held high public or political office in India..."

Here, the 'others' who are mentioned in the preamble do not find a place in Clause 5.

It is most likely that Government may play mischief by adding these persons as co-accused with the main persons and extracting favourable evidence from them under Clause 9 saying this: "We are going to pardon you; you will be let off, but say this. That is why an express provision for pardoning has been made in this Bill. The Clause refers to sections 307 and 308 of the Criminal Procedure Code. Please see sub-clause (2) of Clause 9 in this Bill:

"A Special Court may, with a view to obtaining evidence of any person suspected to have been directly or indirectly concerned in, or privy to an offence, tender a pardon to such person on condition of his making full and true disclosure of the whole circumstances within his knowledge relating to the offence and to every other person concerned whether as principal, conspirator or abettor in the commission thereof..."

Sir, you have wide experience as judge of the Supreme Court...

**MR. SPEAKER:** But all that is not available when I am Speaker.

**SHRI SHANKARANAND:** I am not here to say that you have forgotten everything; it is as fresh as it was...

**SHRI C. M. STEPHEN:** He cannot make the benefit of that available to you. That is what he says.

SHRI B. SHANKARANAND: This Clause mentioned two categories of persons: 'tender a pardon to such person' this is one category; and '...and to every other person concerned....' this is another category. These two categories of persons do not find place in Clause 5 of the Bill. Why? What is the intention of the Government? More so, when you have quoted section 307 and 308 of the Criminal Procedure Code. That is why, earlier, I had moved that the provisions of the Cr. P. C. should govern the trial of such persons by the Special Court. But the Home Minister did not accept my amendment. I will read, for the benefit of the House, section 306, sub-clause (1):

"With a view to obtaining the evidence of any person supposed to have been directly or indirectly concerned in...."

Why I am reading this is because the wording in the Bill is not 'supposed to have' but 'suspected to have.' See how they have changed the words. Here in sub-clause (2) of Clause 9 of the Bill they say:

"A Special Court may, with a view to obtaining evidence of any person suspected to have been directly or indirectly concerned in...."

But in sub-section (1) of section 306 of the Cr. P. C. the wordings are:

"With a view to obtaining the evidence of any person supposed to have been directly or indirectly concerned in...."

What is the intention of the Government, I do not know. Maybe, Mr. Jethmalani may be 'knowing'. The Home Minister also may not be knowing. It was mainly on the Bill that Mr. Jethmalani moved that Government has brought this. Otherwise, Government never thought of bringing such a Bill.

SHRI HARI VISHNU KAMATH (Hoshangabad): Between 'supposed' and 'suspected' which is vaguer, I do not know, I am not sure.

SHRI B. SHANKARANAND: It is for the Government to say.

SHRI C. M. STEPHEN: Why not take the same wording as in the Code?

SHRI HARI VISHNU KAMATH: You give your opinion as to which is vaguer.

SHRI B. SHANKARANAND: If the law is clear why should they bring in this clause again? I have never seen such a thing. There are many criminal law amendment Bills and other laws which have been passed by this House. Is there any law which expressly provides some provision in the Bill saying, 'You give me the evidence which I want, then I will pardon you.' Is there any such thing? ....

SHRI DINEN BHATTACHARYA: In your regime it took place.

SHRI B. SHANKARANAND: Not in this way.

SHRI DINEN BHATTACHARYA: In other ways.

SHRI B. SHANKARANAND: So you want to do it legally?

MR. SPEAKER: Let us not divert ourselves.

SHRI B. SHANKARANAND: Mr. Bhattacharya does not know law. Neither his government nor his Party do not know law. If they come into power, I do not know whether this Constitution or the courts will be alive because they do not know law

SHRI K. LAKKAPPA (Tumkur): You will always be an accused. ....  
(Interruptions)

MR. SPEAKER: Please. Let us go on. Let us not divert ourselves. Mr. Shankaranand, you are on a legal point. Please proceed.

**SHRI B. SHANKARANAND:** The CPI (M) are supporting the government. Sir, I wish they support them always. But I told you the CPI (M) are fattening themselves on the free pasture provided by the Janata Party. Let them avail of it. ....

**MR. SPEAKER:** Let us not divert ourselves.

**SHRI B. SHANKARANAND:** On the mistakes of the Janata Party they are fattening themselves. That is why they want to encourage the Janata Party to commit more mistakes...

**SHRI DINEN BHATTACHARYA:** You will know it in proper time. Have patience.

**MR. SPEAKER:** All these are mutual compliments.

**SHRI C. M. STEPHEN:** Whatever he says is going on record and that is why he has to react.

**SHRI K. LAKKAPPA:** Let him change the legislation. What is there? Why should there be any hurry?

**SHRI B. SHANKARANAND:** Sir, I was reading Section 307 and 308. They elaborately deal with the question of pardoning an accused on his tendering or giving some evidence. It is elaborate and it deals with all the aspects of the law which is required for the administration of justice, whereas is it the intention of the government that by providing this. (Interruptions). The intention of the Bill is to try a certain category of persons, a class of persons who held high public and political offices. The purpose is very clear. . .

**SHRI K. LAKKAPPA:** What is a political offence?

**MR. SPEAKER:** Order, order, please. Let there no be conversation here....Mr. Shankaranand is very sensitive to the other talk.

**SHRI ARAVIND BALA PAJANOR (Pondicherry):** I do not know, Sir. It is nearing 5 O'clock. We are having

a meeting. The Minister of Parliamentary Affairs is also on the Committee. I do not know whether you are going to have the voting.. .

**SHRI K. LAKKAPPA:** The Committee meeting cannot be postponed. You take it next time. What is there?

**SHRI B. SHANKARANAND:** My elaboration on this point is more necessary in view of sub-clause (3) which says:

"Save as expressly provided in this Act; the provisions of the Code in so far as they are not inconsistent with the provisions of this Act. . ."

In what way are they consistent with the provisions of this clause. If they are inconsistent why is such a provision being made? I want to know from the Home Minister. If there is anything inconsistent, why is such a provision being made by the government in this Bill?

Sir, certainly it is not with good intentions. The intention of the government is *mala fide* and they have particularly Mr. Gandhi in their view. They have been trying to nullify the hold that Mrs. Gandhi has on the masses of this country, the confidence that the masses have in Mrs. Gandhi which they are not able to shake and they tried to put her in jail and they have put her in jail also. Sir. this Bill has only Mrs. Gandhi in view and they are providing everything.. . (Interruptions)

**AN HON. MEMBER:** Not only Mrs. Gandhi but all her collaborators.

**SHRI B. SHANKARANAND:** So, Sir, Janata Party is expressly confessing before this House that this Bill is meant for her.

Sir, I am opposed to providing such an authoritarian power to government where any person can extract any

evidence from a witness in order to involve Mrs. Gandhi. At this point, I cannot resist myself from expressing that such a thing has happened during the Shah Commission proceedings and officials had brought pressure on the witnesses to give evidence which they wanted and which was necessary for them to involve Mrs. Gandhi. My point is if such an offence is committed by any officer, then those officers should also be tried. Such a provision is necessary. So, I appeal to the House not to give this power to the government, otherwise there is more danger of this clause being misused than used against any person whether guilty or not guilty. I hope the Hon. se will accept my amendment.

MR. SPEAKER: Mr. Kamath, you have got amendment No. 53.

SHRI HARI VISHNU KAMATH: Mr. Speaker, Sir, I have an amendment to sub-clause (2) of Clause 9 seeking to substitute "all the" for "the whole". It is a Verbal amendment but as observed on the last occasion, a couple of days ago, I love words in my own way. I am a linguophile and not a linguophobe nor a linguomaniac. All languages and words I love. Sir, sub-clause (2) of Clause 9, line 4 reads as follows:

"....making full and true disclosure of the whole circumstances within his knowledge...."

For "the whole" circumstances I wish to substitute "all the" circumstances. When I tabled this amendment I had in mind an incident which took place in the Third Lok Sabha. At that time, unfortunately, you were not here. There was a Bill where the draft clause had a word 'vermins' in it. I tabled an amendment seeking to substitute 'vermins' by the word 'vermin'. I said the plural is also 'vermin', and I requested the Chair that a diction-

ary may be called for to settle the point. He said there was no need to call for the dictionary and that he would put it to the vote of the House. It was put to the vote and passed as 'vermins'. Even today that word disfigures the Act. I suppose, Sir, I am not a legal expert. I do not know the legal language. You are a master of that language.

Sir, if you in your present capacity and with your past wisdom as a lawyer and as a judge hold that the phrase 'whole circumstances' is permissible and is permitted in legal enactments, I would have no objection, but it jars on the ear. It should be all the circumstances, not the whole. When you use, the 'whole', it may refer to the whole day, whole man. It should be singular, not plural noun. I do not know whether you would agree and would give us your guidance sitting under that illumined dharamchakra.

I commend my amendment for acceptance.

17 hrs.

SHRI B. C. KAMBLE: Sir, I have moved only two small amendments.

My first amendment is No. 86. Legally, the special court is deemed to be a sessions court, but the functionary who is to function is a high court judge. When a high court judge is functioning there by virtue of his office that will have the status of high court, but legally under the provisions of sub-clause (3), it is to be deemed as a sessions court. Thus, there will be a sort of contradiction. I have, therefore, proposed that the special court will have the powers including the powers of a sessions court. That ambiguity will go by my amendment.

Regarding my second amendment, now the intention is that they want to apply what is called the warrant procedure as prescribed in the Cri-

[Shri B. C. Kamble]

Criminal Procedure Code. It has been put in sub-clause (1):

"A Special Court shall in the trial of such cases follow the procedure prescribed by the Code, for the trial of warrant cases before a magistrate."

What I have suggested by my amendment is that substitute this with:

"A Special court shall in the trial of such cases follow, 'warrant procedure' prescribed or trial of warrant cases before a magistrate as laid down in the Code of Criminal Procedure."

This is a change of words and expressions.

These are my two amendments. Government should give due consideration because in one case there is contradiction and in the other case, there is some confusion by the expression and words used here.

SHRI H. M. PATEL: I cannot, of course, emulate Shri Shankaranand's eloquence, but I am afraid, his whole argument is based on attributing certain intentions and motives to us which really do not exist. His amendment is not therefore acceptable.

The point is that a special provision on the lines of clause 9(2) of the Bill has become necessary because according to the scheme of the Bill, a special court has the powers of a court of sessions. Under the Code of Criminal Procedure, a court of sessions can exercise power of pardon only after the case has been committed to it. Since there is no provision for committal of cases to special courts, the provision on the lines of clause 9(2) becomes necessary and it is on the same lines as Section 8(2) of the Criminal Law Amendment and Section 5(5) of the Disturbed Areas Act. Incidentally, he mentioned and talked about as to what this new expression

'suspected' is. He might know that Clause 6, sub-clause 6 of the Disturbed Areas Act says

"...a special court may with a view to obtaining the evidence of any person suspected to have been..."

So, it is not a new innovation, so far as this Bill is concerned. If amendment No. 99 is not acceptable, amendment No. 44 really falls through.

In so far as Mr. Kamble's point is concerned, I am afraid that the words 'deemed to' are also necessary.

What the hon. Member seems to think is that a Special Court shall be deemed to be a Court of Session; and, therefore, he wants to provide that a Special Court shall be deemed to be a court having all the powers of the Court of Session. As the deeming provision is only for the purpose of spelling out expressly the manner in which the provisions of the Code apply in relation to Special Courts, the deeming provision cannot be regarded in any way derogatory. It is necessary for clarity; and I think we should not sacrifice clarity, for the sake of any sentiments. I, therefore, cannot accept his amendment.

As far as Mr. Kamath is concerned, I would say that on the face of it Mr. Kamath is very persuasive and he is very correct—one would say that it should be so. But I would say that there is a history to it. This amendment relates to Clause 9(2) of the Bill. The word 'whole' has been used uniformly in similar provisions occurring in the Code of Criminal Procedure 1973, Section 306, the Criminal Laws (Amendment) Act, 1952, and the Disturbed Areas Act, 1978. While the amendment suggested by Shri Kamath may appear to be of importance, it would not be desirable to accept it, because it will result in different phraseology being used in the Code of Criminal Procedure and

other connected enactments; and we would be losing....

MR. SPEAKER: A wrong phraseology has gained respectability by usage.

SHRI H. M. PATEL: It is there.

MR. SPEAKER: Mr. Kamath are you pressing your amendment?

SHRI HARI VISHNU KAMATH: I am not.

Amendment No. 53 was, by leave, withdrawn.

MR. SPEAKER: I now put Mr. Shankaranand's amendments Nos. 44 and 99.

Amendments Nos. 44 and 99 were put and negatived.

MR. SPEAKER: Now Mr. Kamble, are you pressing your amendments Nos. 85 and 86?

SHRI B. C. KAMBLE: No

Amendments Nos. 85 and 86 were by leave, withdrawn.

MR. SPEAKER: The question is:

"That Clause 9 stand part of the Bill."

The Motion was adopted.

Clause 9 was added to the Bill.

Clause 10—(Powers of Supreme Court to transfer cases)—contd.

MR. SPEAKER: Now we take up clause 10. There is only one amendment No. 132, by Mr. Stephen.

SHRI C. M. STEPHEN: In respect of amendment after amendment, we have been hearing the reply of the Home Minister, with a very cryptic and categorical 'No'. Therefore, normally I should have hesitated to move this amendment, because I should have expected what the fate of the

amendment would be; but I felt induced or prompted to move this amendment, because this is of a different category.

The Home Minister has been saying that as this Bill had gone through the Supreme Court, any change may create difficulties here; and therefore, he is not accepting any amendment. That is what he said the other day. This particular clause has been introduced pursuant to a proposal by the Supreme Court. Therefore, this clause as such was not examined by the Supreme Court. Supreme Court made certain suggestions. Government told them: "We are prepared to accept those suggestions", and pursuant to that, this has been brought in. The point is whether the suggestion by the Supreme Court has been fully incorporated into this clause which has been framed. According to me, no. Now, this clause says that the Supreme Court may, in appropriate cases, order the transfer of cases from one Special Court to another Supreme Court. Let us remember that there are not going to be umpteen Special Courts; may be 1 may be 2, or may be 3. Because the hon. Minister says, 'adequate number' no more, no less. Unless there are going to be a million cases, there may not be a large number of special courts. If there is only one special court, where is the transfer? If there are only two special courts, where is the choice? Therefore, I have suggested that in appropriate cases the Supreme Court may direct the constitution of special courts. Looking through the different special courts, if the Supreme Court feels satisfied that none of the special courts will serve the purpose the Supreme Court may direct the government to constitute a special court. The majority opinion says why they make the suggestion:

"In the first place there is no provision in the Bill for the transfer of

[Shri C. M. Stephen]

cases from one special court to another. The manner in which the Judge conducts himself may disclose bias in which case natural justice would require that the trial of the case ought to be withdrawn from him. There are other cases in which a Judge may not in fact be biased; yet the accused may entertain a reasonable apprehension on account of attendant circumstances that he may not get a fair trial. It is of the utmost importance that justice must not only be done but must be seen to be done. To compel an accused to submit to the jurisdiction of a court which in fact is biased or is reasonably apprehended to be biased is a violation of the fundamental principle of natural justice and denial of fairplay. There are yet other cases, in which expediency or convenience may require the transfer of a case even if no bias is involved. The absence of provision for transfer of trials in appropriate cases may underline the very confidence of the people in special courts as an institution set up for dispensation of justice."

The point is whether this requirement has been met by this limited provision. The Supreme Court says that unless there is provision authorising the Supreme Court to direct the government to constitute special court to which the case may be transferred, it is not complete and this clause can become infructuous. There are two stages: one, the Supreme Court making up its mind as to whether a court trying a case is or is not biased, secondly, even if there is no bias, whether the accused has apprehension that it has bias; and then even if there is no apprehension, circumstances may demand that the case be transferred. Then the second stage comes where there is order for transfer. Therefore if things are left as they were blank, we get stuck up in a sort of vacuum and the clause becomes absolutely infructuous.

Therefore, if you honestly believe that the suggestion of the Supreme Court is bona fide and you accept the suggestion, it ought to legitimately follow that this amendment be brought in so that it may be comprehensive enough to ensure that this clause does not remain verbal and perfunctory exercise and it is a statutory provision. I therefore suggest in all seriousness to incorporate the suggestion made by the Supreme Court. The clause as it does not reflect the intentment of the Supreme Court. If Supreme Court's intentment is to be implemented the amendment which I propose is absolutely necessary. I hope the Minister will not come up with the reply with which I have now become habituated, that there is absolutely no necessity and that this matter went to the Supreme Court, for the simple reason that it never went to the Supreme Court. My amendment is necessary to implement the proposal of the Supreme Court.

SHRI H. M. PATEL: Let me not come with reply which the hon. Member expects. I will give a slightly different one. This amendment is to direct the constitution of the special court. No suggestion to this effect has been made by the Supreme Court in its advisory opinion. The Supreme Court suggested a provision for transfer and it has been made in clause 10.

The Amendment, if accepted, will fetter the power of the Central Government under Clause 3(1) which already provides that adequate number of special courts shall be constituted. Since the adequate number of special courts will be constituted, there will be no difficulty in the Supreme Court in transferring any case from one special court to another special court.

The amendment may not (Interruption). Why, not? Because there will not be one special court. There may be several special courts. I think what the Supreme Court had in mind will be definitely achieved by this clause.

MR. SPEAKER: I shall now put amendment, No. 132 to Clause 10 moved by Shri C. M. Stephen to the vote of the House.

Amendment No. 132 was put and negatived.

MR. SPEAKER: The question is:

"That Clause 10 stand part of the Bill".

The motion was adopted.

Clause 10 was added to the Bill

Clause—11—(Appeal)

MR. SPEAKER: Now we come to Clause 11.

There is an amendment No. 100 which has been moved by Shri B. Shankaranand.

SHRI B. SHANKARANAND: My amendment reads:

"Page 4,—

for clause 11, substitute—

11. *Appeal and revision*—Provision of the Code shall apply for any appeal or revision from the decision of a Special Court as if from a Court of Sessions". (400)

Since the Special Courts have to be presided over by the High Court Judge, it is deemed to be a Sessions Court.

Please refer to Clause 3(3) of the Bill which reads like this—

"Save as expressly provided in this Act, the provisions of the Code shall, in so far as they are not inconsistent with the provisions of this Act, apply to the proceedings before a Special Court and for the purposes of the said provision of the Code Special Court shall be deemed to be a Court of Session and shall have all the powers of a

Court of Session and the person conducting a prosecution before a Special Court shall be deemed to be a Public Prosecutor."

This is going to be a Sessions Court. Then how can there be any appeal to the Supreme Court right from the Sessions Court directly?

MR. SPEAKER: That is permissible even now under Article 136.

SHRI B. SHANKARANAND: That is an extraordinary thing. That is why I have given my amendment.

MR. SPEAKER: You wanted appeal and revision. Then the whole complexion of the Bill changes.

SHRI B. SHANKARANAND: In view of all my amendments I have to stress this amendment. Otherwise, my amendments will have no meaning.

MR. SPEAKER: You have taken a consistent stand.

SHRI B. SHANKARANAND: Yes, yes. I have suggested 23 amendments. All these amendments will have no meaning if I do not make this amendment to the clause. It reads like this—

"Provisions of the Code shall apply for any appeal or revision from the decision of a Special Court as if from a Court of Sessions."

Because the Special Court is deemed to be the Sessions Court in the eye of law, as proposed in this Bill, I say let not the Home Minister get himself confused with all these complications with the jurisdiction of the court, the authority to pardon and what not. He says the Supreme Court Judge should preside and it should be a Sessions Court. The law is very clear. Let the Special Court try every person as per the provisions of the Cr.P.C. He has confused the House. He has confused himself and let him not confuse everybody. Mr. Home Minister, I am sure,

[Shri B. Shankaranand]

every section of the Act will be challenged in the court before you do anything under the provisions of the law. I say, do not confuse everybody. You please accept my amendment.

SHRI H. M. PATEL: Since the hon. members thinks I am confused, I think the House might accept the position that they have to be confused all through, I propose to press for whatever I have come here. He says that the appeal from the Special Court should lie to the High Court. That is all he wants.

MR. SPEAKER: Appeal or revision.

SHRI B. SHANKARANAND: There is lot of difference between appeal and revision.

SHRI H. M. PATEL: I know, though I have not got that much clarity as a distinguished lawyer....

SHRI B. SHANKARANAND: I do not say you do not know. I only say don't behave as not knowing.

SHRI H. M. PATEL: I am at the moment endeavouring to say what degree of clarity there is in your proposition. I am only confining myself to that. It seems to me that the hon. member is really confused because he has got a definite objective whereas my objective is to see that a fair trial is obtained through special courts and as speedily as possible. Clause 11 seeks to provide that an appeal, shall lie from the judgment of the special court to the Supreme Court both on facts and on law. This has been suggested in order to expedite the trial of offences by the special court, because the special court will consist of High Court judges. The amendment, therefore, is not acceptable.

MR. SPEAKER: I shall now put amendment No. 100 by Shri Shankaranand to the vote of the House.

The amendment No. 100 was put and negatived.

MR. SPEAKER: Now I will put the clause.

SHRI H. M. PATEL: There is another amendment by Mr. Stephen.

MR. SPEAKER: He has not moved it.

The question is:

"That clause 11 stand part of the Bill."

The motion was adopted.

Clause 11 was added to the Bill.

Clause 12—(Power to make rules).

SHRI HARI VISHNU KAMATH: I have four amendments Nos. 54, 116, 127 and 128. Three of them are substantial amendments and one is a verbal amendment. I shall speak on the verbal amendment first.

I am aware that the Minister can confront me with some previous enactments and say that this is what has been used in previous enactments. I am however, ready to face that confrontation. I have got with me three Bills introduced in this House by different Ministers on different occasions—The Press Council Bill, which is now an Act; the Air (Prevention and Control) Pollution Bill, 1978 introduced by my hon. friend and colleague, Shri Sikandar Bakht and the Mental Health Bill introduced by Shri Raj Narain, I believe in 1978. I have got copies of all these three Bills. When incorporating such a clause, these three Bills use the phrase not "for the purposes of this Act" but "for carrying out the purposes of this Act". This clause 12 says that the Supreme Court may make rules "for the purposes of this Act". In all the three Bills I have mentioned—the Minister may check if he wants—the phrase

used is either "to carry out the purposes of this Act" or "for carrying out the purposes of this Act", I would not waste the time of the House by speaking further on that; I believe in the common sense and intelligence of all the Ministers, including the Home Minister and therefore, I hope he will accept it. If you also endorse it and approve of it, there will be no difficulty in accepting it. It should not be just for the purposes of this Act, but for carrying out the purposes of this Act. "For the purposes of this Act" is delightfully vague. "To carry out" or "for carrying out" the purposes of this Act is more accurate and precise.

I come to the substantial amendments. I am not sure that we should cast a burden upon the Supreme Court to frame rules for carrying out the purposes of this Act. I know that the Memorandum on Delegated Legislation appended to the Bill refers to Section 643 of the Companies Act, 1956. Therein it is stated that this Section 643 of the Companies Act confers power on the Supreme Court to make rules with respect to certain matters. I do not know whether these certain matters cover an important Bill like the Special Courts Bill which is before the House. Therefore, I would personally prefer that the rules are made by the Central Government in concurrence with the Supreme Court or rather in consultation with the Supreme Court, because at some stage if somebody takes it into his head to challenge the Act and the rules and goes to the Supreme Court and if the Supreme Court itself has framed the rules, that would be an awkward position for the Supreme Court....

MR. SPEAKER: They have struck down their own rules.

SHRI HARI VISHNU KAMATH: I submit to your superior wisdom and your experience and in that case, I have nothing to say. If they strike down their own rules, that means they are killing their own child.

MR. SPEAKER: Once, they act on the administrative side and on the

other occasion, they act on the judicial side. They frame the rules without legal assistance and decide the case after listening to the lawyers.

SHRI HARI VISHNU KAMATH: In your time, Sir, or later?

MR. SPEAKER: A long time back.

SHRI HARI VISHNU KAMATH: But even so, I think it would be wiser for the Central Government to do it because all the Bills and delegated legislation is the responsibility of the Central Government mostly. I do not know whether in certain enactments, the rules have been made by some authority other than the Central Government whether there have been precedents, and they have been quoted as authority. You just now said that something wrong had been perpetrated on an earlier occasion in the enactment and the wrong phrase can continue! So also if a wrong may continue in this too, I have no objection. But as far as it is within human power, we should do the right thing if we can.

MR. SPEAKER: Mr. Kalyanasundaram has already moved an amendment but he is not there. I shall now put amendment No. 59 to vote.

Amendment No. 59 was put and negatived.

SHRI B. C. KAMBLE: So far as the rule making power is concerned, I have made a distinction between the two purposes—the purpose of the Act and the proper functioning of the special courts. So far as rule making power for the purposes of the Act is concerned, it cannot be vested in a judiciary. This must be exercised by Government. Government cannot delegate that power. The administration of the Act is not the business of the judiciary. Therefore, if rule making power, delegated power is to be given, that can be given to the Supreme Court so far as the proper functioning of the special court is concerned. I have moved an amendment, making a distinction. Instead of loading the Supreme Court with that responsibility

[Shri B. C. Kamble]

It should be performed by the Government. Therefore, I have moved this amendment. I seek a clarification. I am not pressing my amendment.

SHRI H. M. PATEL: So far as Shri Kamble's amendment is concerned, I am not accepting it.

SHRI DINEN BHATTACHARYYA: Why? He is only asking for a clarification.

SHRI H. M. PATEL: I am not accepting it. If he wants to know the reason, since the Special Courts will be manned by sitting Judges of the High Court, as a matter of policy it would be better to leave it to the Supreme Court to make rules. That is how it appears to us.

MR. SPEAKER: What about amendment No. 54?

SHRI H. M. PATEL: So far as amendment No. 54 is concerned, if it is accepted, the clause will read:

"The Supreme Court may, by notification in the Official Gazette, make such rules, if any, as it may deem necessary for carrying out the purposes of this Act."

I am prepared to accept it, because it is a reasonable one.

MR. SPEAKER: What about Amendments Nos. 127 and 128?

SHRI H. M. PATEL: I am not able to accept them.

MR. SPEAKER: The question is:

"Page 4, line 7, :  
after "for" insert "carrying out"  
(54).

*The motion was adopted.*

MR. SPEAKER: Mr. Kamble, are you pressing your amendments?

SHRI B. C. KAMBLE: No, Sir. I want to withdraw them.

MR. SPEAKER: Has the hon. Member the leave of the House to withdraw his amendments?

SEVERAL HON. MEMBERS: Yes.

Amendment Nos. 87 and 88 were, by leave, withdrawn.

MR. SPEAKER: I now come to amendment Nos. 127 and 128.

SHRI HARI VISHNU KAMATH: Why should the Supreme Court be tied down with the framing of rules? Sir, you know.

MR. SPEAKER: I am not commenting on the Supreme Court; far from it. I would prefer that the Government do it; that is another matter. Now has Shri Kamath the permission of the House to withdraw his amendments?

SEVERAL HON. MEMBERS: Yes.

Amendments Nos. 127 and 128 were, by leave, withdrawn.

MR. SPEAKER: The question is:

"That clause 12, as amended, stand part of the Bill".

*The motion was adopted.*

Clause 12, as amended, was added to the Bill.

Clause 13 (New)

MR. SPEAKER: Shri Kalyanasundaram has moved an amendment for the introduction of new clause 13. But he is not present here. So, I will now put amendment No. 60 to the vote of the House.

Amendment No. 60 was put and negatived.

SHRI HARI VISHNU KAMATH: Sir, I have moved my amendment No. 116, which reads:

"Page 4, after line 8, insert—

"13. Every notification made under clause sub-section (1) of section 8,

every declaration made under sub-section (1) of section 5, and every rule made under section 12 shall be laid, as soon as may be after it is made, before each House of Parliament." (116).

It is essential for ensuring the vigilance of Parliament over all legislation, including delegated legislation. I am reminded of what happened in the Constituent Assembly when the emergency provisions were on the anvil. One of the draft articles which was brought in the Constituent Assembly had no such provision. Among the numerous amendments which I had moved to those emergency provisions, most of which were slaughtered by the Assembly

AN HON MEMBER: Guillotined.

SHRI HARI VISHNU KAMATH: There was only one which was accepted. There was only one which Dr. Ambedkar, the Chairman of the Drafting Committee, the pilot of the Constitution Bill, accepted and that one is now incorporated as clause (2) of Article 354, and that reads as follows:

"Every order made under clause (1) shall, as soon as may be after it is made, be laid before each House of Parliament."

And that was the only amendment which Dr. Ambedkar and the Constituent Assembly ultimately accepted. Mr. Alagesan smiles in approval. (Interruptions). Mr. Patel was not there at that time, but Mr. Alagesan was there. He very well remembers

Now, Sir, it is essential, and I am sure you will agree, knowing as I do your great anxiety to preserve and promote the role of this supreme legislative forum as the vigilant protector of all the rights and privileges of Parliament, as the watch-dog of all these privileges and rights, that all legislation including delegated legislation should come before the House and this notification provided under clause 12; then clause 3 and clause 5—all these will form part of delegated legislation under this important Bill, a vital

Bill which will affect several offenders of the Emergency period, and it is, therefore, essential that Parliament should keep a watch, a strict watch and a sleepless watch, over such legislation.

MR. SPEAKER: Mr. Kamath, if I may intervene, there is some little incongruity in "every rule made under section 12". Earlier the House has agreed that the rules shall be made by the Supreme Court. If that is so, if that remains....

SHRI HARI VISHNU KAMATH: Even those rules can be laid.

MR. SPEAKER: ... that would be incongruous. Sitting here the Sub-ordinate Legislation Committee is going into the merits of the rules. (Interruptions). Mr. Kalyanasundaram's amendment mentions only the declaration. "Every notification made under sub-section (1) of section 3, and every declaration made under sub-section (1) of section 5" may be all right. I don't need to add anything.

SHRIMATI PARVATHI KRISHNAN: Mr. Kalyanasundaram's amendment does not refer to the 'rule'. You see, Mr. Kamath's is consequential to his earlier amendment and Mr. Kalyanasundaram's amendment is identical because Mr. Kamath in his wisdom or in his foolishness thought that the Home Minister would be wise enough to accept the first amendment.

SHRI HARI VISHNU KAMATH: I caught the contagion from you.

SHRIMATI PARVATHI KRISHNAN: Mr. Kalyanasundaram's amendment does not refer to the "rule".

(Interruptions)

SHRI H. M. PATEL: Sir, since the hon. Member has conducted such research in this and quoted the authority of what happened in the Constituent Assembly, I think it would be only right that I accept this position but for this point that you have pointed out.

[Shri H. M. Patel]

I think there are two modifications which would be necessary. "Every notification made under clause"—the word "clause" is obviously superfluous it ought to go. "Under sub-section (1) of section 3...."

MR. SPEAKER: Within 15 days—all the restrictions are there. There are other difficulties also.

SHRI H. M. PATEL: It is correct. "every declaration made under sub-section (1) of section 5 and every rule made under section 12"—it is for the Supreme Court which makes. So, omit "clause" and after "section 3" add the word "and" and omit "and every rule made under section 12".

MR. SPEAKER: Shall I read it out again? The amendment is:

"Every notification made under sub-section (1) of section 3, and every declaration made under sub-section (1) of section 5, shall be laid, as soon as may be after it is made, before each House of Parliament."

SHRI H. M. PATEL: I accept that.

MR. SPEAKER: Will it satisfy?

SOME HON. MEMBERS: Yes.

SHRI C. M. STEPHEN: Mr. Kamath has moved an amendment. The Home Minister has accepted it in an amended form but there is a procedure for that. He has to move an amendment to the amendment.

MR. SPEAKER: That is what he is doing.

Amendment made:

In Amendment No. 116—

line 8,—

omit "clause";

line 4 after "section 3"—

add "and";

line 8,—

omit "and every rule made under section 12" (135).

(Shri H. M. Patel)

MR. SPEAKER: The question is:

Page 4.—

after line 8, insert—

Notifications under section 3 and declarations under section 5 to be laid before Parliament.

"13. Every notification made under sub-section (1) of section 3 and every declaration made under sub-section (1) of section 5 shall be laid, as soon as may be after it is made before each House of Parliament" (116 as amended):

The motion was adopted.

New clause 13 was added to the Bill

Clause 1—(Short title and extent)

SHRI HARI VISHNU KAMATH: I beg to move:

Page 2, lines 14 and 15,—

omit "except the State of Jammu and Kashmir" (62)

If the amendment is accepted, it will read as follows:

"It extends to the whole of India."

I am aware of article 376 of the Constitution, not that I have overlooked that article which forms part of Part XXI, "Temporary and Transitional Provisions".

Now, the word "Special" has also been added. The original caption was, "Temporary and Transitional Provisions".

After 32 years of Independence and in the 30th year after the promulgation of the Republic, we have still got temporary and transitional provisions. There is, however, a helpful corollary to article 370. I do not wish to go deep into the pros and cons, the desirability or the undesirability of this article. This is not the occasion for that. But I would only refer to the proviso in article 370, clause 1, sub-clause (b):

"the power of Parliament to make laws for the said State shall be limited to—

(i) those matters in the Union List and the Concurrent List which, in consultation with the Government of the State, are declared by the President to correspond to matters specified in the Instrument of Accession governing the accession of the State to the Dominion of India as the matters with respect to which the Dominion Legislature may make laws for that State; and

(ii) such other matters in the said Lists as, with the concurrence of the Government of the State, the President may by order specify."

I have got a copy of the Instrument of Accession of Jammu and Kashmir State. It lists the subjects, the matters with respect to which the Dominion Legislature may make laws for the State of Jammu and Kashmir. The subjects are, Defence, External Affairs, Communications—we do not go into that—and the last one is "Ancillary". Under "Ancillary" there are four subjects. I do not know if you have got a copy of the Instrument of Accession. I am reading from the text of that. It says:

"4. Jurisdiction and powers of all courts with respect to any of the aforesaid matters but, except with the consent of the "Ruler of the Acceding State, not so as to confer any jurisdiction or powers upon any courts other than courts ordi-

narily exercising jurisdiction in or in relation to that State."

It is rather complicated and legal parlance; you will appreciate it better than I do. But with all this jargon and abracadabra, the most important part of the provision is, "except with the consent of the Ruler of the Acceding State", that is with the consent of the Government of Jammu and Kashmir, we can do everything, the Parliament can do everything. If I remember aright, everything, the Parliament can do 1975, from which so much evil has flowed, was applied to the entire country, including the State of Jammu and Kashmir and so also the Forty-Second Constitution Amendment Act, the pernicious Act, was applicable to the whole country, including the State of Jammu and Kashmir.

Now, what must have been done in those days—I was partly in jail and partly outside at that time—was perhaps that in that case, the consent of the Government had been obtained. I would like to know, therefore, whether in the case of the Bill, Government has made any attempt to obtain the consent of the Government of Jammu and Kashmir so as to make this applicable to that State also. You are aware that the jurisdiction of the Election Commission and the jurisdiction of the Supreme Court also have been extended to Jammu and Kashmir. If I remember aright in the case of both the Election Commission and the Supreme Court, their jurisdiction has been extended to Jammu and Kashmir. So, what is the snag in this? Why should it not apply to Jammu and Kashmir? Is it because the Government is forgetful or remiss or is unwilling or is unable to extend the jurisdiction of this Bill also to Jammu and Kashmir? Under the Instrument of Accession to the Indian Union, have they made any serious effort at all to persuade or get the consent of the Jammu and Kashmir Government about this legislation? If they have not done so, will they do

[Shri Hari Vishnu Kamath]

so shortly and get it amended also? If they do not want to do so, why do they not want to do so? All these questions must be answered now straightforwardly; otherwise, there is no reason why it should not be extended to Jammu and Kashmir.

**SHRI H. M. PATEL:** Shri Kamath suggests that the words "except the State of Jammu and Kashmir" should be deleted from this Clause. In other words, he would like the Act to be extended to the State of Jammu and Kashmir. This is not possible as the provisions of Art. 370 read with Art. 368 will be attracted. The Supreme Court have observed in their advisory opinion that parliament derives its legislative competence for the enactment of the Special Courts Bill from Entry 11-A, 'Administration of Justice' in List III—Concurrent List—of the Seventh schedule. The subject of Administration of Justice, and the constitution and organisation of all Courts excepting the Supreme Court and the High Courts was transposed from List II—State List—to List III by virtue of the 42nd Amendment which has not been extended to the State of Jammu and Kashmir. In other words, in so far as the State of Jammu and Kashmir is concerned, Administration of Justice is not a Concurrent Subject and therefore parliament has no competence to legislate for Jammu and Kashmir so long as the 42nd Amendment of the Constitution continues.

**SHRI HARI VISHNU KAMATH:** Even with the concurrence of the State Government?

**MR. SPEAKER:** According to him, even with their concurrence he cannot do it. Now I shall put Amendment No. 52 by Shri Hari Vishnu Kamath to the vote of the House.

Amendment No. 52 was put and negatived.

**MR. SPEAKER:** The question is:

"That Clause 1 stand part of the Bill."

The motion was adopted.

Clause 1 was added to the Bill.

The Enacting Formula was added to the Bill.

**MR. SPEAKER:** Now the Preamble. There are a large number of amendments.

Mr. Narasimha Reddy, you have moved Amendments Nos. 3, 4, 5 6 and 7.

**SHRI G. NARASIMHA REDDY:** (Adilabad): Yes, Sir, I will speak on all of them put together.

The reason for moving my amendments to the Preamble is that, till now, much discussion on the law points of this Bill has taken place.

I would like to say how I, as a person from village, a layman, without knowing law understand this Bill. Then I would give the reasons for moving my amendments. As I understand, the object of the Government in bringing this Bill is only to punish Shrimati Indira Gandhi.

**AN HON. MEMBER:** No, no.

**SHRI G. NARASIMHA REDDY:** Allow me to say how I understand it. You may not agree with my understanding. My understanding is that this Bill has been brought only to punish Shrimati Indira Gandhi. The time is very short, that is, only three years are there. Therefore, they would like to hasten it up through this legislation. Otherwise—if they do not do it—after three years they may not be in power.

Therefore my point of view is this. By this Bill only the persons or the political persons who were holding high places in the Government during the Emergency period only are punishable. It means that, after the Emergency period, whoever are the politicians ruling the country today at the Centre or in the States are allowed to do, as I understand, any

excesses or any corrupt practices for which they will not be punishable under this. So, by this, they are opening a dangerous chapter in the democratic Parliamentary system of this country because the Party which is in power will be allowed to do anything they like and they will be punished only when another Party comes to power. That means, the future Government, whichever Party comes to power will have to come with a Special Courts Bill saying that whatever offences were done by the previous politicians or the previous regime, they alone will be tried. Therefore, the people of this country will be forced to think that the Government is interested in trying only their political opponents. If Government want this to be changed—what the people are thinking about this present Government—then they may accept my amendment. I have no objection if they are really interested in punishing all the politicians who ever committed excesses, in future also; whenever there is an Inquiry Commission appointed, if, according to the report of the Inquiry Commission, *prima facie* cases are established against some persons, all such persons—in future also—should be tried under this legislation.

**SHRI HARI VISHNU KAMATH:** I have a series of amendments, 45 to 51, seven amendments...

**MR. SPEAKER:** It is already 6 O'Clock. We shall take it up tomorrow. There is an Half-an-hour Discussion.

18 hrs.

#### HALF-AN-HOUR DISCUSSION

##### SHORTAGE OF COAL

**SHRI EDUARDO PALEIRO** (Mongao): I have raised a discussion because it does not appear credible to me—what the hon. Minister did say in reply to unstarred question No. 127 answered on 20th February '79, on which this discussion is based.

The Minister did say that there was no shortage of coal with the coal companies in December 1978 and

January 1979. This was contrary to the reports. The *Financial Express*, just to cite one, did make out a case of such a shortage as late as March 1979, under the caption, 'Coal Output Target Elusive'.

18.01 hrs.

[**SHRI N. K. SHEJWALKAR** in the Chair]

Mr. Chairman, why I say that these figures are not credible is because just in the month of December, the hon. Minister was constrained to admit on the floor of the House that managers of the coal companies had a meeting in his office and that at that meeting in his very office and in his very presence, those managers gave bogus and inflated production figures. On that basis they collected incentives worth lakhs of rupees, possibly crores—I do not know. I would incidentally ask him to clarify what was the amount of incentive disbursed. But he did admit at least in the case of one company that bogus inflated production figures had been produced. He said that he would take action to see that in future such type of inflated and false figures were not given. Now I would like to incidentally know what action he has taken in that regard.

The other reason, which I do not believe and I do not think credible is that there is no shortage.

If there is no shortage and if the shortage with different companies is due to transport, namely, that railway wagons are not available, then, why the Government and the Ministry are not allowing private individuals to take their own trucks to go to the coal fields and collect the produce? They say that there is no shortage. If there is no shortage—why you, or I or the industries cannot go to the coal fields, why not allow private parties to go to the coal mines and collect whatever coal they require? This will be very good in several respects because under the new procedure if you want to get any quantity of coal you have

[Shri Eduardo Faleiro]

to get a licence from the District Magistrate and then you must approach Coal India in Calcutta and they may try to get this quantity from anywhere in India. Thereby a lot of inconvenience is caused and there are other problems also. In the bargain you may have to satisfy some officials also who, it has been alleged in the other House as also here, collect a certain percentage.

The third reason why I do not believe that there is no shortage of coal is that we are just now importing huge quantities of coal from abroad—millions of tonnes of coal we are importing as the Minister has said in the House. Here there is an absolute reversal of the policy followed by the previous government by the present government. In the previous government, during the years 1973-74 and 1974-75, in these two years, there has been an increase in coal production to the extent of 25 per cent and many industries for instance, the cement industry, were using to some extent, at least some units were using coal as power instead of oil fuel which has to be imported. The coal position has changed again. These very industries which were using oil fuel and which were then made to use coal are reverting to oil fuel and thereby so much of foreign exchange is wasted. The point is that if there is no coal shortage, why does this situation take place? I submit that the shortage is there and the statement is not credible. In the past such statements and inflated and false figures have admittedly been given by the coal companies to the Ministry.

The shortage is there. What are the reasons for the shortage? The reasons can be summed up in one word—that is, mismanagement. The problem is this. The Coal India Ltd. is a holding company and it has so many subsidiary companies. After the Janata Party Government came to power, they have, what is known, decentralised it in such a manner that the subsidiary companies have their

own Board of Directors and the Managing Director has also been made the Chairman. There is no accountability whatsoever from the subsidiary companies to the main holding company and this was the complaint—there is no control—of Gen. Grewal who was the Chairman of Coal India Ltd and he had brought this fact that he could not control the subsidiaries in view of the change in the Articles of Association which has decentralised them completely. He has brought this fact to the notice of the Government. I have got copies of his letters to the Government and there he has made out a case why the situation is there and that in this way mismanagement will be there and he has said that this is against the recommendations of the Administrative Reforms Commission which has recommended that the Board of Directors should be formed in consultation with Coal India Ltd, the holding company and this is followed also in other public sector and private sector companies. In public sector units for instance, of SAIL, this is the procedure which is followed. Why is it not followed in the case of Coal India Ltd.

Sir, the other reason apart from this absolute independence of subsidiary companies for this mis-management is the very peculiar way in which promotions, transfers and postings are made. To give an instance, there is one Mr. Wadhwa. He is a non-technical man. He was appointed as Managing Director of Central Coalfields, Ranchi without observing proper rules of promotion. It is provided that a person who is appointed to this post should appear for an interview before the Bureau of Public Enterprises but he was directly appointed to this post. What is more significant is that he was Chairman and Managing Director in Dhanbad and then he was transferred as Adviser to Chairman, Coal India Ltd., Calcutta and from there within less than a month this man, who is non-qualified and not entitled to hold the post, is transferred as Chairman and Managing Director of Central Coalfields, Ranchi. This is

very irregular. It casts a suspicion that there are very peculiar type of deals going on. The Minister has to clarify in this regard also.

Lastly, Mr. Chairman, the Minister had mentioned in the other House about natural calamities. But, Sir, I would like to say that the greatest calamity is his own administration and Ministry. I am sorry to say so. He is a man of sweet words and always smiling but then all the same the condition in his department and Ministry is deteriorating. Let me give the example of natural calamity in Dhanbad. There were floods and the whole coalmines were flooded. Why were they flooded? The local newspapers carried this news. They were flooded because the water pumps were closed as there was a quarrel and clash between Mr. Verma, Secretary of the Ministry and the staff there. Later the whole blame was put on the natural calamity though the whole thing has been the result of non-operation of the pumps closed by the staff earlier.

Now, Sir, on the basis of this I would like to ask the hon'ble Minister the following three questions:—

1. If there is no shortage of coal then why individuals cannot go to pitheads and collect the coal required by them?

2. What is the present position of Coal India Ltd, which is a holding company? What are its powers of control over subsidiary companies? Will they revise and reduce decentralisation?

3. What are the reasons for irregular appointment in the case of Mr. Wadhera? What steps are being taken to see that these things do not happen?

मेरी विवादों की राय यही (की अधिकार दिल्ली) विवादी ही, विवादी ही काम किया यहा पर यह विवाद या क्षेत्र जल्दी कहूँ यहा पर या... .

SHRI EDUARDO FALEIRO: Sir, I also on a point of order. Half-an-

hour discussion is very important and when the Cabinet Minister is present it is not proper that the State Minister—for whom otherwise I have the highest regard—replies. Propriety demands that the Cabinet Minister replies. The last question was replied to by the Cabinet Minister himself, namely, whether those were inflated figures. He has admitted that they were inflated figures. So, it is better that the Cabinet Minister gives the reply.

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): Mr. Chairman, Sir, It is right and proper that my colleague answers it. Because, he has taken over. He is handling the subject. So, I thought that it is proper that he answers the entire question. But still...

MR. CHAIRMAN: He wants to be satisfied by your replying to it. Any-way, it is up to you.

SHRI P. RAMACHANDRAN: He has posed three questions. One is about the transport of coal by the individual consumers. Even now, when the individual consumer comes with the proper authority given either by the State Government or by the Central Government or by the sponsoring authority, he is free to take it either by rail or by road. Even now it is allowed. He was referring to the shortage of coal. And I can tell him with confidence that today in the country the stock of coal is a little over 12.9 million tonnes. If you want, I can even give you the figure of stock area-wise.

SHRI EDUARDO FALEIRO: Previously you had given inflated figures.

SHRI P. RAMACHANDRAN: No it is not so.

SHRI EDUARDO FALEIRO: You told it to us in the House.

SHRI P. RAMACHANDRAN: What I told you was that it was not an inflated figure. There was a meeting with the CMDs. At that time I wanted a test check to be done. So, I asked one of the officers to go to a particular company to check and verify

[Shri P. Ramachandran]

the stocks. And in this verificaton, in one or two, some over-reporting was found. It is only on that basis and on that report that we are taking action. The report is being examined and whoever is found to be responsible will be taken to task and action will be taken against him. About the individuals, there is no ban on any individual taking the coal, provided he has got certain certificate of the sponsoring authority.

**SHRI EDUARDO FALEIRO:** No certificate is required if there is no shortage.

**SHRI P. RAMACHANDRAN:** Just because there is no shortage do you want anybody to buy? No, that is not the Government policy. The Government's policy is this. It is a commodity which has to be distributed properly. You cannot expect anybody to go, take the coal and then sell it in the black-market.

**SHRI EDUARDO FALEIRO:** Why should he sell it in the black-market? There is no scarcity.

**SHRI P. RAMACHANDRAN:** Artificial scarcity will be created. It is the policy of the Government which has been enunciated long back, that coal, whether it is in plenty or in scarcity, must be distributed properly. That is why a certain Authority is created and the Coal Controller has his say to regulate the distribution of the coal. Wagons have to be allotted and coal despatched. Railways have got the authority to have the priority for that. You cannot expect Railways to move coal with low priority, as higher priority coal. The first priority comes in respect of coal for the steel plants, railways, power stations and then cement industries and other industries. Then only comes the brick kiln and other things. It is only the Railways which can stipulate the priority. We have no control over that. After all, the Coal companies have got only stocks at the pit-head and they are responsible to give the coal to those people who come with

the authority. That is all. And even for the price, at the pit-head, statutory price is fixed.

**SHRI ANNASAHEB P. SHINDE:** (Ahmednagar): In some cases it has been found that the Railway Board had communicated in writing saying that so many wagons have been allotted; but even then coal is not moved.

**SHRI P. RAMACHANDRAN:** It might have been so in the month of October, 1978 or so. Now it is not so. I would like instances if any to be brought to my notice. If there is anything to be looked into, I will immediately attend to that. Coal is available now in all the pitheads are wise, and any amount of coal can be transported if there is proper certificate from sponsoring authority. That is the position today. And regarding the powers of the holding company, certain steps of decentralisation were initiated. That does not mean that the holding company has lost the powers for having the control over the subsidiary companies. They still possess all the powers to monitor the production, the marketing aspect of it and also sanctioning of projects. Powers are still vested with the Coal Authority of India and there is no question of devaluing that authority except certain powers delegated to subsidiary companies for efficient operations. Certain powers were delegated to the subsidiary company. That is all. In fact, the Coal India Ltd. still enjoys all the powers necessary for effective monitoring of the subsidiary companies. The third point he was referring to was about the irregular appointment of a Managing Director he has referred to. He was appointed long ago. He was not selected for this post after this Government came to power. It is very common that within the Department, people are transferred for various reasons and he was there in a particular company.

**SHRI EDUARDO FALEIRO:** For how long?

SHRI P. RAMACHANDRAN: What ever it may be, it is not the length of period that is important. He was transferred from the company to the Department for some time and then a vacancy arose there. He was posted to another company. When the Coal India Chairman was selected for one of the subsidiaries, naturally a vacancy arose there and in that vacancy he was posted. That is all.

SHRI EDUARDO FALEIRO: Is he qualified?

SHRI P. RAMACHANDRAN: It is a Managing Director's post. What is the necessary qualification that you are thinking of?

SHRI EDUARDO FALEIRO: What I have said is that for this type of post, it is necessary that it should be filled by a person selected by the Bureau of Public Enterprise.

SHRI P. RAMACHANDRAN: Yes, he was selected and posted even before this Government came to power. He was the Chairman of the Central Coal Fields, Ltd. Then a general transfer took place. At that time he was transferred to BECL and after some time he was posted to the Ministry and recently we have posted him in the vacancy caused by the transfer of the Chairman, C.C.F.L.

डा० रामचंद्रन निहाय (भागलपुर): सभापति महोदय, उत्तरां प्रोडक्शन हो रहा है, फिर भी बड़े हुए की बात है कि यहां हमारे 1970 में 50 हजार टन वैत्तियम की, 25 हजार हाफ्टन कारोबार की, 1 लाख 25 हजार टन हालेंड की, 2 लाख टन कैलार्की की कोयला विधां साथ ही नेपाल, भर्गा, बंगलादेश और ताइवान कारोबार की भी कोयले का नियोजित किया, वहां आज हम 1. 5 लीलियन टन कोयले का सामान कर रहे हैं। जबकि कोयले का हमारा ग्रोवर्कर भी राष्ट्रीयकरण के बाद से बढ़ा है तब यह स्थिति है। हमारे सामने आकर्ष है कि हमारा ग्रोवर्कर बराबर बढ़ाता जा रहा है। 1973-74 में 78. 1 लीलियन टन, 1974-75 में 88. 4 लीलियन टन ही उत्तरांप्रदेश से हमारा उत्तरां बराबर बढ़ता जाता है तो क्या कारण है कि यह सब स्थिति उत्पन्न हुई? जब के राष्ट्रीयकरण हुआ है, तब से हमारा कोयले का उत्तरांप्रदेश की बढ़ता जा रहा है और ताकि भी बढ़ता जा रहा है।

Now, you have to move the present output of coal throughout the country.

The total demand of coal during 1977-78 was about 91 million tonnes. But the total stock is about 102 million tonnes. It is clear the production of coal has all along exceeded the demand.

इस तरह से हमारा प्रोडक्शन बढ़ रहा है।

सभापति भ्रह्मोदय, भाषण प्रसन क्या है?

डा० रामचंद्रन निहाय भ्रह्मोदय के बड़े बढ़ रहे हैं, उत्तरां भी बड़े रहे हैं जिसका कि कोई वर्णन नहीं है फिर भी कायले के बाब बढ़ाने के लिए कोयला की जा रही है। यह बड़ी भवयावह चीज़ है। ऐसे पास प्रिपोर्ट है जिसमें विद्या गता है कि कोल इस्टर्नी का प्रशासन ठीक होना चाहिए। इसे 100 करोड़ रुपया बचाया जा सकता है। मुझे यह नहीं है कि कोल प्रशासन भव्यता बढ़ावा देना है। यह वह नहीं कह रहा है। हर टन में 13 रुपये बचाए जा सकते हैं। इसमें यह पता चलता है कि आसन कितना कमजोर और अक्षम है और कोयले के उत्तरां, उत्तरां कार्य-भागता को ठीक नहीं करता है। कोयले की कीमत बढ़ाने के लिए फैनिनेटस कमेटी बाब जगीरता जाम की अधिकता में बढ़ी थी। उसमें कुछ फैसला किया था। अब फैनिनेट इसके बारे में फैसला करेगी। सारा देश जो यह स्थिति है कि कोयले के बाब रोज-ब-रोज बढ़ाते जा रहे हैं, ऐसा क्यों हो रहा है। मैं समझता हूं कि यह विचारण की अक्षमता की निष्काशनी है।

आज क्या स्थिति है। माननीय राम साहब जहां से आते हैं। वह आते होंगे कि कार्ट्रिज्टर और सेनेकर की सांठांठ से हुआरा टन कोयले की गोल गोरी होती है। इसको रोकते के लिए आप क्या कर रहे हैं।

मैं यह भी जानना चाहता हूं कि बाबेजा कमेटी की अनुसंधानों को व्याप में रखते हुए कोयले के उत्तरां के बार्थ को होता हुआ स्थिति प्रति टन कम करने की बारे में आप क्या कर रहे हैं? साथ ही कोयले का सामान आप कब तक बन्द करेंगे और साठ करोड़ जो इस पर लाल होता है उत्तरां प्राप्त कब तक बचा पाएंगे? कोयले की बाब बढ़ने की समस्यावास्त से मोग बहुत संबंधित है। यह उत्तरां इस बाब को सरकार द्वारा करेगी और कोयला करेगी कि कोयले की बाब नहीं बढ़ाए जाएंगे और कोयला विचारण के प्रबल को सकार बनाया जाएगा? बकाया को राजी उत्तरां सरकार द्वारा द्वारा दूसरे उपकरों के पास है अमर वह उत्तरां किस जाए तो उससे फैनिनेट इनवीस्टमेंट में विद्या होनी और बाबटीव बढ़ी हुई उससे बन सकती है। इस की विद्याने की ज्यादा जाम बढ़ावा देने करेंगे? कार्ट्रिज्ट विस्टम को कुराप कर रहा है और नई को इसकी बचते से उत्तरां लें होते हैं और भी कार्ट्रिज्टर और सेनेकर के गिर करती है, मैं न ही इसके लिए यह अच्छी है कि कार्ट्रिज्ट विस्टम को एकालिस किया जाए? यह दरकार इस की एकालिस करेगी?

PROF. P. G. MAVALANKAR (Gandhinagar): Mr. Chairman, Sir, the shortage of coal has been a chronic problem and it has been creating a lot of terrible and intolerable hardships to industries, major and small scale. The Minister has himself admitted in his answer given on the 20th February, 1979 to the Unstarred Question that it has caused a lot of hardships to a number of industries, particularly textile industries.

AN HON. MEMBER: As also fertilizer industries.

PROF. P. G. MAVALANKAR: Yes. Now, Sir, I come from Ahmedabad. Yesterday, there were two questions. One was a Starred question, directly on this problem, but unfortunately my friend Shri Kumari Ananthan was not present. I could not, therefore, ask any question so far as Ahmedabad mills are concerned. Another Question by me on the same topic came as an Unstarred Question and I could not ask any supplementary questions on it either.

I want to bring this problem to the Government's notice again with all seriousness. I have referred to the two questions of yesterday, and we have also the answer to the unstarred Question on the 20th February, which is the subject matter for half-an-hour discussion today. All the answers are a classic example of not saying anything. In the answer on the 20th February, on which this half-an-hour discussion has been raised, it was said:

"There was no shortage of coal with the coal companies in December, 1978 and January, 1979".

In that case, how is it that hundreds and thousands of industrial units and many others in many parts of India have been experiencing shortage of coal?

I come from Gujarat. There, not only the textile mills, but even the power stations suffered because of shortage of coal. Will not the Government agree that because of this

inadequate distribution or erratic distribution of supply of coal, although they have said that there is coal and they can supply, it has resulted in all kinds of hardships and corruption? Therefore, it resulted in all kinds of harassment and all kinds of loss of production. My question is: what are Government doing with regard to that? Finally: every time the Minister of Energy and his colleague pass on the buck to the Railway Minister. The Railway Minister in turn passes on the buck to the other Minister. Only about 2 hours earlier in this very House today, the Railway Minister said that whether he was there or the Minister of Energy was there, they were all ultimately one, in the same Government. Then how long will they go on passing the responsibility from one Ministry to another, and not coming to grips with the problem. In the end, the consumers are suffering. He says, the Ahmedabad mills are not closed. That is not completely true. The mills were on the verge of closure. In some of them, shifts were closed, if not the entire mills. People went out of employment. There was loss of production.

How long will the Minister of Energy take, to come to some kind of an energetic coordination with the other energetic Minister, viz. the Minister of Railways? Although you have got coal, you cannot distribute it properly and in time. You should see that coal is supplied to the mills, power stations, fertilizer units etc. All of them should get coal. Please give a detailed answer, so that no further discussion on this subjected is warranted.

SHRI K. MALLANNA (Chitradurga): There are two reasons for the shortage of coal. One, the production of coal and another the transport of coal in the country. So far as the production side is concerned, they attribute it to strike by workers and to the go-slow tactics of the workers. Sometimes it may be due to shortage of explosives. So far as transport is concerned, the Railway Minister is

shifting the responsibility to the Energy Minister i.e. coal is to be supplied to the point where the rail lifts it. There is absolutely no coordination between the two communities. I would like to know this information: what is the total amount of coal required in the country, how much is the country producing; is Government importing coal, if so, how many tonnes; how far is it adequate to cover the demand; whether it is a fact that sometimes the operation of coal comes to a halt due to shortage of explosives—if so, what is the action taken by Government to fill the gap; and whether there is any coordination between the two Ministries.

SHRI P. RAMACHANDRAN: First, I will take up my friend Dr. Ramji Singh's points. He made a very sweeping and fantastic statement about the inefficiency in the Department of Coal. I am very sorry; such a sweeping statement should not have come from that Member.

DR. RAMJI SINGH: But did I not substantiate it?

SHRI P. RAMACHANDRAN: You have not. It is easy to condemn when somebody is doing the job. Here is something which one has to understand. Coal is produced in adequate quantities, to meet the demands of the consumers in the country. At times, people say that coal is not available. He referred to Bawaja Committee's recommendations. I do not know from where he got the information that the Bawaja Committee had said that Rs. 18 per tonne can be saved by efficient management. (Interruption)

That Committee has made a number of recommendations, which are being examined by the Government; and they will be implemented when a final decision is taken. They have also recommended various other things. The hon. Member has not tried to find out the truths about the report; and he is simply, from his second imagi-

nation, trying to give all sorts of things about the Bawaja Committee report.

About coal production, it has picked up. For 3 or 4 months production had gone down, because of various calamities.

SHRI EDUARDO FALEIRO rose.

SHRI P. RAMACHANDRAN: I know. Simply ridiculing a department is not good. You are ridiculing it. You can say anything.

SHRI EDUARDO FALEIRO: I am not. We are giving every detail. We can give more. He is not taking it seriously. He was sitting and smiling while I am talking.

SHRI P. RAMACHANDRAN: What is wrong with it? Do you want me to cry?

SHRI EDUARDO FALEIRO: You should cry and resign, instead of sitting and laughing when there is such a hue and cry outside.

SHRI P. RAMACHANDRAN: It is very easy to say anything he wants, because this House has given him the privilege to say whatever he wants.

SHRI EDUARDO FALEIRO: Don't take it in a light manner.

SHRI P. RAMACHANDRAN: I know, Mr. Faleiro; I can also understand what you are talking.

SHRI EDUARDO FALEIRO: Then it is very good.

SHRI P. RAMACHANDRAN: But this shortage is not there to-day in the country. They have got, as I told you, nearly 13 million tonnes of coal. Shortages are felt because of various constraints, movement difficulties and other things. On February 17, officials of the Railway Ministry, of the Energy Ministry and coal company representatives did meet and discussed and sorted out the problems. At the moment coal is moving properly to various consumer ends. Still there are

constraints, I admit. Because of the movement difficulties. As the Railway Minister was saying, even though he has got wagons, he has no wheel sets and so he is not able to put the wagons on the track. We are trying to import them, if possible, and put wagons on the track. We are taking all steps necessary for movement of coal.

About import of coal, it is true that government has decided to import one million tonnes of coking coal as an experimental measure to see how blast furnaces behave with low ash content coal, because our coking coal has got higher percentage of ash and we have to wash it. By washing we lose. Either technology has to be changed in steel plants or we must import coking coal and blend it with indigenous coking coal, we are trying to see how far it can be useful. That is why government has decided to import coal. There is another aspect, namely, we have not got, very much coking coal reserves in the country. It is not only not very much but whatever coking coal that is available has higher ash content. That is why we are trying to see whether we can improve the performance of the steel plants by importing some coking coal and blending it with indigenous coal

Then there was reference to explosives; there is shortage in the country. There is some problem in the explosive factories; that is why the Government has decided to import explosives. Already one shipment has come; it is moving to collieries for use; it is in the process of movement to coal areas.

About industries that are being closed, Mr. Mavalankar referred to it. It was brought to my notice by the Minister in Gujarat and also the Chief

Minister of Maharashtra. He also got in touch with the Railway Minister for the movement of coal. All efforts are being made to see that coal is moved to the needed place as quickly as possible.

DR. RAMJI SINGH: What about prices?

SHRI P. RAMACHANDRAN: Price is under consideration of the government. I explained in reply to one of the questions in this House how inputs have gone up enormously. Coal price has gone up only by 70 per cent after nationalisation whereas input costs have gone up four or five times. You take the wages of workers... (Interruptions)

MR. CHAIRMAN: No further questions.

DR. RAMJI SINGH: 2000 tonnes of coal is being stolen away daily in Dhanbad, it is reported here. Is it a fact?

MR. CHAIRMAN: This is half-an-hour discussion and he is replying to the points raised. No more questions.

SHRI P. RAMACHANDRAN: As I said earlier, inputs have gone up and that is why coal companies are incurring losses. Government is considering whether they could increase the price; they have not taken a decision yet. The hon. Member referred to Bawali committee; they have also recommended a higher increase in price. Any way government is considering all aspects before taking a final decision.

10.37 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 9, 1979/Parliament 18, 1978 (Saka).