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Tuesday, March 6, 1979
Phalguna 15, 1900 (Saka)

LOK SABHA DEBATES

Seventh Session
(Sixth Lok Sabha)



सत्यमेव जयते

LOK SABHA SECRETARIAT

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LOK SABHA DEBATES

I

2

LOK SABHA

*Tuesday, March 6, 1979/Phalguna 15,
1900 (Saka)*

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER in the Chair]

WELCOME TO THE SYRIAN ARAB REPUBLIC PARLIAMENTARY DELEGATION

MR. SPEAKER: Hon'ble Members,
at the outset, I have to make an announcement.

On my own behalf and on behalf of the Hon'ble Members of the House, I have great pleasure in welcoming his Excellency Mr. Mahmoud Hadid, M.P., Speaker of the People's Council of the Syrian Arab Republic and the Hon'ble Members of the Syrian Arab Republic Parliamentary Delegation who are on a visit to India as our honoured guests.

The other Hon'ble Members of the delegation are:—

(1) Mr. Tawfik Al Nukari, M.P.
Secretary General of the People's Council.

(2) Mr. Mohamad Said Alhamwi, M.P. Chairman of the Service Committee.

(3) Mr. Turki Shalhoub, M.P. Chairman of the Interior and Local Administration Committee.

(4) Dr. Subhi Oyoum, M.P.

(5) Mr. Abdel Razak Ayoub, M.P.

(6) Mr. Nour Aldeen Khadour, M.P.

(7) Mr. Mouhamed Nour Juneidan M.P.

The delegation arrived here yesterday afternoon. They are now seated in the Special Box. Through them we convey our greetings and best wishes to the Syrian People's Council and the friendly people of the Syrian Arab Republic.

ORAL ANSWERS TO QUESTIONS

MR. SPEAKER: Q. No. 208.

AN. HON. MEMBER: What about Q. No. 202.

MR. SPEAKER: Q. No. 202 has been transferred to 15th March, 1979.

MR. SPEAKER: Shri Badri Narayan.

Super Thermal Power Station at Farakka

*203. SHRI A. R. BADRI
NARAYAN:

SHRI NIHAR LASKAR:

Will the Minister of ENERGY be pleased to state:

(a) whether the Department of Power has proposed phase one of the country's fourth super thermal power station at Farakka be taken up during 1978—80;

(b) if so, whether Government have agreed to this; and

(c) if not, the main reasons for the same?

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

(b) The Government has already approved the establishment of the First Phase of the Super Thermal Station at Farakka with an installation of 600 MW and with provision for increasing it to 1100 MW.

(c) Does not arise.

SHRI A. R. BADRI NARAYAN: The Government of India has sanctioned the proposal of the National Thermal Power Corporation—N.T.P.C.—to augment the electric power to the country due to shortage of the same. I would like to know certain details of the proposals which the Government have received. What is the sanctioned quantity in MW for the NTPC, what are the regional sanctions, north, south, west and east, whether the lands required for power plants have been sanctioned ...

MR. SPEAKER: From Farakka, you are going all over the country.

SHRI A. R. BADRI NARAYAN: It is only Farakka. Farakka is a part of the bigger plan which the NTPC has sanctioned. Lastly, I want to know how the finance is made available for all these projects, including Farakka.

SHRI P. RAMACHANDRAN: It is a wider question. The super thermal power stations are sanctioned not with any limited generation of capacity. As and when the need arises, the Central sector is to generate more power and more power stations are sanctioned. As it is today, there are four super thermal power stations which are sanctioned and which will be executed by the National Thermal Power Corporation. There is one more under the Coal Department, at the Neyveli and also there is another large thermal station coming up with

lignite. These are the power stations and the capacity, in the first phase, will be a smaller one and that will go on increasing as and when the need arises. For instance, in the four super thermal stations, it will be 2000 MW ultimately:—Singrauli—2000 MW, Ramagundam—2000 MW, Korba—about 2000 MW and Neyveli—about 630 MW, as it is today. All the other facilities are got, the land is acquired and the finance is arranged. It is only after arranging all these things that the scheme is sanctioned.

SHRI A. R. BADRI NARAYAN: What is the total quantity of coal required, from where it is got and what is the distance from which it is got? Have you got the ordinary railway transport or have you got a specialised transport to bring the coal from pit-heads? When do you hope these projects to materialise and additional power given to the country?

MR. SPEAKER: The question is about Farakka and we are nowhere near Farakka.

SHRI A. R. BADRI NARAYAN: It is Farakka. The Minister will bear with me.

MR. SPEAKER: The Minister may bear with you. But the House also must bear with you.

SHRI P. RAMACHANDRAN: With regard to the supply of coal, it is only after linking the coal availability we sanctioned these projects. If there is any deficiency, we will not sanction the projects. About the transport system also, that is evolved before we sanction these projects.

SHRI NIHAR LASKAR: This project is very essential for the north Bengal area particularly and the north-eastern region as a whole. I would like to know what is the time-schedule when you are likely to complete this project and what is the

guarantee that you will stick to the time schedule.

SHRI P. RAMACHANDRAN: When we sanction a project, we have to stick to the programme. The benefits will be there at the end of five to six years.

SHRI D. N. TIWARY: In spite of our repeated requests, although the availability of electricity in Bihar is the lowest in the whole country, the Minister did not think it fit to give a thermal power station to Bihar. May I know how much share from Farakka will be given to Bihar?

SHRI P. RAMACHANDRAN: The distribution of power will be decided a little later...

SHRI D. N. TIWARY: Will Bihar get a share or not?

SHRI P. RAMACHANDRAN: It will. Every State in the region will get a share of the power generated from the Central sector. That applies to Farakka also. Referring to Bihar he has said that some of the projects have not been sanctioned. Already Muzaffarpur and Tenughat are under the process of being sanctioned. As and when need arises, Government will not hesitate to sanction more projects in Bihar also.

SHRI JYOTIRMOY BOSU: Will the hon. Minister kindly tell us why this project has not been included in the Draft Sixth Plan, when the Project is expected to go on stream and how it is going to be financed?

SHRI P. RAMACHANDRAN: It is only recently that the project has been sanctioned. It will go on stream, because when we sanction a project, it is expected that the work will be started immediately.

SHRI JYOTIRMOY BOSU: My questions are very specific with regard to Farakka. Why was this Project not included in the Draft Sixth Plan? When is the Project expected

to go on stream? How is it going to be financed?

SHRI P. RAMACHANDRAN: The Project is going to be started in the Sixth Plan. It has a long gestation period. It takes a minimum of five years to complete a project. Already one year is over in the Sixth Plan. The work will be started in the Sixth Plan, and it may benefit in the Seventh Plan.

SHRI JYOTIRMOY BOSU: Why was it not included in the Draft Sixth Plan? And how is it going to be financed?

SHRI P. RAMACHANDRAN: We will pose it to the World Bank finance also just as for any other thermal power station we are posing to external finance. I do not know what else he wants.

डा० रामजी सिंह : मंत्री जी फरख्वा में बड़ा बिजली घर बना रहे हैं, यह अच्छी बात है, लेकिन उन को मालूम है कि कोयला इस बिजली घर के लिये उन्हें कहलगांव से लाना होगा। यह कोयला 80 मील दूर कहलगांव से ले जाकर वहाँ इस्तेमाल करना कहां तक इकानामिकल होगा, मंत्री जी इस बात को भी जानते होंगे, ऐसी स्थिति में इस बिजली घर को कहलगांव में बनाना ज्यादा उचित था। मैं जानना चाहता हूँ कि आर्थिक दृष्टि से इस प्रकार का गलत कार्य क्यों किया गया और जैसा मैंने फरख्वा के बारे में एक अखबार भी उन को दिया था, यदि उस अखबार की रिपोर्ट सही है तो इसका मतलब है कि केन्द्रीय सरकार ने कहलगांव के क्लेम को बिलकुल खत्म कर दिया है ?

SHRI P. RAMACHANDRAN: There is no question of Government ruling out setting up of any power station in any part of the country. Kahalgaon Project is also there. But enough details are not available. Already I have requested the State Electricity Board to furnish us with all the details. They requested funds to be allocated by the Planning Commission. The funds have been allocated for carrying out detailed investigations. As soon as the investigations are carried out, when we find that the power needs are not met by the Bihar State Electricity Board, we will try

to see how best we can augment power availability in Bihar.

Steel Rolling Units Lying closed

*204. SHRI P. M. SAYEED:

SHRI R. V. SWAMINATHAN:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether about 200 small scale stainless steel re-rolling units in the country are lying closed down due to the Government's policy of allowing imports of stainless steel sheets;

(b) whether the re-rollers want imports to be banned;

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

(d) whether Government are considering to change the policy?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) Government do not have any information to indicate that 200 small-scale stainless steel re-rolling units are lying closed down due to Government's policy of allowing import of stainless steel.

(b) Representations have been received suggesting imposition of a complete ban on import of stainless steel sheets and strips.

(c) and (d) Government do not consider that there is any justification, at present, to make any changes as the existing import policy is considered to be fair and equitable to all the parties concerned.

SHRI P. M. SAYEED: There are about 200 small-scale re-rolling units already closed down in the country and it is only on account of the import policy of the government.

Now, not only that, about a thousand units are threatened to be closed down in the near future. It is

only because of the wrong policies pursued by the present government of importing stainless steel sheets for the utensil industry.

I wanted to know from the hon. Minister whether in view of the present crisis in the industry he is prepared to have a fresh look into the situation.

श्री कृष्णा मुन्डा : अध्यक्ष जी, मैं ने अभी कहा कि वर्तमान समय में इस की इम्पोर्ट तालीसी में बंद करने का कोई विचार नहीं है।

SHRI P. M. SAYEED: My question was...

MR. SPEAKER: He says according to the Government there is no reason to change the policy.

SHRI DHIRENDRANATH BASU: What is the reason for that?

SHRI P. M. SAYEED: In his reply to part (b) of my question, he has stated:

"Representations have been received suggesting imposition of a complete ban on import of stainless steel sheets and strips."

Since the government have received representations and also in reality there is a crisis in this industry and many of the small-scale re-rolling units are already facing such an acute crisis and these units have got a large demand and also large built-in capacity to manufacture utensils, the government has already taken a decision to import 20,000 tonnes of stainless steel sheets and strips for the year 1978-79. Now, having given permission to import, it is already dumped in the market and as the inputs and costs are more in regard to the local units, there is a glut in the market and the representatives of these units have already met the government and represented the matter. I want to know whether the government is prepared to give the direct import to these units or will

they do it through MMTC so that this crisis can be met.

श्री कड़िया मुण्डा : नियमानुसार एम.एम.टी.सी. के यू.ही इन यूनिटों को माल मिलता है।

MR. SPEAKER: The Minister says that through MMTC it will be imported.

SHRI R. VENKATARAMAN: The Minister has stated that the government have no information to the effect that 200 small-scale units have been closed. Sir, small-scale units are all registered under the Directorate of Industries of the States. I want to know whether the Central Government has called for statistics from the State Governments as to the number of units that have been closed before they say that they have no information. Because they do not have information about the closure of a large number of small-scale units of the re-rolling mills, government have not given any attention or adequate attention to the question of import of stainless steel sheets. So I want to know whether they have the information, whether they have called down to-day and if they have, will they know how many units are closed down to-day and if they have, will they examine the question whether the closure of these large number of small-scale units is due to the import of stainless steel strips, particularly?

श्री कड़िया मुण्डा : हम लोगों को इस तरह की सूचना नहीं मिली है कि छोटे यूनिट्स बन्द हैं।

MR. SPEAKER: 'I will call for the information from the State governments.' This is what he says.

श्री कड़िया मुण्डा : स्टेट गवर्नमेंट्स से पताह लगाएंगे।

SHRI R. VENKATARAMAN: What is this? The House is taken for a ride. We are not getting the information.

श्री कड़िया मुण्डा : मैंने यह कहा कि जो हम लोगों को सूचना मिली है, उस के आधार पर यूनिट्स

बन्द नहीं हैं और हम जो माल देते हैं वह उन्हीं यूनिट्स को देते हैं जो एम.एम.टी.सी. के पास रजिस्टर्ड हैं। अगर छोटे यूनिट्स बन्द हैं, और उस की सूचना आप हमें दें, तो हम उस को देख लेंगे।

MR. SPEAKER: I will postpone this question to next week.

Setting up of Petro-Chemicals Complex in Tamil Nadu

†

*205. **SHRI V. ARUNACHALAM:**
SHRI A. BALA PAJANOR:

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

(a) whether Government have made studies about the feasibility and need of starting manufacture of petrochemicals in Tamil Nadu;

(b) if so, the results of the studies; and

(c) whether Government propose to start Petro-chemical complex in Tamil Nadu especially with a view to foster economic development of that State on a bigger scale?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) A Working Group was constituted by the Government to prepare a plan for setting up of Petrochemical projects in the country during the Sixth Plan period.

(b) The report of the Working Group has been received only on 28th February, 1979 and is yet to be examined.

(c) A final decision in this regard will be taken after considering the recommendations contained in the Report.

SHRI V. ARUNACHALAM alias 'ALADI ARUNA': Sir, in his reply, the hon. Minister has stated that since he has recently received the report of the Working Group very

recently, Government has not taken any final decision. But, it is reported in the Press that out of 1900 wells drilled in Tamil Nadu and Pondichery, some of them are oil bearing while others are gas bearing. In view of this fact, I would like to know whether the Working Group has recommended the setting up of new Petro-chemical Industry in Tamil Nadu. Does the report contain any recommendation in that regard?

SHRI H. N. BAHUGUNA: It is a voluminous document. I really did not have the chance to go through it to know what it contains.

MR. SPEAKER: He said the report was received recently.

SHRI H. N. BAHUGUNA: I can say what recommendation it contains only after I go through the whole thing.

MR. SPEAKER: Second Supplementary.

SHRI V. ARUNACHALAM alias 'ALADI ARUNA': Due to non-implementation of the Alexander Committee's recommendations, some of the chemical industries in Tamil Nadu have been seriously affected. For example, in Sadhupuram, Tirunelveli District the plastic industry has been closed down in the last one year and Government has not taken any steps to reopen this industry. May I ask the hon. Minister to come forward to implement the recommendation of the Alexander Committee, so as to help this plastic industry?

MR. SPEAKER: This does not arise from this.

SHRI H. N. BAHUGUNA: I do not know what the report of the Working Group contains.

SHRI O. V. ALAGESAN: The Hon. Minister is aware that there is a complex of the refinery and fertiliser factory in Madras in Manali—and

this is an ideal place with all raw materials found for starting a Petro-chemical complex. Now, all these things will mostly go into the Sixth Plan. Now the Prime Minister is also here. I do not mean anything if I say that in Gujarat it is proposed to set up various Petro-chemical industries with an investment of Rs. 300 crores.

So, what I am requesting the hon. Minister is: will he kindly see to it that this investment is more or less equitably distributed over areas which need this industry and, for which raw materials are present and other facilities exist?

SHRI H. N. BAHUGUNA: Sir, at the outset, I should remove the apprehension which has been implicit in the question of the hon. Member. There is nothing like investing X, Y or Z amount in Gujarat. The question is that the Petro-chemical Industry in this country, luckily for us, has currently many directions in many places whether it be Bihar, whether it be Tamil Nadu whether it be Kerala or whether it be Maharashtra, Gujarat or U.P., in all these areas where there are high aromatic contents available, there is a possibility of a grassroot of Petro-chemical Complex being there. So far as the down-stream is concerned, they need not be located in any one State and, therefore, these questions which are relevant had been referred to the Working Group and that Working Group Report is quite a voluminous Report. I really do not know what it contains. As it is, I cannot off-hand say anything as it deals with the location, with the technology, man-power requirement as also the marketing position as to where the marketing will be done or where the down-stream will come. The whole report is a complete thing projecting the totality of the Indian economic requirements. I can assure the House that there is going to be no partiality but the best economic proposition will be accepted.

SHRI D. D. DESAI: Sir, the hon. Member has referred to Gujarat and the Minister, in his reply, has stated that there would not be any undue advantage or undue favouritism to any particular State.

In other words, he has accepted in principle that the national interest will prevail. In the light of that, is he in a position to say, at least, now that he will not flare and waste large quantity of gas, both high and low pressure in Bombay High, that is, off-shore of Gujarat . . .

MR SPEAKER: I am sorry this question does not arise from this.

Survey of Mejia Coal Fields in District Bankura

*206 DR. BIJOY MONDAL:
SHRI SHYAM SUNDER
GUPTA:

Will the Minister of ENERGY be pleased to State:

(a) the time required to complete the comprehensive survey of Mejia Coalfield in the District of Bankura of West Bengal under Eastern Coal-fields Limited; and

(b) whether Government propose to include it in the Sixth Five Year Plan?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र :
(क) प्रो. (ख) गनीगज कोलफील्ड्स के मेजिया
ब्लाक में विस्तृत खोज कार्य 1976 में प्रारंभ किया
गया था। याज्ञा है कि वह कार्य 1980 के अंत तक
पूरा हो जाएगा।

कानिदासपुर में की गई विस्तृत ट्रिनिंग के आधार
पर जनवरी 1979 में सम्पत्ता रिपोर्ट का एक मसौदा
तैयार किया गया है। रिपोर्ट में 0.33 बि दन प्रतिवर्ष
कोयला उत्पादन की क्षमता के लिए 508.26 करोड़
रुपए के निवेश की व्यवस्था है। रिपोर्ट पर विचार हो
रहा है।

कानिदासपुर ब्लाक में कुल लगभग 3400 बीघर
की ट्रिनिंग करके 23 करोड़ों टन प्रति वर्ष का निकाले जा सकेंगे।
अंतर्गत भूवैज्ञानिक रिपोर्ट तैयार की जा रही है।

अर्द्धशतक ब्लाक में, विस्तृत ट्रिनिंग कार्य चल रहा
है।

DR. BIJOY MONDAL: The survey has been started in the year 1976. The Districts of Bankura and Purulia are the drought prone areas and there 40 per cent of the population is Scheduled Castes and Scheduled Tribes. These districts have no industry. May I request the Government to expedite the survey as early as possible? Is the Government considering that survey may be completed earlier than the stipulated year 1980?

श्री जनेश्वर मिश्र : यह सर्वे 1980 तक ही पूरा होगा।

DR. BIJOY MONDAL: There several coal-based industries and thermal plant; like Santhaldih exist very near to this area. Government got the draft feasibility report in January, 1979 about Kalidaspur. There are certain factors which depend on the comprehensive survey of this area like economic regeneration of the area, employment potential, construction of Bankura-Mejia railway line. May I know whether the Government is going to include this project in the Sixth Five Year Plan?

श्री जनेश्वर मिश्र : इसको छठी पंचवर्षीय योजना में शामिल किया जाएगा, ऐसा सरकार का विचार है।

SHRI KRISHNA CHANDRA HALDER: Mejia coalfield is in my constituency. In the last Lok Sabha I drew the attention of the then Minister, Shri K. C. Pant about this. I am glad that it has been included in the Sixth Five Year Plan. Previously the Geological Survey of India in its report mentioned that there are large amounts of coal deposits in this area. I would like to know the total quantity and quality of coal which is estimated to be found in Mejia area? The Minister has mentioned that in Kalidaspur block, the report envisages an investment of Rs. 508.26 lakhs with a capacity of 0.33 million tonnes of coal per annum. I would like to know, what will be the total investment in the whole of Mejia area? What is the exact date of star-

ting the work at Kalidaspur block? When will the survey be completed in these two areas and when will the work start?

श्री जनेश्वर निधु : सभी हम सोच केवल कालिदासपुर ब्लॉक की ही से रहे हैं और इसमें 3 वर्ग किलोमीटर क्षेत्र में 19 बोखीय किये गये हैं और इस विस्तृत कार्य-क्षेत्र के द्वारा वेड एक के 9.38 मिलियन टन और 8.78 मिलियन टन वेड लीन के संसार बता गये हैं। माननीय सदस्य ने पूछा है कि इस में कर्मचारियों की संख्या कितनी रहेगी। करीब 1136 कर्मचारी इस में काम करने ऐसी रिपोर्ट तैयार होगी।

Iraqi Proposal to purchase Indian Films

*208. SHRI DAJIBA DESAI: Will the Ministry of ENERGY be pleased to state:

(a) the procedure followed by Government for distribution of coal to actual users in various States;

(b) whether complaints have been received by Government from the actual users from different States regarding proper and timely distribution; and

(c) what steps have been taken to remove the difficulties in this behalf?

अर्थात् संजाल में राज्य मंत्री (श्री जनेश्वर निधु) :

(क) कोयले के वितरण के संबंध में मुख्यतः तीन नियामक आधार हैं यथा—(1) प्रायोजन की प्रणाली, (2) उद्योगों में बरीयता देने की प्रणाली और (3) देशों के नवीकरण नियम। छोटे उद्योगों और घरेलू उपभोक्ताओं की जरूरतें राज्य सरकारें प्रभावित करती हैं और ऐसे उपभोक्ताओं को कोयले का वितरण राज्य सरकारें ही अपने नियमों और शर्तों के अधीन करती हैं।

(ख) कुछ उद्योगों ने ऐसी रिपोर्टें मिली हैं कि उन्हें अर्थात् कोयला नहीं मिला है।

(ग) कोयले का वर्तमान उत्पादन और खान खुदाई पैदा (को लगभग 12.9 मिलियन टन है) सभी उपभोक्ताओं की जरूरतें पूरी करने के लिए पर्याप्त है। देश विदेशों की सप्लाई में सुधार के लिए देश के साथ बहिष्कृत सम्पर्क रखा जा रहा है। देशों द्वारा केने जाने वाले कोयले में होने वाली कमी को पूरा करने के लिए कोयला कंपनियां (सम्बद्ध लोगों के अनुमति पर) सड़क से भी कोयला ले जाने की अनुमति उपभोक्ताओं को दे रही है।

SHRI DAJIBA DESAI: The procedure mentioned by the hon. Minister is sponsorship and priority. According to my information from Maharashtra, it is not correct. Even the thermal power stations and certain important industries are not getting coal even though they have got priority. As regards sponsorship, the Maharashtra Government has sponsored the required quota. But the Government of India has reduced the quota. Therefore, there is a shortage of coal in Maharashtra so much so that the thermal power stations have stocks for only one day. Secondly, the small-scale industries from Maharashtra have been allowed to take their coal by trucks. But their experience is that they have to give on money at the coal fields. Some Members of Parliament have complained to the Minister that they had to pay Rs. 60 per tonne. May I ask the Minister whether he is prepared to enquire into these allegations?

श्री जनेश्वर निधु : अगर कोई निश्चित आरोप साबित तो उसकी जांच की जाएगी।

SHRI DAJIBA DESAI: The Members of Parliament have written a letter.

MR. SPEAKER: He said he will enquire into the matter.

SHRI DAJIBA DESAI: The sponsorship system that he has adopted for the distribution of coal is very hard on small-scale industries, specially in Maharashtra, where the centres are Nagpur, Poona, Aurangabad and Kolhapur. Since the sponsorship scheme has not worked very well, is he prepared to have coal dumps in these places.

श्री जनेश्वर निधु : व्यावहारिक दृष्टि से कोल डम्प स्थापित करना सम्भव नहीं होगा। इसलिए सरकार का विचार है कि कोल डम्प स्थापित न किए जाएं।

श्री ७ हुदी राज्य जनेश्वर निधु : कोल में बहुत ज्यादा जोर पड़ रहा है। मैं वैभव हैं और मैं इसको मानता हूँ। आपने कोल इंडिया कोल के कम्पनी बनाई है लेकिन कोयला जलक में निक रहा है। वेद बनाने के काम

— जो कोयला जाता है वह मुक्ति ज्वेल में निकला है इस बातसे ईंटों का बाप आई की प्रति हजार हो गया है जब कि उसके बाप पिछली सरकार के वक्त में 140 रुपये प्रति हजार थे। कोयला की कमी और उसकी ज्वेल की वजह से जनता सरकार के प्रति लोगों की निराशा बहुत बढ़ गई है। मैं जानना चाहता हूँ कि वह जो बैंगनो पर ज्वेल मिया जाता है और कोयला ज्वेल में बिकता है इसको रोकने के लिए आप क्या कर रहे हैं ?

श्री जनेश्वर शिंदे : हालांकि कोयला जाता है, लेकिन उसे ज्वेल में नहीं बिकना चाहिये, यह सरकार को निश्चय राय है, फिर भी अगर कोयला ज्वेल में बिकता है तो यह राज्य सरकारों का विषय है।
(व्यवधान)

एक कामगोचर सचिव : यह विषय राज्य सरकार जक बिन्दुत नहीं है।

SHRI ANNASAHAB P. SHINDE: I have sympathy individually for the hon Minister. But the reality of the situation is that the hon. Minister has expressed nothing but complacency. I do not know what happens to the big industry, but thousands of small units are literally dying. They are incurring heavy losses because of shortage of coal and the entire arrangement of distribution of coal is so bad that the Energy Ministry is throwing the responsibility on the Railways and the Railways are throwing the responsibility on the coal industry. I would like to know whether the hon. Minister will look into the heavy losses suffered by thousands of small units and will be prepared to take responsibility to supply coal on priority basis to the small-scale units throughout the country.

श्री जनेश्वर शिंदे : यह सही है कि हम कभी कोयला उद्योग को लगभग 800 बैंगन प्रतिदिन कम मिले हैं और इससे बोरी-बहुत परेशानी आई होगी, लेकिन एनपी मिलिट्री में लगातार सचिव कम रहा है और इस बात की कोशिश हो रही है और हम ज्वेलों की उम्मीद भी है कि बहुत जल्दी ही हम इस कमी को दूर करते और रेल संसाधन से आवश्यकता निभा देंगे कि प्रतिदिन वह पूरे बैंगन होंगे।

All Broadcasts

*210. SHRI KANWAR LAL GUPTA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that All India Radio is not heard in U.S.A., Japan and in many other countries;

(b) if so, in how many countries people cannot hear All India Radio;

(c) what specific steps Government have taken to see that All India Radio can be heard in all the countries; and

(d) why no action has been taken by the Government so far in this direction?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) While the external service of All India Radio does not reach U.S.A., it is heard in Japan and many other countries. The General Overseas Services of All India Radio in English in the morning and afternoon are directed towards Japan and the East. The reception is reported to be satisfactory at least on one frequency.

(b) A.I.R. directs its external services to about 55 countries. The reception varies from time to time depending mainly on the level of interference due to crowding of short-wave bands.

(c) (i) In order to augment the external services of A.I.R. two more short-wave transmitters of 250 KW power each with additional aerial system are proposed to be installed.

(ii) In addition, a proposal to instal two Shortwave transmitters of 500 KW power each has also been approved in principle.

(iii) An Inter-Ministerial Group has been set up by Government to undertake a study and to determine

the optimal number of High Power Shortwave transmitters required for A.I.R.'s external services.

(d) Does not arise.

श्री कबर लाल गुप्त : अभी माननीय मंत्री महोदय ने कहा है कि 55 देशों में उनकी एक्सटर्नल सर्विस योजना है, लेकिन मैं यह कह सकता हूँ कि जब भी यहाँ से ब्रोडकास्ट होता है तो 55 में से आधा ही कभी-कभी सुनिल से 2, 4 देशों में वह सुनाई देता है अन्यथा आम इंडिया रेडियो हिन्दुस्तान के बाहर प्रायः सुनने की गिनती ही नहीं है और जब कभी सुनने को मिलता भी है तो उनमें जो न्यूज होती है वह 80 परसेंट इटरनेशनल न्यूज होती है और 20 परसेंट भारत के सम्बन्ध में होती है। प्रोपाम भी अग्रीब होता है। तो मैं माननीय मंत्री जी से प्रश्न चाहता हूँ कि क्या आपने कोई ऐसी स्टडी एक्सटर्नल अफेयर्स विमिस्ट्री के साथ मिल करके या उनसे सलाह करके की है कि जहाँ इंडियन रहते हैं उनको कम से कम भारत में क्या हो रहा है यह मालूम हो, उसके लिए उन उन देशों में आपकी सर्विसेज पहुँचे उसके लिए कोई व्यवस्था की जाय ?

दूसरे, भारतवर्ष के बारे में न्यूज चाहिए, भारत के प्रोपाम ज्यादा उसमें हो, उस सम्बन्ध में भी क्या आप कुछ विचार करेंगे ?

श्री लाल कृष्ण आडवाणी : अध्यक्ष महोदय, मैं इस बात से सहमत हूँ कि इस समय एक्सटर्नल सर्विसेज बहुत प्रभावी नहीं हैं। इसमें प्रभाव उत्पन्न करने के लिए हमारा कोई तरीका नहीं है सिवाय इसके कि हमारे ट्रांसमीटरों की संख्या बढ़ाई जाय और ट्रांसमीटरों की स्ट्रेन्थ बढ़ाई जाय जो कि इस समय बहुत घटपटी है क्योंकि शार्ट वेव के ऊपर कंटेन्शन बहुत है। मीडियम वेव पर फ्रीक्वेंसी एलोकेट होती है, रिजर्व होती है लेकिन शार्ट वेव पर एजेंजेशन नहीं होता है जिसके परिणामस्वरूप अन्तर कोई पावर फुल ट्रांसमीटर उनी फ्रीक्वेंसी पर या उसके निकट जाता है तो हमारी आवाज दब जाती है। उदाहरण के लिए मैं बताऊँ कि हिन्दुस्तान की जगह भी बी बी सी अपनी सर्विसेज सुनाता चाहता है वो 6 या 8 ट्रांसमीटरों एक साथ चले हैं। कोई उसमें से दब जाय तो दूसरा एक्सेप्ट हो जाय। हमारे यहाँ पर साधन बहुत कम हैं। उन साधनों को बढ़ाने के लिए एक इटर मिनिस्ट्रियल टीम बनाई गई है और बहुत दिनों से कुछ स्कैन्स पेंडिंग हैं, जैसे दो डार्ड सी फिक्सीड के ट्रांसमीटरों बहुत दिनों से लैप्स में लेकिन काम चाले नहीं बढ़ रहा था, उस को कैंडिडेट ने रिक्वायर किया है और सारा काब आगे बढ़ रहा है। विहालतः पाँच बी फिक्सीड के दो ट्रांसमीटर लगाने का भी निर्णय हो चुका है। मैं उम्मीद करता हूँ कि वह सब कार्रवाई होने के बाद हम कुछ प्रगती भी करेंगे।

श्री कबर लाल गुप्त : मंत्री महोदय की यह मालूम है कि चाहे बी बी सी हो या वायस आफ अमेरिका हो या वायस आफ मास्को हो, वहाँ तक कि पाकिस्तान भी जो हम से बहुत छोटा देश है, उस की भी आवाज हमारे रेडियो की आवाज से बहुत ज्यादा होती है और पाकिस्तान का रियेप्शन हमसे बहुत ज्यादा क्लीयर होता है हमारे देश में भी, यानी कश्मीर में आप जाय या पंजाब में जाय और दिल्ली सुनाता चाहते हैं तो पाकिस्तान ज्यादा अच्छी तरह से सुनाई देता है, दिल्ली नहीं सुनाई देता। तोम साज की आजादी के बाद भी यह हमलत हमारी है तो बिशेषों में इस का क्या उसका प्रभाव पड़ेगा, आप बिदेशों को भारत क्या कर चाहता है यह कैसे बताएँगे, इस सम्बन्ध में आप और क्या कार्यवाही कर रहे हैं ? जो आपने किया वह तो ठीक है लेकिन इसका कितना प्रसर होगा, यह कब भ्रमन में आयेगा और कब आप एक्शन् कराओगे कि हम से कम नैपाम, पाकिस्तान या चाहता जो आमपाम के हमारे पड़ोसी देश हैं उनके बराबर तो हमारा रिमैप्शन हो जायगा ? इन बात की गारंटी आप हमें कब देते ?

श्री लाल कृष्ण आडवाणी : अध्यक्ष महोदय माननीय सदस्य ने जो बात पहले कही है, जो बात मैंने स्वीकार की उसी बात पर फिर से बल दिया है। मैं तो इतना ही कहना चाहता कि सरकार इस कमी के प्रति सज्जम है और इन कमी को जल्दी से जल्दी हम खत्म कर सकें इस दिशा में कदम उठा रही है।

एक पहलू में और भी बात है कि जिसके कारण बाकी बिदेशों की जो ब्राडकास्टिंग सेवाएं हैं वह दूर तक पहुँच जाती हैं, वह यह है कि उनके पास रिमो स्टेशन भी हैं, रिमो सेटर्स भी हैं... (व्यवधान) ..

श्री कबर लाल गुप्त : पाकिस्तान का बताइए।

श्री लाल कृष्ण आडवाणी : पाकिस्तान तो हमारे निकट है और उन का ट्रांसमीटर ज्यादा पावरफुल है इसलिए यह होता है। हमारे यहाँ ज्यादा पावरफुल ट्रांसमीटर हो जाएँ तो यह काम हो जायगा।

एक और पहलू है कि हमारे अपने लिमिटेड रिजोर्सेज हैं, उन का आदिमम मुदिलाहजेज करना है। अभी जो व्यवस्था है उसका फिर से पुनरीक्षण करना पड़ेगा क्योंकि इतनी आवाजों में बहुत ज्यादा देशों तक पहुँचने की कोशिश हम करते हैं जिसके परिणामस्वरूप भी हमारे टारगेट एरियाज हैं उस तक भी पूरे नहीं पहुँच पाते। उन बातों पर विचार कर रहे हैं।

श्री राज विमल वसन्तः माननीय मंत्री जी ने बिदेशों की बात कही कि बड़े-बड़े ट्रांसमीटरों मिश्रण या रहे हैं लेकिन देश के अन्तर की स्थिति है, जैसे पटना से जो न्यूज ब्रोडकास्ट होती है वह

दिल्ली में हब नहीं बन पाते हैं, बाहे मासिंग स्टेशन हो या इन्टरमिडियेट स्टेशन हो, तो स्टेशन के प्रोवाइड हब दिल्ली में नहीं बन पाते हैं उसके लिए माननीय मंत्री जी क्या व्यवस्था कर रहे हैं ?

श्री मास कुल्ल बडवाणी : This pertains to external Services. हिन्दुस्तान के श्वर हम मिडियम वेव का उपयोग करते हैं और विदेश की संचित के लिए शॉर्ट वेव का उपयोग कर रहे हैं । यह सवाल शॉर्ट वेव ट्रांसमीटर्स के लिए है ।

PROF. P. G. MAVALANKAR: While appreciating what the Minister has said, specially with regard to the constraints of economy and limited funds available, may I ask him, in particular, whether he is aware of the fact that a number of smaller countries in the world, particularly, in Asian region, are having much more powerful transmitting stations than what India possesses and, if so, what is his answer to that and, in view of this, whether he will expedite giving priority in terms of not only spending more money but also having concentrated external services to those areas where Indians live in large numbers.

SHRI L. K. ADVANI: I fully appreciate the point that the hon. Member has made and it is in that context that I had mentioned earlier that there is need to utilise the limited resources in an optimum manner. At present, it is spread over so large a spectrum that the optimum utilisation is not there. I fully appreciate his point.

SHRI P. VENKATASUBRAH: May I know from the hon. Minister in the matter of installing two powerful transmitters for external services about which he said that there is a clearance from the Cabinet, what are the financial implications and whether, by installing these transmitters, any particular countries or areas have been identified so that our external services will be correlated with our relations with those countries?

SHRI L. K. ADVANI: At present, we already have two 250 KW transmitters at Aligarh. There will be

two additional 250 KW transmitters. When they come into operation, these four transmitters together, apart from 500 KW transmitters we have in Delhi, will be correlated with each other and the entire target areas identified. Before the inter-ministerial group which is presently looking into the matter, one of the items is the point that the hon. Member has just made as to which of the countries should be targeted to and in what manner.

Oil Exploration Operation in Kerala, Andaman and North Bassein

*212. **SHRI C. K. CHANDRAPPAN:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the Chairman of the Oil and Natural Gas Commission had made a statement on board the Shipping Corporations tankers 'Jawaharlal Nehru' at Bombay High on June 8, 1978 that there are plans to undertake oil exploration in Kerala, Andaman and North Bassein near Bombay after the monsoon;

(b) whether it is also a fact that the oil exploration operation commissioned in Kerala Coast by the Union Minister on April 18, 1978 on the oil rig of the American firm off-shore International had done preliminary drilling operations to the depth of 1200 metres and then withdrawn on the outbreak of monsoon;

(c) if so, the result of this preliminary investigation;

(d) why the promise made by the ONGC Chairman as mentioned in Part (a) of this question has not been fulfilled so far; and

(e) what steps Government propose to take and when to honour the promise of the ONGC Chairman?

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

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

Statement

(a) ONGC have no record of the promises said to have been given by the then Chairman of ONGC on 8th June, 1978. However, as per newspaper reports a statement to this effect appears to have been made by the then Chairman, ONGC.

(b) An exploratory well off Cochin was drilled to a depth of 1755 metres as planned during April|May, 1978. The drilling was suspended as no oil or gas was found.

(c) No oil or gas was found.

(d) Since ONGC has no record nothing can be said about Chairman's promise. However, as mentioned in the reply to part (b) above, an exploratory well off Cochin was drilled during April|May 1978.

ONGC has also planned to conduct geophysical surveys in the shelf area between Calicut and Mangalore some time during the period March—May 1979 and further programme will be decided by ONGC after evaluating the results of the proposed survey.

At present no exploration has been planned in North Bassein since the reservoir is under re-evaluation.

As far as the work in offshore area of Andaman is concerned, ONGC proposes to take up drilling after the next monsoon.

(e) The various steps taken and proposed to be taken for exploration in the concerned areas have been indicated in the reply to part (d) above.

SHRI C. K. CHANDRAPPA: I feel, the hon. Minister will agree with me that oil exploration is something like a gambling provided we are bold enough to plunge into it so that we will get oil. In view of this, I would like to ask the hon. Minister whether he is fully convinced that there is no more possibility of oil in the Kerala coast since one or two drillings have

proved to be not successful considering that, will the hon. Minister tell the House that he will take further steps in continuing exploration of oil in that region?

SHRI H. N. BAHUGUNA: I agree with the hon. Member that oil exploration needs a very aggressive philosophy and a risk-bearing capability which this Government has. We have decided to do so. But now that we have found out, with survey, data processing and certain type of actual drilling that oil is not available in a particular location, we have to find out other locations. As I have said, the geophysical survey of Calicut and Mangalore area is being done. Obviously, we are trying to find out if we can find some more locations where we can try the drill. We shall certainly go ahead with it. We have not given it up.

SHRI C. K. CHANDRAPPA: I must be very thankful to the hon. Minister for this clarification. I would like to ask him, in this context, about another aspect of the matter, namely, whether the Kerala Government had proposed taking up the region from Alleppy to Cranganore, the southern part of the Kerala Coast, and whether that also would be considered favourably.

SHRI H. N. BAHUGUNA: We would welcome all suggestions from all people. But the suggestion in this case is not to originate from the Kerala Government because they have no geo-physical and geo-scientific capability to tell us where to go. We in the ONGC have the capacity, and we are going all round the Indian Ocean, in the east and in the west, and we have not given up the chase, whether it be the west coast or the east coast of Kerala or Andaman or the Godavari Basin or the Bay of Bengal or the Gulf of Kutch, we have not given up the chase anywhere; it is going on and the search will go on till we find the last location saying 'no'.

Resumption of Production in Flooded Mines

*214. SHRI D. N. TIWARY: Will the Minister of ENERGY be pleased to state:

(a) whether the coal mines in Jharia, Dhanbad and Asansol which were flooded due to September, 1978 floods have been dewatered;

(b) whether the production in those coal fields has come to the pre-flood level;

(c) whether it is also a fact that the stocks at pitheads have considerably increased; and

(d) whether despatches have also increased and the demands of Railways and other industries are being met in full?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) :

(क) भारत कोयला कोल लिमिटेड की सभी बाढ़ग्रस्त खानों और ईस्टर्न कोलफील्ड्स के पांच खनन जिलों को छोड़कर बाकी सभी खानों से पानी निकाल दिया गया है। इन बचे हुए पांच जिलों से भी पानी निकालने का काम चल रहा है और इसी महीने में सारा पानी निकाल दिया जायेगा।

(ख) उत्पादन तो जितना बाढ़ के पहले होता था अब उससे भी अधिक होने लगा है।

(ग) जी हाँ। अक्टूबर, 1978 से अब तक खान मुहानों पर 2 मिलियन टन से अधिक की वृद्धि हुई है।

(घ) कोयले का प्रेषण भी बढ़ गया है। वर्तमान उत्पादन और खान मुहाना स्टॉक दोनों मिलाकर रेलों और अन्य उद्योगों की मांग पूरी करने के लिए पर्याप्त है।

श्री द्वारिकानाथ तिवारी : अध्यक्ष जी, इसी हाउस में कई बार कहा गया है कि कोयले के अभाव में गाड़ियाँ नहीं चलती हैं, फैक्ट्रीज बन्द हो जाती हैं, स्टील फैक्ट्रीज का काम भी ठप हो जाता है और आप के यहाँ 2 मिलियन से ज्यादा का स्टॉक है, मैं जानना चाहता हूँ कि उस कोयले को इन जगहों पर भेजने में क्या कठिनाई है? रेलवे मनिस्टर कहते हैं कि हम गाड़ियाँ दे रहे हैं, आप कहते हैं कि हमारे यहाँ पिट-हेड्स पर काफी कोयला जमा है, तब फिर ऐसी बात क्यों होती है कि फैक्ट्रीज बन्द हो जाती हैं, रेलें बन्द हो जाती हैं और काम रुक जाता है?

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, सवाल बाढ़ से कोयला खदानों के प्रभावित होने का था। बाढ़ से कोयला खदानें भी प्रभावित हुई थीं और रेलें भी प्रभावित हुई थीं और इसी वजह से, हालाँकि खान मुहानों पर कोयला पड़ा हुआ है, फिर भी कई जगहों पर कोयला पहुँचाने में परेशानी हुई है, हालाँकि सब जगहों पर कोयला पहुँचाया जा रहा है।

श्री द्वारिकानाथ तिवारी : कोयला सब जगह नहीं पहुँच रहा है। उद्योगों के अतिरिक्त जहाँ ईटा पकाने का काम होता है, उन को भी बहुत कम कोयला मिल रहा है। बहुत-सा ईटा बारिश की वजह से नष्ट हो गया है, क्योंकि कोयले के अभाव में वह ईटा पक नहीं सका। जब कि आप कहते हैं कि सब जगह भेजा जा रहा है। इन दोनों में क्या तालमेल है?

श्री जनेश्वर मिश्र : अध्यक्ष महोदय, यह सवाल प्रायोरिटी का है। राज्य सरकार जब कोयले की मांग स्पान्सर करती है तो रेलवे विभाग उस पर प्रायोरिटी तय करता है और ईटा पकाने के लिये राज्य सरकार कितनी मांग स्पान्सर करती है, उसी हिसाब से रेल विभाग द्वारा प्रायोरिटी दी जाती है, कोयला विभाग बीच में कहीं नहीं धाता है।

श्री राम लेख हजारी : अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री जीसे जानना चाहता हूँ—कोयले का जो उत्पादन अभी है, उस की वितरण प्रणाली में गड़बड़ी होने के कारण लोगों को कोयला मुलभ नहीं हो पा रहा है। कोयले में गड़बड़ी यह है कि जहाँ कोयले का उत्पादन होता है, वहाँ ब्लैक में लोगों को कोयला दिया जाता है और वह कोयला बाजारों में अधिक कीमन पर बिकता है। इस प्रकार की जिकायतें कई बार की गई हैं और केन्द्रीय सरकार के सामने भी ये जिकायतें आई हैं। पिछले तीन-चार महीने पहले हम सम्बन्ध में जांच भी हुई थी, लेकिन अधिकारियों ने उस मामले को बचा दिया है। मैं मंत्री महोदय से जानना चाहता हूँ—क्या वे कोयले की वितरण प्रणाली में कोई ठोस सुधार लाने वाले हैं जिससे लोगों को मुबल तरीके से कोयला मिल सके?

श्री जनेश्वर मिश्र : पिट-हेड पर कोयला ब्लैक में बिल्कुल नहीं बिकता, मैं माननीय सदस्य को इस बारे में आश्वस्त करना चाहता हूँ और कोयला अपने डिपोज पर बिना ब्लैक किये हुए जाता है। अगर वहाँ कहीं ब्लैक बिकता हो, तो दूसरी बात है लेकिन पिट-हेड्स पर नहीं बिकता है। ... (व्यवधान) ...

श्री किशोरी लाल : माननीय मंत्री जी ने यह कहा है कि पिट-हेड्स पर जो कोयला है, उस को वे प्रायरटीज पर देते हैं। सारे सदन के माननीय सदस्यों को यह पता है कि हिन्दुस्तान भर में यह चर्चा है कि एक रैक या दो रैक को प्रायरटीज दे कर 1,000, 2000 रुपये में लिये जाते हैं। क्या वे मंत्री जी या रेलवे मंत्री जी सबन:

को यह बात बता सकते हैं कि कितने लोगों को प्रायर्टीज दी गई है। पब्लिक सेक्टर सफर करता है और प्राइवेट सेक्टर वालों को प्रायर्टीज दे कर कोयला बेच दिया जाता है। अभी आप ने यह देखा कि डेय के घर-दर कोयला की दिककत है और केवल एक दिन का कोयला वहां पड़ा हुआ है जिसके कारण सब की जान निकली हुई है कि बिजली मिलेगी या नहीं मिलेगी। मैं जानना चाहता हूँ कि पिछले साल भर में एनर्जी मिनिस्टर साहब ने कितने लोगों को प्रायर्टीज दी है।

MR. SPEAKER: The same question is repeated, repeated and repeated.

श्री किशोर लाल : रेलवे मंत्री जी ने कितने रैकम की जल्दी आने के लिए प्रारयर्टी दी है, यह आप मम्बरों को बता सकते हैं ?

श्री जनेश्वर सिन्ध : यह हम लोगों का विषय नहीं है। मैंने पहले ही कहा है कि राज्य सरकारें जो मांग स्पान्सर करती हैं, उन पर रेलवे मिनिस्ट्री प्रायर्टी तय करती है। कोयले के विभाग से हम का सम्बन्ध नहीं है। सतत जगह पर माननीय सदस्य सबान पृष्ठ रहे हैं।

श्री होर भाई : माननीय मंत्री जी ने कहा है कि कोयला पिटहेड पर ब्लैक में नहीं बिकता है, यह बात ठीक है। उन्होंने यह भी कहा कि कोयले की कमी है लेकिन जब कोयले की कमी है तो उस रेट पर वह नहीं मिलना चाहिए, यह भी हम जानते हैं। अगर कोयले की कमी है तो फिर ब्लैक में कोयला कहा से मिलता है। इस का मतलब यह है कि खुलेपाम ब्लैक हो रहा है और ब्लैक करने वालों को प्रोत्साहन मिला रहा है। मैं मंत्री महोदय से यह जानना चाहता हूँ कि इस को रोकने के लिए वे क्या रुख अवलियार कर रहे हैं ?

श्री जनेश्वर सिन्ध : मैं फिर यह कहना चाहता हूँ कि एनर्जी मन्त्रालय का काम केवल कोयले का उत्पादन करना है। उत्पादन करने के बाद, पिटहेड पर कोयले का ब्लैक नहीं होता है, यह मैं कई बार बता चुका हूँ।

Education in Sainik Schools

*215. **SHRI DAYA RAM SHAKYA:** Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to lay a statement showing:

(a) what amount of scholarship per year is being sanctioned by Government for a student in the Sainik Schools, Kapurthala, Kunjpura, Nagrota;

(b) how much out of this sanctioned amount is spent on the food and clothing of each student separately in a year; what happens to the remaining amount; whether the amount spent for clothing and food meets the required standard, if not, why;

(c) is it a fact that the standard of education in these schools is going down day by day in comparison to the standard at the time of the admission to these schools; and

(d) if so, what steps are being proposed or are being taken to raise it?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) to (d). A Statement is laid on the Table of the House

Statement

(a) The Governments of Punjab and Haryana grant scholarships at the rate of Rs. 3500 per boy per annum. The rate of scholarship sanctioned by the Government of J. & K. is Rs. 3000 per boy per annum. These State Governments also grant clothing allowance at the rate of Rs. 500 per boy for the first year and Rs. 250 per boy for every subsequent year.

(b) The approved rate of expenditure on food is Rs. 4 per boy per day. The yearly expenditure on food per boy varies around Rs. 1100 to 1200. The clothing allowance is almost entirely spent for the purpose for which it is sanctioned. The remaining amount is utilised for the running expenses of the school, which include expenditure on the pay and allowances of the staff, text books, library, postage, telephones, other administrative necessities etc. Savings, if any, are credited to a reserve fund from which drawals are made as and when necessity arises. The amount spent on food and clothing meets the required standards.

(c) Examination results do not indicate that there is any deterioration of standards in these Schools.

(d) Does not arise.

श्री बयाराम शास्त्र : जैना कि मंत्री महोदय ने डेटा दिया है, उस के आधार पर यह स्पष्ट है कि इन सैनिक स्कूलों में एक बच्चे पर 1100 रुपये में से कर 1200 रुपये तक प्रति वर्ष खाने पर खर्च किया जाता है। क्या मंत्री महोदय यह बताने की कृपा करेंगे कि कितने वर्ष पहले यह रेट एप्रूव हुआ था, जिस के आधार पर 4 रुपये प्रति दिन प्रति छात्र के हिसाब से खर्च किया जाता है और क्या इस के कारण यह ग्राम शिकायत नहीं है कि बच्चों को खाना ठीक नहीं मिलता है ?

प्रो० शेर सिंह : अध्यक्ष महोदय, ऐसी कोई शिकायत नहीं है। पहले कुछ कम रेट होता था और इस को बाद में बढ़ा कर 4 रुपये किया गया था और 4 रुपये में ठीक खुराक मिलती है।

श्री बयाराम शास्त्र : श्रीमान्, एक ग्राम शिकायत यह है कि बच्चों को जो कपड़े सप्लाई किये जाते हैं, उन में अधिकांशतः बड़े बच्चों के जो कपड़े होते हैं, उन से उन को ले कर वही कपड़े जूनियर बच्चे जो छात्र हैं, छोटे बच्चे जो और छात्र हैं, उन को सप्लाई कर दिया जाता है। उन को जो नये कपड़े सप्लाई किये जाने चाहिए, वे नहीं किये जाते हैं, इस प्रकार की ग्राम शिकायत है। मैं मंत्री महोदय से यह जाना चाहूंगा कि इस मद में 4,000 रुपये की जो स्कालरशिप दी जाती है, उस को बढ़ाने का वे विचार करेंगे ?

प्रो० शेर सिंह : यह सूचना माननीय सदस्य को कहां से मिली, यह पता नहीं है। बच्चों को जो कपड़े मिलते हैं, वे कपड़े उन्हीं के रहते हैं।

पहले साथ उन को 500 रुपये वस्त्र भत्ता दिया जाता है और बाद के सालों में भी वही काम आते रहते हैं लेकिन भगसे सालों में 250 रुपये प्रति साल उन को दिये जाते हैं। कपड़े दूसरों को दे दिये जाते हैं, ऐसी कोई सूचना मेरे पास नहीं है।

MR. SPEAKER: Now, the Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

भारतीय फिल्म खरीदने के लिए इराक का प्रस्ताव

* 207. श्री अर्जुन सिंह बढौरिया : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इराक ने भारत से 30 फिल्म खरीदने के लिए एक प्रस्ताव किया है ;

(ख) क्या कुछ अन्य देशों ने भी भारतीय फिल्म खरीदने के लिए प्रस्ताव किया है ; और

(ग) यदि हां, तो तत्सम्बन्धी व्योरा क्या है और उससे भारत को कितनी आय होगी ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण शास्त्राधी) : (क) : जी, हां। जनवरी, 1979 में नई दिल्ली में हुए 7वें अन्तर्राष्ट्रीय फिल्म समारोह के अवसर पर भारतीय चलचित्र निर्यात निगम द्वारा आयोजित फिल्म बाजार में इराक ने अपने देश में 32 भारतीय फिल्म खरीदने के लिए एक करार किया था।

(ख) जी, हां।

(ग) एक विवरण सुदन की मेज पर रख दिया गया है।

विवरण

3 जनवरी, से 17 जनवरी, 1979 तक नई दिल्ली में हुए भारत के 7वें अन्तर्राष्ट्रीय फिल्म समारोह के अवसर पर भारतीय चलचित्र निर्यात निगम ने फिल्म बाजार आयोजित किया था। उक्त अवसर पर भारतीय फिल्मों की बिथी के निम्नलिखित सौदे हुए :-

देश	फिल्मों की संख्या	भारतीय रुपये में अनुमानित लागत
1	2	3

क. भारतीय चलचित्र निर्यात निगम द्वारा किया गया कारोबार :

1. इराक जिसके साथ राजकीय एजेंसी स्तर पर समझ करार है।

32

21.40 लाख

1	2	3
2. मंगोलिया जिसके साथ उक्त फिल्म बाजार में एक धनन्य करार किया गया ।	10	2.13 लाख
ख. फिल्म बाजार के प्रतिनिधियों के साथ हुई बातचीत के आधार पर भारतीय चलचित्र निर्यात निगम द्वारा अर्पणित बिभी ।		
1. चेकोस्लोवाकिया टी० बी०	9	0.86 लाख
2. पोलैण्ड टी० बी०	12 (इन में 4 कन्नड़ फिल्में भी शामिल हैं)	अभी बातचीत कर तय की जानी है ।
3. मारीशस	4 कन्नड़ फिल्में	तदेव
4. रुमानिया	2 कन्नड़ फिल्में	तदेव
ग. फिल्म बाजार में अन्य भारतीय फिल्म संगठनों द्वारा भारतीय फिल्मों/डाकुमेंट्री फिल्मों की कथित बिभी :		
(क) फिल्म प्रभाग की लघु फिल्में		
(1) झरजीरिया	6	} कुल मूल्य : 1, 86 लाख रुपये
(2) पोलैण्ड	6	
(3) रुमानिया	32	
(ख) गैर-सरकारी निर्यातकर्ता :		
(1) सी० ए० कारपोरेशन, बम्बई		लाख रुपये
1. पुर्तगाल	6	2.00
2. तनजानिया	6	6.00
3. मारीशस	11	9.65
4. अरेबियन गल्फ	4	12.25
5. सीमा-नेरू	10	3.20
6. सीबिया	20	4.80
(2) इन्टरनेशनल फिल्म डिस्ट्रीब्यूटर्स, बम्बई		लाख रुपये
1. तनजानिया	10	4.50
2. सीबिया	6	1.44
3. चेकोस्लोवाकिया	6	2.16
4. रुमानिया	6	2.16
5. मारीशस	8	5.00
		78.81
		लाख रु०

Seismic Survey in West Bengal by ONGC

*209. SHRI MUKHTIAR SINGH MALIK:

SHRI G. N. BANATWALA:

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

(a) whether it is a fact that the Oil and Natural Gas Commission took over 5½ years from 1969 to 1975 for seismic surveys in order to locate oil structures in West Bengal; and

(b) if so, what are the reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. However seismic surveys are a continuing process, and are sometimes repeated as new and improved techniques become available. Thus, prior to 1971 seismic survey work was carried out by ONGC with analog units. In 1971 sophisticated digital seismographs using CDP Common Depth Point technique were introduced. The first location based on these sophisticated surveys could only be released in December 1973, after the digital data was processed, integrated with earlier data and interpreted.

कोककर कोयले का उत्पादन

*211. श्री यमुना ब्रह्मा शास्त्री : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में कोककर कोयले का उत्पादन बढ़ाने के लिए सरकार द्वारा क्या प्रयास किये जा रहे हैं ; और

(ख) देश में कोककर कोयले की अनुमानित खपत कितनी है ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री जगेश्वर मिश्र) : (क) कोककर कोयले का उत्पादन बढ़ाया जा रहा है। इसके लिए यंत्र तंत्र बिखरे हुए भण्डारों से कम समय में ही वास्तविक उत्पादन देने वाली योजनाएँ शुरू की जा रही हैं तथा वर्तमान खानों का पुनर्वसन और/वा विस्तार किया जा रहा है और नई खानें भी खोली जा रही हैं।

4397 LS—2

(ख) कोककर कोयले का सालाना बर्ष में उपयोग 26.6 मि० टन है किन्तु आशा है कि यह उपयोग बढ़कर 1979-80 में 27 मिलियन टन, 1980-81 में लगभग 30 मिलियन टन, 1982-83 में लगभग 34 मिलियन टन और 1987-88 में 48.6 मिलियन टन हो जाएगा।

Release of Vitamin B1 and B2 to New Small Scale Units

*213. PROF. R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that new small scale units are released only 2.5 Kgs. of Vitamin B1 and B2 while new DGTD units are released any quantity as per recommendation of DGTD; and

(b) if so, why a ceiling is fixed for small scale units only and how do Government justify its action which is hampering the growth of small scale units?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) No, Sir. According to the policy for 1978-79, new small scale units are allocated canalised bulk drugs including Vitamin B1 and Vitamin B2 initially for a total value not exceeding Rs. 3 lakhs. However, in respect of new units set up in backward areas or by graduates or diploma holders in professional subjects or ex-servicemen or persons belonging to the Scheduled Castes or Scheduled Tribes, the maximum limit is Rs. 5 lakhs. New D.G.T.D. Units if any, are allocated canalised raw materials according to their licensed capacities.

(d) Does not arise.

बरीली तेल शोधक कारखाने में उत्पादन

*216. श्री मुबराज : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बरीली तेल शोधक कारखाने में वर्ष 1977-78 के दौरान लक्ष्य से अधिक उत्पादन हुआ ;

(ख) क्या वर्ष 1978-79 के लिए उत्पादन लक्ष्य 32 लाख टन है परन्तु उत्पादन 26 लाख टन होने की संभावना है; और

(ग) यदि हां, तो उस गिरावट के क्या कारण हैं और इसमें कब तक सुधार किया जायेगा और यदि नहीं, तो उसके क्या कारण हैं?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमबती नन्धन बहुगुणा) : (क) जी, नहीं। कमी बहुत मामूली थी क्योंकि 3.118 मिलियन बी० टन के निर्धारित उत्पादन लक्ष्य की तुलना में किया गया उत्पादन 3.06 मिलियन बी० टन था। यह उपलब्ध 98 प्रतिशत है।

(ख) वर्ष 1978-79 में उत्पादन का निर्धारित लक्ष्य 3.3 मिलियन बी० टन था जब कि शोधनशाला 2.66 मिलियन बी० टन उत्पादन स्तर प्राप्त करने की आशा रखती है।

(ग) बरौनी शोधनशाला में चालू वर्ष में उत्पादन की कमी मुख्यतः श्रमिक अशान्ति के कारण हुई। इसके अलावा सितम्बर/अक्टूबर, 1978 में पूर्वी क्षेत्र में भारी वर्षा तथा बाढ़ के कारण एल० एस० एच० एस० की कम बुलाई के फलस्वरूप शोधनशाला के उत्पादन पर भी असर पड़ा। औद्योगिक सम्बन्धों की समस्याओं की हल करने के लिए संघ के प्रतिनिधियों से अधिकांश तथा मंत्री स्तरों पर बर्बाद की गई। इसके परिणामस्वरूप शोधनशाला में सामान्य स्थिति स्थापित हो गई और अब वहाँ निर्धारित क्षमता पर कार्य संचालन हो रहा है। वास्तव में दिसम्बर, 1978 और जनवरी, 1979 का उत्पादन इन महीनों के निर्धारित लक्ष्य से अधिक था।

सातवें फिल्म समारोह की ज्यूरि के चयनरत्न के विचार

*217. श्री हर मोहन वर्मा :
श्री एडुप्पाटो कैलरी :

क्या लुब्धना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) सातवें फिल्म समारोह के आयोजकों के सम्बन्ध में ज्यूरि के चयनरत्न द्वारा व्यक्त किये गये विचारों का ज्वारा क्या है; और

(ख) इन पर सरकार की क्या प्रतिक्रिया है ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण खाडक) : (क) ज्यूरि के अध्यक्ष श्री शोसमाने सेम्बेने ने भारत के 7वें अन्तर्राष्ट्रीय फिल्म समारोह के आयोजकों के बारे में कोई विचार व्यक्त नहीं किए।

(ख) प्रश्न नहीं उठता।

डीजल और मिट्टी के तेल की कमी

*218. श्री लक्ष्मी नारायण नायक :
श्री भारत सिंह चौहान :

क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नवम्बर, दिसम्बर, 1978 और जनवरी, 1979 में देश भर में डीजल तथा मिट्टी के तेल की भारी कमी हुई थी जबकि किसानों को उस समय फसलों की बुवाई एवं सिंचाई कार्यों के लिए डीजल की बहुत अधिक आवश्यकता थी ;

(ख) यदि हां, तो उसके क्या कारण हैं; और

(ग) सरकार द्वारा इस बात को सुनिश्चित करने के लिए क्या प्रबन्ध किये जा रहे हैं कि किसानों की डीजल तथा मिट्टी का तेल आसानी से मिले ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमबती नन्धन बहुगुणा) : (क) नवम्बर तथा दिसम्बर, 1978 और जनवरी, 1979 के दौरान देश के कुछ भागों में, कुछ पेट्रोल पम्पों पर डीजल तथा मिट्टी के तेल की बाड़े समय के लिए कमी हुई।

(ख) अस्थायी कमी विभिन्न नत्थों के कारण हुई। समय-समय पर बम्बई तथा कोठला पत्तन में श्रमिक समस्याओं एवं अड़बटों के परिणामस्वरूप उत्पाद के संचालन में गड़बड़ी आ गई थी। श्रमिक तथा नकलीकी समस्याओं के कारण बरौनी तथा कोयाली शोधनशाला की उत्पादन योजना में कुछ गिरावट आयी। कुछ घबसरो पर रेलवे का माल डोने का कार्य भी लक्ष्य से नीचे गिर गया। तथापि, अस्थायी कमी के लिए सबसे बड़ा कारण इन उत्पादों विशेष कर डीजल के लिए बढ़ती हुई मांग दर थी वह भी उस समय जब कि ईरान से परम्परागत सप्लाई किये जाने वाले अशोधित तेल और उत्पादों को प्राप्त करने में बहुत कठिनाई थी।

(ग) सरकार ने अशोधित तेल तथा उत्पादों की समय पर पर्याप्त मात्रा में आयात करने के सम्बन्ध में और शोधनशाला को अपनी पूर्ण क्षमता के साथ कार्य करने के सम्बन्ध में सभी आवश्यक कदम उठाये हैं तथा भविष्य में भी ऐसा करती रहेगी। अशोधित तेल और उत्पादों के संचालन में किसी प्रकार की रुकावट न आने पाये इस हेतु जहाजरानी एवं परिवहन मंत्रालय और रेलवे के बीच बहुत निकट का संघर्ष स्थापित किया गया है। ईरान द्वारा कच्चे तेल के उत्पादन और निर्यात के पुनः आरम्भ करने के परिणामस्वरूप अशोधित तेल और उत्पादों के लिए अन्तर्राष्ट्रीय बाजार स्मर हो जाने पर स्थिति सामान्य होने की आशा की जाती है। इसके अतिरिक्त ही सम्बन्ध होने की आशा की जाती है।

Suitability of Assam Coal for Steel Plants

*219. SHRI M. V. CHANDRA-SHEKHARA MURTHY;

SHRI BEDABRATA BARUA:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it has been found that Assam coal is suitable for steel plants;

(b) if so, how far this is true; and

(c) whether extensive tests were made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SEEL AND MINES (SHRI KARIA MUNDA): (a) to (c). Extensive tests were made at the Central Fuel Research Institute Laboratory and Coal Blend and Coking Research Laboratory at Jamshedpur. Plant scale tests were made at the Coke Oven Battery of Durgapur Projects and Bhilai Steel Plant. It was found that since the Coal is high in sulphur, its use can be limited upto only 10 per cent in the blend. Use of

this coal in higher proportions will depend on establishment of facilities for desulphurisation of hot metal. 1000 tonnes of Assam coal are expected to be sent to Durgapur Steel Plant shortly for actual trials in the Coke-Oven Battery.

Raising of Power Rates by D.E.S.U.

*220. SHRI R. L. P. VERMA:

SHRI NARENDRA SINGH:

Will the Minister of ENERGY be pleased to state:

(a) whether it is proposed to raise the power rates by D.E.S.U. for Delhi citizens;

(b) if so, what would be the revised rates; and

(c) the justification for increasing these power rates?

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

(b) The proposed revised rate for the year 1979-80 are as under:

Category	Rates applicable w.e.f. 1-4-79 (average)
Domestic	25p/Unit upto 100 units. 30p/Unit next 100 units. 35p/Unit beyond 200 units.
Non-Domestic (LT)	46p/Unit.
Mixed load (LT)/MLI	45p/Unit.
Industrial (small)	33p/Unit.
Industrial (Large)	37p/Unit.
Agricultural	20p/Unit.

These rates are exclusive of Central excise and Electricity duty.

(c) The wide-gap between the revenue income and expenditure of D.E.S.U. is attributed to abnormal

increase in its expenditure as a result of rise in the prices of fuel and other operational stores, increase in establishment expenditure and purchase of thermal power etc.

कोयले की अपर्याप्त सप्लाई के कारण विद्युत उत्पादन क्षमता में कमी होना

*221. श्री राजेश्वर कुमार शर्मा : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में उन तापीय बिजली घरे की संख्या कितनी है, जिनकी विद्युत् उत्पादन क्षमता में 1978-79 में (प्रबलक) कोयले की अपर्याप्त सप्लाई के कारण कमी हुई है; और

(ख) वर्ष 1978-79 में उत्तर प्रदेश सरकार द्वारा कितने कोयले की मांग की गई और उसे कितना कोयला सप्लाई किया गया ?

ऊर्जा मंत्री (श्री पा० रामचन्द्रन) : (क) रिजर्वे दो महीने के दौरान देश के 10 विद्युत् केन्द्रों को, उनके पास कोयले के पर्याप्त भण्डार न होने के कारण, अपने विद्युत् उत्पादन में थोड़ी-सी कमी करनी पड़ी थी ।

(ख) कोयले की म्यादी लिफ्ट समिति ने अपनी बैठकी में, जिनमें राज्य बिजली बोर्ड के प्रतिनिधियों ने भाग लिया था, उत्तर प्रदेश के प्रमुख तापीय विद्युत् केन्द्रों अर्थात् हरद्वारा, 'क' 'ख' 'ग', धोबरा, कानपुर (पुराना), पनकी तथा पनकी बिस्मर को अगस्त, 1978 से जनवरी, 1979 की अवधि के लिए 4.8 मिलियन टोन्स कोयले का आर्डर किया था । इस आर्डर की तुलना में उपर्युक्त अवधि के दौरान प्राप्त हुए कोयले की मात्रा 3.6 मिलियन टोन्स टन थी ।

Limited Departmental Examination for A.C.S.O. in A.F.H.Q.

2001. SHRI T. S. NEGI: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) is it a fact that at present no limited departmental examination is conducted by U.P.S.C. for the posts of ACSO in the Armed Forces Headquarters, as is being done in the case of Section Officers in the Central Secretariat service; and

(b) if so, will Government consider the proposal to hold a limited departmental competitive examination for the post of ACSO in the AFHQ?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) Yes, Sir.

(b) The question regarding introduction of limited departmental competitive examination for promotion in the grade of Assistant Civilian Staff Officer in the AFHQ and Inter-Service Organisations on the pattern of limited departmental competitive examination held for selection of Section Officers in the Central Secretariat Service, was considered by the Government but it was decided not to introduce such an examination at present.

SC/ST absorbed by HAL, Koraput :

2002. SHRI GIRIDHAR GOMANGO: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) total number of Scheduled Tribe and Scheduled Caste persons absorbed by the HAL, Koraput Division in the personnel, Industrial relation and Administrative Departments;

(b) number of posts reserved for the ST and SC in the above departments, grade-wise;

(c) how many of them filled so far;

(d) if none so far the reasons therefor; and

(e) the reservation policy followed by the HAL, Koraput Division to fill up the reserved vacancies in different category of services?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) A total of 29 employees belonging to Scheduled Tribes and Scheduled Castes have been absorbed in the Personnel, Industrial Relation and Administrative Departments of HAL, Koraput Division. Besides, appointment letters have been issued to 3 more candidates belonging to Scheduled Castes/Scheduled Tribes.

(b) 34 posts are reserved for Scheduled Tribes and Scheduled Castes in

the above Departments in the following grades:

Grade	No. of posts reserved
Rs. 750—1350 (Grade II) .	2
Rs. 650—1035 (Grade I) .	1
Rs. 340—520 (Group-B) .	9
Rs. 305—445 (Group A) .	22
TOTAL .	34

* (c) and (d). 29 posts have already been filled up by candidates of Scheduled Castes and Scheduled Tribes and appointment letter, have been issued to 3 more candidates of Scheduled Castes and Scheduled Tribes. The remaining 2 posts are in the process of being filled up and action for recruitment has been initiated.

(e) The reservation policy contained in President's Directives is being followed by HAL, Koraput Division.

Reopening of Closed Coal Mines

2003. SHRI AGHAN SINGH THAKUR:

DR. LAXMINARAYAN PANDEYA:

Will the Minister of ENERGY be pleased to state:

(a) whether a large number of coal mines are still closed in the country;

(b) if so, the number thereof, (State-wise) and whether Government propose to conduct any survey thereof; and

(c) the difficulties in the way of reopening them?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) and

(b). Of the 435 mines under the ownership of Coal India and Singareni Collieries Company Ltd., 15 mines are closed at present. Of these, 4 are located in Assam, 2 in West Bengal, 5 in Bihar, 3 in Madhya Pradesh and 1 in Andhra Pradesh. Out of these 15, 7 mines were closed even at the time of nationalisation.

(c) 13 of these mines are closed due to exhaustion of the reserves. In the other cases, the mines are closed since before nationalisation due to the absence of infrastructural facilities for transport of coal.

Rural Electrification Schemes in Saurashtra Region of Gujarat

2004. SHRI DHARMASINH BHAI PATEL:

Will the Minister of ENERGY be pleased to state:

(a) the number and names of irrigation and rural electrification schemes concerning Junagadh, Rajkot and Jamnagar districts of Saurashtra region of Gujarat pending for clearance, since when the same are pending and the number of villages likely to be covered under each scheme;

(b) when these schemes will be cleared;

(c) the reasons for which these schemes are pending so far; and

(d) the amount likely to be spent on each scheme and the particulars of loans and grants likely to be made available by the Government of India and Electricity Board.

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) to (d). 3 rural electrification schemes, one for Rajkot district and 2 for Junagadh district, received from the Gujarat State Electricity Board, are under examination with the Rural Electrification Corporation for sanction of loan assistance. In addition one scheme for Junagadh district was returned to the Board in January 1979 for revision and its return is now awaited.

Details of the schemes are given in the statement enclosed.

3 schemes pending with the Corporation will be considered for sanction of loan assistance if on examination they are found to be technically feasible and financially viable, subject to availability of funds.

There is no undue delay in the processing of these schemes.

DETAILS OF SCHEMES OF JUNAGADH RAJKOT AND JAMNAGAR DISTRICTS OF GUJARAT PENDING WITH RURAL ELECTRIFICATION CORPORATION FOR SANCTION OF LOAN AND/OR WITH GUJARAT ELECTRICITY FOT REVISION

S. No.	Name of the Scheme	No. of villages covered	Cost of scheme (Rs. in lakhs)	Loan sought for (Rs. in lakhs)	Date of receipt in REC	Date of inspection (appraisal)	Date of appraisal comments S.E.B.	Date of receipt or revised scheme
<i>Pending with R.E.C.</i>								
1.	Rajkot (Rural) Division, Rajkot Distt.	54	50.010	48.240	14-6-78	7/78	8/78	16-2-79
2.	Veraval taluka Junagarh Distt	28	33.940	31.980	6-9-78	12/78	17-12-78	15-2-79
3.	Mangrol taluka Junagarh Distt.	18	32.870	31.050	20-9-78	12/78	17-12-78	15-2-79
TOTAL			116.820	111.270				

Pending with S.E.B.

4.	Bhagvadar S.D. Junagarh Distt.	50	25.200	24.100	28-10-78	12/78	9-1-79	Revised schemes awaited.
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Loss of Production in Nangal Fertiliser Plant due to Coal shortage

2005. SHRI BHAGAT RAM: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the total loss of production due to coal shortage in Nangal Fertilizer Plant; and

(b) what steps Government have taken to end this crisis?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The Nangal Expansion unit sustained a loss of production to the extent of 11,565 tonnes of urea as a result of coal shortage.

(b) A Ministerial level meeting was held recently and the problems faced by the Fertilizer units on account of shortage of naphtha and coal were considered in depth with a view to taking necessary remedial measures to maintain supplies of coal and other inputs to the various fertilizer units including Nangal.

Foreign Collaboration Agreements

2006. SHRI L. L. KAPOOR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) details of each of the foreign collaboration agreements entered into by his Ministry during the last eight years;

(b) names and addresses of foreign collaborations;

(c) value of each contract and the foreign exchange component thereof;

(d) the nature of the area/technical requirement which necessitated each foreign collaboration; and

(e) the names and designations of the Ministries representatives who negotiated these agreements concluded during this period?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (e). The requisite information is being collected and will be laid on the Table of the Sabha.

Survey for Minerals in J & K State

2007. SHRI ABDUL AHAD VAKIL: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether any detailed survey for Minerals has been undertaken in Jammu and Kashmir State and in which areas and with what results—details region-wise—(Kashmir, Jammu and Ladakh);

(b) what are the minerals so far located and in which areas and in what quantity; and

(c) how much is the total cost of minerals so far exploited from the State?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & MINES (SHRI KARIA MUNDA): (a) and (b). The Geological Survey of India has been conducting mineral surveys in various parts of Jammu & Kashmir. As a result of these surveys the following minerals have been located in the J. & K. State:—

Place	Name of mineral	Reserves (in million tonnes unless otherwise specified)
(1)	(2)	(3)
<i>Jammu</i>		
1. Kalakot & Metka	Coal	2.895
2. Triyath, Gantha, Krul, Ranshu, Sarodabas, Sangarmarg, Panahasa, Salal, Jungal-Gali and Thanpal	Bauxite	7.526
3. Kathua and Punch	Limestone	21.75
	Limestone	11.8
4. Doda	Sapphire	Reserves not Estimated.

1	2	3
Kashmir		
5. Nichahoma and Chokithal	Lignite .	40'00
6. Wuyan and Khrew	Clay .	29'7
7. Anantnag and Baramulla	Limestone .	35'61
8. Baramulla	Gypsum .	328'00
9. Baramulla	Graphite .	43'25
10. Baramulla	Ochre .	197,000 tonnes
Ladakh		
11. Gee Kurgiakh	Gypsum .	20'00
12. Puga	Borax .	5423 tonnes with 1200 tonnes possible replenishment every year.
13. Chumathang	Fluorite .	8000 tonnes
14. Puga	Sulphur .	21070 tonnes
15. Tsokar	Salt & Evaporite .	0'85

(c) Total value of minerals exploited during the twenty years ending 1977 is estimated to be Rs. 88 million.

**Production of Rubber (Synthetics)
by M/s. Synthetic and Chemicals
Ltd.**

2008. SHRI SURENDRA BIKRAM: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) have Government been checking from time to time that the factory of Synthetics and Chemicals Limited, Barilly, manufactures rubber (synthetic) by consuming alcohol, benzene and other raw materials as per its design and that it is not consuming these raw materials and chemicals more than allowed ration as per plant details;

(b) have government ever found that this factory has been consuming more alcohol, benzene and other raw materials than it should as per plant design but the same is being swallow-

ed as it is a monopoly industry and even at higher cost of production of rubber it can make profit; and

(c) what sort of details or reports the Central Government are getting to keep a check that this factory is being operated and consuming materials and producing synthetic rubbers as per designed plant capacities and working?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). The required information is being collected and will be laid on the Table of the House, when received.

Maharashtra Float rejected in the Republic Day Parade

2009. SHRI VASANT SATHE: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether it is a fact that in the Republic Day Parade in Delhi this year

Maharashtra float was rejected for the first time during the last 30 years;

(b) if so, furnish full facts of the matter and the reasons therefor;

(c) whether the floats of other States have been rejected and details thereof; and

(d) whether it is a fact that the rejection of the Maharashtra float was totally unjustified as per the guidelines and the procedure and details of protest lodged, if any, by the Government of Maharashtra and the reaction of the Government thereto?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). The proposals for this tableaux—received from State Governments, Administrations of Union Territories, Central Ministries and other organisations—are considered by a Committee which includes eminent person in the field of art. The selection of tableaux for display in the Republic Day Parade is made primarily on consideration of merit.

The proposal received from the Government of Maharashtra was considered by the Committee, more than once but it was not found possible to include the tableaux in this years Parade, keeping in view its quality and the availability of better tableaux.

This is neither the first time that the tableaux of a particular State was not found acceptable, nor even the first such occasion for Maharashtra, nor was Maharashtra alone among States whose tableaux were not found acceptable this year. Proposals of 10 States and 3 Union Territories could not be accepted.

The reasons for which various tableaux were not approved were explained by experts to the representatives of the State Governments and Union Territory Administrations. There was no occasion for any protest being received from Maharashtra or any other State.

Domestic Gas Supply Agencies functioning in Rural and Urban Areas in Madhya Pradesh

2010. SHRI MADHAVRAO SCINDIA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the existing number of domestic gas supply agencies functioning in the urban and rural areas of Madhya Pradesh;

(b) per annum supply of cylinders to those agencies for supply to consumers;

(c) whether Government propose to increase the supply of cylinders to make its availability in more places both in urban and rural areas in near future; and

(d) if so, details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The Indian Oil Corporation (IOC) and Bharat Petroleum Corporation (BPCL) together have 24 distributors to market cooking gas in Madhya Pradesh. The Hindustan Petroleum Corporation (HPCL) is marketing cooking gas in this State through their distributors who have 16 agents/sub-agents. The Visakh Marketing Unit of HPCL has eight such agencies.

(b) The total annual supply of gas cylinders to the consumers in Madhya Pradesh is 8.78 lakhs approximately.

(c) and (d). IOC have immediate plans to introduce LPG marketing at Chattarpur. On the basis of availability of additional LPG through imports or commissioning of new facilities, it will be possible for oil companies to extend marketing of LPG to more urban/rural areas from around 1980 onwards based on the following considerations;

(i) anticipated customer potential;

(ii) nearness to the market from the source of supply;

- (iii) availability of safe/commercial mode of transport;
- (iv) maximum utilisation of distribution equipment; and
- (v) viability of operation.

Cooking Gas facility in Himachal Pradesh

2012. SHRI DURGA CHAND: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 326 on 21st November, 1978 regarding marketing of cooking gas at Dharmshala, Himachal Pradesh and state:

(a) the progress so far made regarding introducing of marketing of LPG (Cooking Gas) at Dharmshala in Himachal Pradesh;

(b) whether the market scheme has since been introduced in the city; and

(c) if not, by when the scheme will be introduced?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The interviews for selection of candidates for LPG distributorship at Dharmshala, in Himachal Pradesh, are proposed to be held by the Indian Oil Corporation Limited in the third week of March, 1979.

(b) No, Sir.

(c) After selection of the candidate a minimum period of 4 to 6 months would be required for providing necessary godown/showroom facilities etc., for commissioning a distributorship at Dharmshala in Himachal Pradesh.

Steel and Iron Factories at Nayagarh Paradeep

2013. SHRI PABITRA MOHAN PRADHAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) the steps taken by the Government to establish steel and iron factories at Nayagarh (Keonajhar District, Orissa) and Paradeep (Orissa);

(b) whether Government for non-complying the demands of the Orissa people have tried to fulfil the desires of the Orissa people to develop, expand and extend the Rourkela Steel Factory;

(c) if so, to what extent the expansion and extension of the Rourkela Steel Factory has been made; and

(d) the number of extra employees that may be required for expansion and extension and whether there is definite reserved provision for employment of the Oriya-people?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) Government have been holding discussions with countries such as USSR, Romania, West Germany, U. K. and Japan, in the context of considering the feasibility of setting up three shore-based steel plants, and the nature of assistance which can be provided by them for establishing the projects, location of which would be based on techno-economic considerations.

(b) and (c). At present no proposal is under Government's consideration about further expansion of Rourkela Steel Plant. However, certain facilities to cover modifications, imbalances, diversification of products, modernisation and replacements are continuously being put up at the Plant, such as installation of facilities for production of Cold rolled grain oriented and non-oriented sheets.

(d) In view (b) and (c) above, does not arise for the present.

Production of Liquid Fuel and Chemicals from Coal

2014. SHRI VIJAY KUMAR N. PATIL: Will the Minister of ENERGY be pleased to state:

(a) whether Government have received a proposal from USSR regarding help for production of liquid fuel and chemicals from coal and effective use of mining waste;

(b) if so, furnish details regarding the salient features of the help proposals received from the USSR;

(c) the reaction of Government thereto/decision;

(d) latest position regarding acceptance of the Soviet Aid; and

(e) whether similar assistance proposal from other countries is simultaneously being considered details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) to (e). The long-term programme of economic, trade, scientific and technical cooperation between India and USSR includes cooperation in the field of coal utilisation, development of process for production of fuel, gas, liquid fuel and chemicals from coal, use of material recovered from coal preparation wastes, etc. A team of Soviet experts visited India and discussed with Central Fuel Research Institute and Central Mine Planning and Design Institute. It was decided to exchange information, data and status of the present work available with both parties with a view to identifying the spheres of cooperation.

Such cooperation in the field of science and technology in respect of coal is under various stages of discussion with West Germany, Australia, etc.

एम० ई० सी० के राजपत्रित कर्मचारियों को विदेशों में भेजे जाने के नियम

2015. श्री जगजित सिंह चौहान : क्या उप प्रधान मंत्री तथा रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) एम० ई० सी० के राजपत्रित कर्मचारियों को प्रशिक्षण के लिए विदेश भेजने सम्बन्धी नियम क्या हैं ;

(ख) गत दो वर्षों में विदेश भेजे गये अधिकारियों के नाम क्या हैं और उन्हें किस प्रयोजन के लिए विदेश भेजा गया था ; और

(ग) इस वर्ष के लिए बनाई गई योजना का व्यौरा क्या है ?

उप प्रधान मंत्री तथा रक्षा मंत्री (श्री जगजीवन राम) : (क) से (ग) : रक्षा मंत्रालय के अधीन एम० ई० सी० नाम का कोई संगठन नहीं है। इस मंत्रालय के अधीन एम० ई० एस० इंजीनियर्स कोर है।

2 जहाँ तक एम० ई० एस० का सम्बन्ध है, राजपत्रित अधिकारियों को विदेश में प्रशिक्षण के लिए भेजने के बारे में कोई नियम नहीं है और एम० ई० एस० के किसी ऐसे अधिकारी को गत वर्षों में विदेश नहीं भेजा गया है। इस वर्ष भी किसी एम० ई० एस० अधिकारी को विदेश भेजने की कोई योजना नहीं है।

3. इंजीनियर्स कोर के सम्बन्ध में इस तरह के कोई नियम नहीं है उन्हें विदेशों में केवल अनुदेश पाठको अथवा प्रशिक्षण कार्य के लिए भेजा जाता है। भारत सरकार को विदेशों से जब कभी ऐसे अनुदेश/प्रस्ताव प्राप्त होते हैं तो सलहेना मुख्यालय अपेक्षित योग्यताओं पर आधारित गुणावगुणक आधार पर अधिकारियों का चयन करता है। केन्द्र सरकार ऐसे अधिकारियों के चयन का अनुमोदन करती है।

4. पिछले दो वर्षों में इंजीनियर्स कोर के निम्नलिखित अधिकारियों को विदेशों में प्रशिक्षण पर भेजा गया और जिन पाठ्यक्रमों के लिए उन्हें भेजा गया था वे भी नीचे दिए गए हैं :—

1

2

1977

आई० सी० 18174 मेजर आर० पी० शीवर—

ब्रिटेन में एडवांस एक्स्पोजिसन धार्मिक विस्फोटकों कोष ।

1

2

11978

आई सी 7716 से० कर्नल जे० एस० मक्कड़—

ब्रिटेन में मिलिटरी आपरेशनल एण्ड एनालिटिकल रिसर्च कोर्स।

आई० सी० 16268 मेजर आर० सुशामनिधन—

स्टाफ कालेज कोर्स केम्ब्रिज, यू० के०

आई० सी० 13521 मेजर सी० नारायण

आर० सी० 19054 मेजर बी० के० भास्कर

आर० सी० 16038 मेजर यश मल्होत्रा

आई० सी० 16454 मेजर एन० एस० बोपराय

कम्माईड स्ट्राफ आपरेशनल एण्ड टेक्नीकल आफ इंजीनियर ट्रेप, सोवियत संघ।

5. इस वर्ष इंजीनियर अफमरो को विदेश भेजने के बारे में कोई विशेष योजना नहीं है।

Prices of formulation under new pricing policy

(b) No Sir.

2016. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZER be pleased to state

(c) The salient features of the New Drug Policy which are expected to protect the consumer interest are as follows:

(a) what is the increase in prices expected by Government in category I and II formulations under new pricing policy;

(b) whether it is a fact that prices of majority of category III formulations would also increase;

(c) in what way the new Drug Policy would protect the consumer interest; and

(d) whether new policy has been framed to help the public sector whose prices of narrow spectrum antibiotics would come up substantially?

(i) All the bulk drugs which could go into price control formulations will be subject to price control. Under the existing DPCO 1970, only in respect of 'Essential Bulk Drugs' covered under para 4, of the DPCO, Government had the powers to fix prices after conducting such inquiry as deemed fit. In the case of other bulk drugs, the manufacturers were required to obtain approval of Government only when increasing the prices thereof.

(ii) The scheme of graded mark-ups (providing for 40 per cent for cat. I, 55 per cent for cat. II, maximum mark up of 100 per cent for cat. III and exemption for cat. IV formulations) under the New Drug Pricing Policy is expected to make available essential and life saving drugs to the consumer at fair prices, while ensuring, on an overall basis, a fair return to the manufacturers.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) when the Drug Prices Control Order embodying the new pricing policy is issued, manufacturers of categories I and II formulations whose prices are higher than the leader prices would have to bring down such prices to the level of the leader prices. In view of this, on the issue of the new Drug Prices Control Order, there would be a reduction in a few of the existing maximum retail prices of products which can be categorised as categories I and II formulations.

(d) While the New Drug Policy indeed assigns a leading role to the public sector in the production and distribution of drugs and pharmaceuticals, the Pricing Policy does not make any specific provision for public sector units. Narrow spectrum antibiotics are manufactured both in the public as well as private sectors.

Appeal from Delhi Bar Association on Sub-divisional Magistrates Courts

2017. SHRI VAYALAR RAVI: Will the Minister of LAW, JUSTICE, AND COMPANY AFFAIRS be pleased to state:

(a) whether Government got any appeal from the Delhi Bar Association for the Sub-divisional Magistrates Courts to be brought under one roof; and

(b) if so, what is the reaction of Government?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) According to Delhi Administration, no specific appeal has been received from the Delhi Bar Association for the location of the Courts of all the Sub-divisional Magistrates under one roof.

(b) Does not arise.

General Manager for JCB Press

2018. SHRI UGRASEN:

SHRI RAM KANWAR
BERWA:

Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether Government has decided to run letter Press and Photo Litho Press of JCB under the control and supervision of a General-Manager possessing diploma in Printing-technology and experience in labour-management relations;

(b) if so, by what time the new General-Manager will be appointed;

(c) if not, the reasons therefor, and whether the Government has taken ex-

pert opinion of Director Printing CCP&S, New Delhi in regard thereto; and

(d) if so, the details thereof?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). At present there is a Photo-Litho Section in the JCB. There is no Letter Press of the JCB as such at present, and the documents for the JCB are being printed in the JCB Wing of Government of India Press on a cost adjustment basis. A Letter Press Section is also proposed to be added to the JCB to function within the premises of the JCB. The question of appointing a General Manager will be considered when the Letter Press Section comes into being in the JCB.

Employees working in JCB

2019. SHRI NATWAR LAL B. PARMAR: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) number of employees category-wise, including Technical Assistant (G.D) serving on deputation ad-hoc basis in JCB have been confirmed or are being regularised;

(b) whether such confirmations/regularisations are not in contraventions of the recommendations of the Department of Personnel and Administrative Reforms; and

(c) if so, the criteria, procedure and intention behind such a step taken by the Ministry?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The details of employees who were appointed on regular basis are given below:—

Category	No. of employees initially appointed on ad-hoc basis.	No. of employees appointed on regular basis.
Group 'A' (Gaz.)	7	2
Group 'B' (Gaz.)	6	..
Group 'B' (Non-Gaz.)	23	12
Group 'C'	11	..

Other employees are being considered for regularisation.

No employee who was appointed on ad-hoc basis in JCB came on deputation.

No ad-hoc appointee, subsequently regularised, has since been confirmed.

(b) and (c). The ad-hoc appointments of 2 Officers in Group 'A' were regularised in accordance with the relevant Recruitment Rules. The 12 officials in Group 'B' (non-Gazetted) mentioned in reply to part (a) had put in satisfactory service for more than 9 years as Technical Assistants on ad-hoc basis and, therefore, they deserved special consideration for appointment on regular basis by relaxation of the recruitment rules as explained in reply to Lok Sabha Unstarred Question No. 552 answered on 19-7-1978.

काम पर लगे नैमित्तिक कर्मचारी

2020. श्री एच० ए० हजान अल्लाह : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बुकिंग कार्य के मामले में कुछ नैमित्तिक कर्मचारी एक निर्धारित अवधि में एक विशिष्ट सूत्र के अन्तर्गत अपेक्षित दिनों की सख्या पूरी कर चुके हैं जब कि उतनी ही अवधि तक काम करने वाले अन्य कर्मचारी वह सख्या पूरी नहीं कर पाये हैं, यदि हाँ, तो क्या इस बारे में कोई जाँच की जायेगी और इसके लिए क्या समाधान खोजा गया है; और

(ख) क्या 31 मई, 1977 से पहले से काम करने वाले नैमित्तिक कर्मचारियों की सेवाओं को नियमित करने के उद्देश्य से इस सम्बन्ध में पुनर्चयन के लिए तथा उनके साथ हुए अन्याय को समान करने के लिए आदेश दिये जायेंगे ?

सूचना और प्रसारण मंत्री श्री लाल कृष्ण खन्नाजी : (क) कलाकारों की कौजुधल बुकिंग 14 दिनों के अनुबन्ध पर तब की जाती है जब कार्यक्रम की आवश्यकताओं को देखते हुए ऐसा करना आवश्यक हो। आम तौर पर स्वीकृत कौजुधल आर्टिस्टों की सूची रखी जाती है और उनको बारी,

बारी से बुक किया जाता है। तथापि, जब कभी अकस्मात जरूरत पड़ती है तो उस कार्य जिसके लिए उसे बुकिंग दी जाती है, के लिए कौजुधल आर्टिस्ट की उपलब्धि, तत्परता और उपयुक्तता से ही एक वर्ष में कुल दिनों की संख्या का निर्धारण किया जा सकता है। इसलिए इस बारे में जाँच कराने का प्रश्न नहीं उठता।

(ख) नैमित्तिक आधार पर नियुक्ति किसी कलाकार को स्टाफ आर्टिस्ट के रूप में नियमित किए जाने का हकदार नहीं बनाती। तथापि, इस बात को देखते हुए कि बहुत बड़ी संख्या में कौजुधल आर्टिस्ट अनेक वर्षों से कार्य कर रहे थे, सरकार ने यह निर्णय लिया कि जिन्होंने (1) तीन वित्तीय वर्षों अर्थात् 1974-75, 1975-76, और 1976-77 या 1975-76, 1976-77 और 1977-78 के किसी भी ब्लॉक में 365 दिन, या (2) 1974-75, 1975-76, 1976-77 और 1977-78 के किसी भी वित्तीय वर्ष के दौरान 240 दिन काम किया हो, उनको अनुसूचित जाति/अनुसूचित जनजाति के लिए पदों के भारलण सम्बन्धी आदेशों को लागू करते हुए स्टाफ आर्टिस्टों के रिक्त पदों पर नियमित किये जाने के बारे में विचार किया जा सकता है बशर्ते कि वे इस प्रकार के कौजुधल आर्टिस्ट उन स्टाफ आर्टिस्टों के पदों, जिनके लिए उनके बारे में विचार किया जाना है, पर तैनाती के लिए शैक्षिक रूप से या अन्यथा सुप्राहित हों। इसलिए इस सम्बन्ध में पुनर्चयन करने का प्रश्न नहीं उठता।

लौह अवस्क के मूल्य में स्थिरता लाने के लिए उपाय

2021. श्री विजय कुमार मल्लोहा : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का लौह अवस्क के मूल्य में स्थिरता लाने का विचार है, और

(ख) यदि हाँ, तो इस बारे में सरकार की क्या योजना है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री कृष्णा मुन्ना) : (क) और (ख) : देश में इस्पात कारखाने लौह अवस्क की अपनी आवश्यकता मुख्यतः अपनी रजित खानों से पूरी करते हैं और बहुत कम मात्रा (5 प्रतिशत से 7 प्रतिशत तक) खनिज तथा धातु व्यापार निगम की मार्फत निजी खान मालिकों से प्राप्त की जाती है। लौह अवस्क का निर्यात खनिज तथा धातु व्यापार निगम के माध्यम से किया जाता है और निर्यात के लिए लौह अवस्क की प्राप्ति के लिए खनिज तथा धातु व्यापार निगम द्वारा दी गई कीमत जहाँ तक निष्पक्ष बजूल की गई कीमत पर निर्भर करती है।

Per-Capita Availability of Power in Tripura

2022. SHRI KIRIT BIKRAM DEB BURMAN: Will the Minister of ENERGY be pleased to state:

(a) what was the per-capita availability of power in Tripura during 1978-79; and how it compared with the corresponding figures for the country and for each of the States and Union Territories;

(b) how far these figures are likely to get a boost during 1979-80; and

(c) the contemplated average rate of growth of power supply in Tripura and other States for the Sixth Five Year Plan, 1978-83?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The per-capita availability of electricity in Tripura and its comparison with

the country as a whole and other States/Union Territories during 1978-79 is given in Statement-I attached.

(b) The per-capita availability in Tripura in 1979-80 is expected to be about 23 Kwh.

(c) The growth of requirement of electrical energy in Tripura and other States during the Sixth Five Year Plan i.e. 1978-83 according to present tentative estimates based on the targets envisaged in the Draft Five Year Plan 1978-83 for overall growth of the economy and industrial and agricultural production, is given in Statement-II attached. If the power programme as drawn up is implemented successfully, it is expected that energy availability will be adequate by and large to meet the projected requirements in 1982-83. Thus the overall growth of power supply in the various states during the Plan period would generally correspond to the overall growth of energy requirement.

Statement I

Statement showing per capita availability of energy in various States/U. Ts. during 1978-79.

S. No.	State/U. Ts.	Per capita availability (Kwh)
1	2	3
1	Tripura	17
2	Andhra Pradesh	112
3	Assam	42
4	Bihar	69
5	Gujarat	264
6	Haryana	265
7	Himachal Pradesh	81
8	Jammu & Kashmir	125
9	Karnataka	189
10	Kerala	122
11	Madhya Pradesh	106
12	Maharashtra	268
13	Manipur	11

1	2	3
14	Meghalaya	58
15	Nagaland	42
16	Orissa	117
17	Punjab	373
18	Tamil Nadu	219
19	Rajasthan	119
20	Uttar Pradesh	108
21	West Bengal	147
22	Arunachal Pradesh	46
23	Chandigarh	717
24	Delhi	426
25	Goa, Daman & Diu	233
26	Pondicherry	268
27	Mizoram	9
ALL INDIA		154

NOTE :—The per capita availability has been worked at power station bus and taking into account import from/export to neighbouring States/Uts. It is based on actual availability for the period April 1978 to January 1979 and estimates for Feb., and March, 1979.

Statement II

Anticipated Growth in Energy Requirement

S.No.	State	Annual compounded growth rate percentage
1	2	3
1	Tripura	20.7
2	Andhra Pradesh	12.2
3	Assam	17.3
4	Bihar	10.8
5	Gujarat	9.7
6	Haryana	12.9
7	Himachal Pradesh	11.7
8	Jammu & Kashmir	17.3
9	Karnataka	10.0
10	Kerala	8.6

1	2	3
11	Madhya Pradesh	12.5
12	Maharashtra	8.8
13	Manipur	30.0
14	Meghalaya	18.8
15	Nagaland	17.5
16	Orissa	9.8
17	Punjab	8.3
18	Rajasthan	12.1
19	Sikkim	25.0
20	Tamil Nadu	7.9
21	Uttar Pradesh	12.6
22	West Bengal	7.4

Fictitious Contract of Babudih Slag Dumps of TISCO

2023. SHRI A. K. ROY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether he is aware of a contract going on in the name of a fake person over the Babudih slag dump of the TISCO in Jamshedpur (Bihar) till middle of the 1978; if so, facts in details;

(b) whether keeping fictitious contract is an offence under the Company's law; and

(c) if so, steps taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) No, Sir. TISCO have also denied that any contract had been in existence in the name of a fictitious person.

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

Drilling in the Bay of Bengal off the Orissa Coast

2024. SHRI SARAT KAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal under the consideration to start drilling in the Bay of Bengal off the Orissa Coast;

(b) whether any survey has also been conducted in this regard; and

(c) if so, the details regarding the plan as well as the estimated amount going to be involved?

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

(b) Yes, Sir.

(c) Oil India Limited (OIL) has carried out the geophysical (marine) surveys, aeromagnetic surveys, and data analyses under its offshore ex-

ploration programme which is estimated to cost Rs. 20 crores. Under this programme, 3 offshore wells are proposed to be drilled by OIL; the first well is expected to be spudded after monsoon.

Mechanised Infantry in Indian Armed Forces

2025. SHRI NIHAR LASKAR:

SHRI A. R. BADRI
NARAYAN:

SHRI M. V. CHANDRA
SHEKHARA MURTHY:

Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether a new regiment of mechanised infantry is being created as part of the measures to further modernise the Indian Armed forces;

(b) if so, whether Government has also decided for development of improved version and sophisticated military hardware to make them more modern for the forces;

(c) if so, the details of the weapons to be modernised; and

(d) to what extent the armed forces will achieve higher mechanisation, greater mobility and more fire power during the current year and also in the Sixth Plan?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). Government have various programmes under consideration for the progressive modernisation of the equipment and weapons of the armed forces. These programmes are a part of the normal process of replacements and updating. In considering such programmes, emphasis is being laid on such important aspects—among others—as greater mobility and more fire power, which are dictated by changing needs and technology.

However, it will not be in the public interest to disclose details of such programmes.

Disparity in Promotion Prospects between Civilian and Military Officers

2026. SHRI V. G. HANDE: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether it is a fact that the military officers recruited during hostilities with China in 1962 and the hundred of Majors who excelled themselves in Bangladesh War in 1971 have no prospects of promotions;

(b) whether Government's attention in this context has been drawn to the article captioned "Morale in the Armed Forces" published in the Indian Express, Bombay Edition of February 7, 1979;

(c) if so, what steps Government are taking to provide adequate avenues for these Officers who have borne the brunt of the three wars; and

(d) what steps are being taken to boost up the morale of the armed forces Officers and to remove the glaring disparity in promotion prospects between Civilian and Military Officers as depicted in the said article?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). Government have seen the article.

Some problems of congestion in certain ranks arising out of the increased intakes into the Defence forces following the 1962 conflict, had already been under Government's active examination with a view to finding appropriate solutions. The existing cadre position of each Service is also being looked into, in the light of such issues as continued maintenance of reasonable promotion prospects and relief of any stagnation. The question of rationalising the impact of certain ceilings on Dearness allowance in vogue at present is also receiving sympathetic consideration.

It will be appreciated that in devising sympathetic and positive solutions to such questions concerning the Defence Services—which are being considered in consultation with the Chiefs of Staff—the organisational structure, the functional requirements and the terms and conditions peculiar to the Defence Services which, in many cases, are not comparable to those of the civilian officers, will have to be kept in view.

It may, however, be added that Government attach the highest importance to the need to look after the well-being of the Defence Forces, in order to maintain their exemplary morale. It has always been—and will continue to be—their endeavour to do everything necessary and possible in this behalf. With this assurance, Government would like to urge that important issues concerning the Defence forces may not be made a matter of public controversy.

Decline in Output of Steel Plants

2027. SHRI S. R. DAMANI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the output of integrated steel has declined during this year; if so, the reasons thereof; and

(b) what is the production of different steel plants upto 31st December, 1978 and also the comparative figures for the same period in the previous year?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA):

(a) and (b). The production of saleable steel in each of the integrated steel plants during the period, April—December, 1978 and in the corresponding period in the preceding year is indicated below:—

Production of Saleable Steel

(In '000 tonnes)

Plant	April—December 1978	April—December 1977
Bhilai Steel Plant	1365	1445
Durgapur Steel Plant	580	647
Rourkela Steel Plant	768	859
Bokaro Steel Plant	662	651
IISCO	340	373
TISCO	1123	1174
TOTAL	4898	5149

The production in 1978-79 has been affected adversely by a number of factors such as—

(i) Continued problems in supplies of coking coal, both in terms of quantity and quality, resulting in some months in let-back in the pushing of coke ovens at the plants,

(ii) Shortage and frequent restrictions/fluctuations in the supply of power.

(iii) Unprecedented rains and floods in West Bengal in September, 1978, resulting in flooding of coal-fields as well as Durgapur Steel Plant and affecting the rail movement.

(iv) Indifferent industrial relations in some of the plants.

(v) Converter No. 5 of Bokaro Steel Plant which was earlier expected to be commissioned in May, 1978, could be commissioned only on 31-12-1978.

(vi) Critical position of some raw materials at some of the plants and inadequate availability of railway wagons.

Regularisation of C.O.B. Licences and Permission Letters

2028. SHRI PHOOL CHAND VARMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether COB licences and permission letters have been held as illegal by Hathi Committee; under what authority were permission letters issued and under what authority they are proposed to be regularised in spite of the fact that opinion of the Hathi Committee as well as of Law Ministry is to the contrary;

(b) whether administrative Ministry have got powers to condone the violations of I(D&R) Act and if so, under what provisions of the Act; and

(c) names of the firms who have been granted COB and permission letters, details of items, and their production during last three years, year-wise?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The majority view of the Hathi Committee was that Permission Letters do not have any legal backing in terms of the provisions of the Industries (Development & Regulation) Act. However, the Hathi Committee proceeded to state that, in regard to the capacities approved for the manufacture of bulk drugs against Permission Letters and COB Licence, they would recommend that, having regard to the national need for bulk drugs, they might be regularised subject to

certain conditions. In regard to formulations also, the Hathi Committee recommended similar action. The decision contained in para 27.3 of the New Drug Policy Statement is based substantially on the above recommendation of the (Hathi) Committee on Drugs and Pharmaceuticals Industry and will be implemented in consultation with the Law Ministry.

Permission Letters were issued consequent to a decision taken by the Licensing Committee on 23-11-1953 in the context of interpreting the definition of "new article" that where on new trade mark or new patent was involved and the product was covered within the ambit of the same item in Schedule I of the Industries (Development & Regulation) Act, 1951, for which the concerned company has a Registration Certificate/Industrial Approval, then such a product would not be a "new article" and there should be no objection to the company manufacturing it.

(b) No; Sir.

(c) The requisite details relating to COB Licences have already been furnished in reply to Lok Sabha Unstarred Question No. 81 answered on 20-2-79. Similarly details of Permission Letters are furnished in Annexure-II of Chapter-V of the Hathi Committee Report, a copy of which was laid on the Table of the House on 8-5-75. The production figures of items covered by Permission Letters, during the last three years, are however, not readily available.

Production of Steel during 1978-79

2029. SHRI K. LAKKAPPA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the target of production of steel for current financial year (1978-79);

(b) whether it is likely to be achieved or will there be a short-fall in production;

(c) whether any steel is being imported during the current financial year; and

(d) if so, the quantity of imports and the countries from which it is being imported?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) The target of production of saleable steel from the six integrated steel plants for 1978-79 is 7.676 million tonnes.

(b) The actual production is estimated at about 6.684 million tonnes.

(c) Yes, Sir.

(d) Orders are likely to be finalised for import of about one million tonnes of steel during the current financial year. These imports would be mainly from the following countries:

Japan, West Germany, United Kingdom, Czechoslovakia, Holland, Romania, France, Sweden, USA, Australia, Norway, Italy, Belgium, Austria, North Korea, South Korea and Spain.

Shifting of U.S. Espionage Centre from Iran to Pakistan

2030. SHRI P. K. KODIYAN: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether Government have studied the implications of the reported move by U.S. to shift its military espionage centre from Iran to Pakistan from the point of view of India's security; and

(b) if so, whether any appropriate measures have been taken to meet the situation?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and (b) Government have not seen any authoritative reports on the subject and would not like to comment only on the basis of press reports.

So far as our defences are concerned, all developments that may have a bearing on our security are always kept in view.

Efforts to improve Radio Station at Cuddapah

2031. SHRI P. RAJAGOPAL NAIDU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any efforts were made to improve radio station at Cuddapah or increase the capacity of that station this year; and

(b) if so, the improvements made and the capacity increased?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). A.I.R. Cuddapah is presently an auxiliary centre to the A.I.R. station at Hyderabad. It has limited studio facilities in the city office for programme origination and has a 20 KW Medium wave transmitter and facilities for relaying and play back of recorded programmes. A proposal for its upgradation into a fullfledged radio station by providing permanent studios has been included in the Sixth Plan. There is, however, no proposal to increase the power of the transmitter.

Movement and Concentration of Chinese Troops on Karakoram Highway

2032. SHRI HARI VISHNU KAMATH: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether it is a fact that during recent weeks there has been considerable movement and concentration of Chinese troops on the Karakoram highway as well as in the Chumby valley of Tibet;

(b) the reaction of Government thereto;

(c) whether the same has been conveyed to the Chinese Government; and

(d) if so, with what result?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) No unusual movement or concentration in recent weeks, has come to notice so far.

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

Scheduled Castes/Tribes in Army Ranks

2033. SHRI B. C. KAMBLE: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) total number of Jawans and Officers in Class I, II, III or their equivalent ranks belonging to (i) Scheduled Castes, (ii) Scheduled Tribes and (iii) other Backward Classes in all the three Services of Air, Navy and Army, as they stood in 1960, 1970, 1977 and to date and their respective percentage to the total in each service;

(b) how many officers in class III, II or their equivalent ranks belonging to Scheduled Castes, Scheduled Tribes and other backward classes are in the same rank without any further promotion from the said rank and the reasons therefor; and

(c) what steps Government propose to make fill up the percentage particularly of Scheduled Castes and Scheduled Tribes?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c). The percentage of officers/JCOs/ORs in the Army and equivalent ranks in the Air Force and Navy belonging to the Scheduled Castes and Scheduled Tribes as in 1960, 1970, 1977 and up-to-date is given in the attached statement

(Appx. I). There is, however, no separate record maintained for representation of backward classes. It may, however, be stated that the recruitment of officers in the Defence Services is made from amongst Indian nationals on an all India basis through UPSC on the basis of open competition except in case of technical corps to which recruitment is made by the Services Selection Board. Recruitment is not based on caste, creed or religion but on merit only. In respect of recruitment to Other Ranks, apart from the system of reservations for certain castes and communities and specified group of people in respect of certain regiments, there is no system of reservation for Scheduled Castes, Scheduled Tribes and backward classes.

2. Separate records in respect of promotion of officers and others belonging to Scheduled Castes, Scheduled Tribes and backward classes are not maintained.

3. With a view to increasing the intake of officer cadets of Scheduled Castes/Scheduled Tribes into the Armed Forces through the National Defence Academy, the following steps have been taken:—

(i) In the case of entry to the Sainik Schools, reservations of 15 per cent for Scheduled Castes and 7½ per cent for Scheduled Tribes candidate have been provided, subject to their qualifying in the entrance examination and being found medically fit, irrespective of their position in the merit list.

(ii) For admission to the Military Schools, all Scheduled Castes/Scheduled Tribes boys who qualify in the admission test are admitted to these schools, irrespective of their position in the overall order of merit.

4. With regard to the recruitment to the ranks the present policy of the Government is to encourage them

to join the Indian Army. In pursuance of this policy, the following special measures have been taken:—

(i) Instructions have been issued to all Recruiting Officers that, other things being equal, preference should be given to persons belonging to Scheduled Castes/Scheduled Tribes.

(ii) Recruiting Officers have been instructed to carry out recruitment-

cum-publicity tours not only in the cities and towns but also in the interior areas predominantly inhabited by Scheduled Castes and Scheduled Tribes people.

(iii) Recruiting parties from Regimental Centres are also despatched from time to time to increase the recruitment of these categories into the Army.

Statement

Percentage of officers, JCOs/OR/Sailors/Airmen belonging to Scheduled Castes/Scheduled Tribes as in 1960, 1970, 1977 and up-to-date and their respective percentages to the total in Army, Navy and Air Force.

Year	Strength of Officers						Strength of JCOs/OR/Sailors and Airmen					
	Scheduled Castes			Scheduled Tribes			Scheduled Castes			Scheduled Tribes		
	Army	Navy	Air Force	Army	Navy	Air Force	Army	Navy	Air Force	Army	Navy	Air Force
	JCO			OR			JCO			OR		
1960%	.	.	0.3	.	0.1	.	3.7	5.6	* 0.83	1.0	1.6	* 0.08
1970%	.	.	0.5	.	0.3	* .06	4.1	7.6	* 2.11	1.2	1.8	* 0.12
1977%	.	.	0.6	0.1	0.3	.. .07	4.75	9.73	7.5 2.43	1.2	1.8	0.9 0.25
To date%	.	.	* 0.1	* .16	* .. .07	* .. .07	*	* 8.0	2.22	*	* 1.0	0.25

*Record not available.

इस्पात का मुद्दा

2034. श्री रामलाल तिवारी : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) : क्या समूचे देश में इस्पात के मूल्य समान हैं ;

(ख) यदि हाँ, तो क्या इस्पात का उत्पादन करने वाले पिछड़े राज्यों को अपनी ही प्राकृतिक सम्पदा के साथ से बधित करना उचित है; और

(ग) क्या सभी वस्तुओं के मूल्य समूचे देश में एक समान हैं ?

इस्पात और खान मंत्रालय में राज्य मंत्री श्री कृष्णा मुन्गा : (क) : सर्वतोमुखी इस्पात आवश्यकताओं द्वारा उत्पादित इस्पात के लिए संयुक्त संसदीय समिति के मुख्य और स्टिकयाई मूल्य समूचे देश में एक-समान हैं।

(ख) इस्पात के समान मूल्यन की नीति मुख्यतः देश में सभी क्षेत्रों का संतुलित विकास सुनिश्चित करने की दृष्टि से अपनायी गई है।

(ग) यह स्पष्ट नहीं है कि सभी "वस्तुओं" से क्या तात्पर्य है। यदि माननीय सदस्य किसी विशेष वस्तु के बारे में जनना चाहते हैं तो सम्बन्धित मंत्रालय द्वारा यह बताया जा सकता है कि उस वस्तु, के बारे में मूल्य-नीति क्या है।

The Binani Metal Works, Howrah

2035. SHRI DINEN BHATTACHARYA: Will the Minister of STEEL & MINES be pleased to state:

(a) whether Government have received any memorandum dated the 20th October, 1978 from the Binani Metal Works, Sramick Karmachari Union, Howrah urging upon them to take over the Binani Metal which is a viable industry of national importance and pioneer in non-ferrous metal and biggest of its kind in India producing many important items required for core sector industries in India having tremendous capacity; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) and (b). A memorandum dated 29-10-1978 has been received in the Department of Mines on 20-2-79. This is being examined.

Shortage of P.V.C. Resin

2036. SHRI SUKHDEO PRASAD VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the plastic industry is severely hit because of the acute shortage of P.V.C. resin essential raw material for plastic production; and

(b) if so, the necessary action taken in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Units engaged in the manufacture of various plastics products have been representing about non-availability of PVC resins as per their requirement.

(b) There should be no difficulty for the manufacturers of PVC products in getting the required supplies of PVC resins because apart from import of the material by the State Chemicals and Pharmaceuticals Corporation of India Limited, its imports on Open General Licence have been permitted, in addition to indigenous supplies.

Demand for Aluminium

2037. SHRI C. K. JAFFER SHARIEF: Will the Minister of STEEL & MINES be pleased to state:

(a) what is the estimated demand for aluminium in the country during 1979-80;

(b) whether it is a fact that the scarcity of E.C. grade aluminium for

the cable and conductor industry has severely affected some projects in the country;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SRI KARIA MUNDA): (a) 323,000 tonnes.

(b) to (d). Owing to inadequate power supply, the aluminium smelters are not producing upto capacity. Consequently, the indigenous production is not able to meet the growing demand. In order to ensure that cable/conductor units are not hit by the shortage, arrangements have been made to import requisite quantities of aluminium.

Survey of Minerals by G.S.I. THORAT:

2033. SRI BHUSAHEB THORAT: Will the Minister of STEEL & MINES be pleased to state:

(a) the schedule of the survey of reserves of heavy minerals along the Indian coast by the Geological Survey of India (GSI); and

(b) the plans of cooperations between the GSI and the universities of marine geophysical research?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SRI KARIA MUNDA): (a) Surveys carried out along the Indian coasts by the Geological Survey of India have indicated occurrences of black sands comprising heavy minerals like ilmenite, monazite, zircon, rutile and garnet along the coast of Kerala, Maharashtra, Tamil Nadu, Andhra Pradesh and Orissa. During the annual programme of GSI for 1978-79, it is proposed to carry out

investigations for ilmenite and other heavy minerals from the black sands off Ratnagiri Coast.

(b) Geological Survey of India is cooperating with the Universities by extending training facilities to the personnel of Utkal University, exchange of samples and information with Andhra University and distribution of samples to IIT Kharagpur and Jawaharlal Nehru University.

सुरत और बलसार में गांवों का विद्युतीकरण

2039. श्री छोटुभाई गान्धित : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात के सुरत और बलसार जिलों के कितने और किन-किन गांवों का ग्रामीण विद्युतीकरण नियम द्वारा विद्युतीकरण करने का प्रस्ताव है ;

(ख) उस पर कितनी धनराशि खर्च होती है ; और

(ग) इन सभी गांवों का कब विद्युतीकरण प्रारम्भ किया जायेगा और इसके कब तक पूरे होने की सम्भावना है और इस कार्य के शीघ्र पूरा होने को सुनिश्चित करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

श्री पी० रामाचन्द्रन उर्वा मंत्री : (क) सुरत तथा बलसार जिलों के 247 गांवों के विद्युतीकरण के लिए नियम ने गुजरात राज्य विजली बोर्ड की 77 स्कीमों स्वीकृत की हैं। गांवों के नाम संलग्न विवरण-1 में दिए गए हैं।

(ख) ग्राम विद्युतीकरण स्कीमों की कुल संख्या 2.45 करोड़ रुपये है। निम्न द्वारा स्वीकृत ऋण सहायता 2.32 करोड़ रुपये है।

(ग) उपरोक्त स्कीमों के अन्तर्गत अगले साल 247 गांवों में से 30 सितम्बर, 1978 तक 72 गांवों को विद्युतीकृत किया गया था। अब 175 गांवों का विद्युतीकरण 1983-84 के अन्त तक पूरा किए जाने का कार्यक्रम है।

नियम द्वारा स्वीकृत की गई परियोजनाओं के अन्तर्गत परिकल्पित कार्य शीघ्र पूरे हों, इस हेतु नियम इन स्कीमों के कार्यान्वयन की प्रगति को निम्नलिखित स्तर पर मासिक रिपोर्ट करता है।

विबरण-1

गुजरात क सूरत और बलसार जिलों के लिद् ग्राम विद्युतीकरण निम्न द्वारा स्वीकृत ग्राम विद्युतीकरण स्कीमों के अन्तर्गत ग्राम बाले गाँवों के नाम

क्रम सं०	गाँव का नाम	क्रम सं०	गाँव का नाम
1. बलसाई जिला		30. सरवाले	
1. भाटीकरण बेरी		31. पिमलोव	
2. देहारी		32. निजार	
3. मबादा		33. हिंगनिदीबद	
4. लेम्भी		34. बेनदे	
5. कर्णबेला		35. बोवादे	
6. पाली		36. बरेवा	
7. कर्णबेलीपाली		37. लक्ष्मी खेड़ा	
8. सुरेन्दा		38. नील जम्बदी	
9. कालेगांव		39. अलनावे	
10. जरीली		40. अस्ते तरफे बाबुबाग	
11. अंकलास		41. चिरमाटी	
12. मोहन		42. गेताबल	
13. जमबुरी		43. फुलवादी	
14. इकलाहार		44. कुकरमुन्दा	
15. महुली		45. बहुरूपे	
16. आननांव		46. बलदे	
17. नागबास		47. निमभोर	
18. पुनत		48. नील बोवाबो	
19. बनीली			
20. मारीली		3. बलसार जिला	
21. मसकबाडा		49. ककडवेबो	
22. सराव		50. पाती	
23. पालगांव		51. गौरी	
24. मनेकपुर		52. बिमनपाड़े	
2. सूरत जिला*		53. चारी	
25. मुबारकपुर		54. सरवाणी	
26. हरहुली		55. मांडव खडक	
27. चितबोड़े		56. जारी	
28. बान्के		57. बोडवाणी	
29. देवाले		58. सोडल	
		59. आगासी	
		60. छोमूमबर	

* इस स्कीम में कच्चीय जिले के 26 गाँव भी शामिल हैं ।

क्रम सं० गाँव का नाम

61. नचदाहरी
62. बैरवी
63. मंझाई
64. नारनपुर
65. बाव
66. छपन
67. नालपुर
68. कन्तोखर
69. मोहनवर
70. कन्दोखपाड़ा
71. कमबोई
72. दोलगा

4. मन्तरा विज्ञा

73. बाली
74. पन्देर
75. मंकाड
76. परवासा
77. सौखनवाड़ा
78. कचवाल
79. पन्थलाई
80. असवा
81. निमखल
82. बासवा
83. बिचल
84. धरनावा
85. बाहेली
86. छपनवाल
87. कावल
88. कलसर
89. कोचरवा
90. दमवाड़ा
91. नैवरी
92. मन्थलापार
93. समरपाड़ा
94. रवदी
95. खेरलाव
96. ममवा
97. कुन्ता
98. तलकपरडी

क्रम सं० गाँव का नाम

99. तरवाभिया
 100. बराव
 101. सुखलाव
 102. अमलो
 103. बेसपदक
 104. खमवारिया
 105. मोराव
 106. कर्मखल
 107. चन्देर
 108. सरीली
5. सुरत विज्ञा
109. मैपुर
 110. कहाली
 111. मन्दरबादो, नाजिक
 112. जेतवादी
 113. नौजपुर दरूर
 114. उमरकच्छ
 115. भागलपुर
 116. मोरपुर
 117. काहुपुर
 118. हेसाव
 119. टिचाका
 120. मन्थरपाड़ा
 121. जनवद

6. सुरत विज्ञा

122. देवल
123. मोरापुर
124. घालुदी
125. अन्तरेली
126. नमोई
127. मछोल
128. कपली
129. कुदियाना
130. सयावला
131. श्रीमला
132. उमराछी
133. कोन्न

क्रम सं०	वाँच का नाम
134.	अटोवरा
135.	भोषाव
136.	गोतिया
137.	तलोवरा
138.	जेवपुर
139.	भूलापुर
140.	नखिगे
141.	बंगोलिया
7.	सूरत जिला
142.	नन बोरसारा
143.	नन्दव
144.	मोती परबो
145.	नानी परबो
146.	तिमबरवा
147.	उमभारिया
148.	नसरपुर
149.	सरवन फोकदी
150.	कालोजमन
151.	चरनी
152.	बलाची
153.	केवदो (सावदा)
154.	सदादपानी
155.	गौण्डालिया
156.	उमरखादी
157.	जहरपन
158.	उमरक्षर
159.	धमरकुई
160.	सेवदो (कुण्ड)
161.	मोलीफाली
162.	खरेदा
163.	करगारा
164.	धमन्धेरा
165.	धसरमा
166.	हुषोडा
167.	घुण्डो
168.	बडोली
169.	कनवावा
170.	गवकाग
171.	सिमोरा
172.	गन्धोला
173.	कस्तकाव

क्रम सं०	वाँच का नाम
174.	हुण्डो हुवा
175.	मनवन (बावी)
176.	पाडा
177.	समपुरा
178.	कववीवावरा
179.	धितलावा
180.	खम्बा बंयली
181.	रानीकुण्ड
182.	बिजवीवादी
183.	डोवत
184.	सारवा
185.	चन्द्रपाडा
186.	वर्दी
187.	तवाल
188.	चववा
189.	नाना सतखदका
190.	नावा चकरा
191.	चकरा
192.	सेवदा
193.	सतवन
194.	खोद धम्बा
195.	चकरान्त धम्बा
196.	धम्बादी
197.	पंच धम्बा
198.	चौखवाडा
199.	उमरसोट
200.	पिनपुर
201.	झंवावन
202.	गोपालिया
203.	तलासकुवा
204.	धमली दववा
205.	सेलारपुर
206.	मवन बोरिया
207.	झरनी
208.	जहलखर्डा
209.	कस्तान
210.	गुराली
211.	धंसोखला
212.	धानेवा
213.	मोटी मरोली
214.	धानेवा

क्र. सं० गांधीजी का नाम

215. कोयंबा
216. पलोद
217. भाटकोल
218. मोटा बीरसागर
219. लामोदरा
220. लिनवियाव
221. लमुल्लन
222. मोलवान
223. मणि नरोली
224. उमेलाव
225. रतोला
226. कंताली
227. बेराकुई
228. बमकुठा
229. रतीतो
230. बोरिका
231. भोगनिसा
232. सनाधारा
233. बोडबर
234. बहुर
235. साकी
236. दरवा
237. हरपुर
238. बुमावाड़ी
239. दिवतान
240. बिलवान
241. हलधारी
242. बारवाड़ी
243. बाडपाड़ा
244. बर्दीपाड़ा
245. बिनीपताल
246. उकई पुनर्विस्थापित बंगला सं० 4
247. उमरपाड़ा

Setting up Steel Plants in Developing Countries

2040. SHRI OM PRAKASH TYAGI: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is correct that the formation of a panel by the Industrial Development Committee of the United Nations Organization for encouraging the setting up of steel plants in the developing nations was opposed by many representatives of the developed countries; and

(b) if so, the concrete measures proposed to be taken to encourage the scheme of setting up steel plants in India keeping in view the said attitude of the developed countries thereon?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) and (b). Presumably the reference is to the UNIDO Second Consultation Meeting on the Iron and Steel Industry held in New Delhi from 15th to 19th January, 1979. In this Conference, although there was some initial opposition by a few of the developed countries, they later accepted the necessity for the developing countries, which have natural resource endowments, to create fresh capacities or expand their steel industry where a start has already been made and declared their continuing willingness to assist the developing countries in this respect. It was, inter alia, decided that a working group should be constituted under the auspices of UNIDO which will go into the question of 'resource mobilisation' for setting up steel plants in the developing countries as a total package including finance. This working group will consist of experts from the developed countries, developing countries and some of the international organisations.

Schemes for expansion of existing steel production capacity and for the creation of fresh facilities in India are being executed/formulated independent of the outcome of these deliberations.

Mazagon Docks

2041. **SHRI SUBHASH CHANDRA BOSE ALLURI:** Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether attention of Government have been drawn to the news appearing in the Hindustan Times dated the 30th December, 1978 that public sector Mazagon Dock Workers would launch an agitation by the middle of February, 1979, if their demands for revision of pay scales and other allowances were not settled; and

(b) if so, the reaction of Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF SHER SINGH): (a) and (b). Government are aware of the news item which appeared in the Hindustan Times dated the 30th December, 1978, which, however, pertains to the wage revision demands of the officers of Mazagon Dock and not workmen. The matter regarding the demands for revision of wages and allowances of the officers of Mazagon Dock is under Government's consideration.

Violation of companies Act by P.D. Group

2042. **SHRI GYANESHWAR PRASAD YADAV:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that complaints regarding various violations under Companies Act, by a large business house known as P.D. Group comprising of many companies, such as Transport Corporation of India Limited, Bhorka Steel Limited etc., were lodged by Members of Parliament;

(b) whether it is also a fact that during preliminary inspection allegations regarding violations/contraventions have been found but further investigations and actions under various provisions are being delayed; and

(c) if answers (a) and (b) above are in the affirmative, what immediate

steps the Company Law Board is taking to penalise this law breaking business house?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) Yes, Sir.

(b) and (c). After considering the various allegations, inspection under section 209A of the Companies Act, 1956 in the case of 5 companies stated to be under the control of the Group, including the two companies referred to in Part (a) of the question, has been ordered. In respect of 11 other companies, reports of the concerned Registrars of Companies based on special scrutiny of the documents filed with them have been called for. On examination of the reports, such action as would be warranted will be taken.

Research and Development Activity Conducted by I.O.C.

2043. **SHRI SACHINDRA LAL SINGHA:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details of the research and development activity conducted by Indian Oil Corporation up to date;

(b) the names of the officials working at present in this respect, under this unit;

(c) whether it is a fact that most of the officers are working in unscientific condition whereas some of the officials are bestowed with special rooms;

(d) if so, the detailed reasons thereof; and

(e) the details of the action taken up to date to allow these officials and other staff of the research and development activity to work in more scientific atmosphere?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The research and development activities of the Indian Oil Corporation's Research and Development Centre at Faridabad pertain to development of

products and technical service to the customers. The Centre provides about 321 formulations to the IOC's three lube blending plants. In addition over 60 formulations are presently under trials. Laboratory work on about 128 product formulations has also been completed and laboratory development and evaluation work is in hand for over 160 products. The Centre also undertakes petroleum conservation studies. The popular high efficiency Kerosene Wick Stove 'Nutan' was de-
No. LT-4046/79].

(b) The names of officials working at present in the Research and Development Centre of IOC are given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-4046/79].

(c) The Centre started operating from its site at Faridabad in mid-1973 in smaller laboratories to sustain the production of lubricants by IOC's blending plants and to meet the growing demands of new products by the Industry. The officers and staff had to be accommodated in these laboratories owing to the exigency of work. It is not correct to say that most of the officers are working in unscientific conditions.

(d) Does not arise.

(e) The construction work of the main complex is already on hand and it is expected that some of the main buildings will be completed in the

middle of 1979. As soon as the new buildings are completed, the laboratory equipment, staff and officers are shifted to their permanent places.

वर्ष 1978 में कोयले का उत्पादन और कोयले के लिए दिए गये माल डिब्बे

2044. श्री कमलराज बाबलसाल : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोयला खानों में कोयले के पर्याप्त उत्पादन के बावजूद उपभोक्ताओं को रेलवे मंत्रालय और ऊर्जा मंत्रालय में संचयन के दबाव में कोयले की उचित सप्लाई नहीं मिल पा रही है और औद्योगिक क्षेत्र के सामने भी संकट आया हुआ है ;

(ख) यदि हाँ, तो वर्ष 1978 में सरकारी क्षेत्र की कोयलाखानों में महीनेवार कोयले का कितना उत्पादन हुआ और कोयले की सप्लाई के लिए कितने माल डिब्बे दिये गए; और

(ग) कोयले की सप्लाई के लिए रेल माल डिब्बों की कमी के कारण कोयला खानों पर कितना बोझ पड़ा रहा ?

ऊर्जा मंत्रालय में, राज्य मंत्री (श्री जने-श्वर सिन्हा) : (क) यह सच है कि कोयले का उत्पादन और साथ ही खान मूहाना स्टॉक भी बढ़ चुका है किन्तु यह बात सच नहीं है कि कोयले की सप्लाई में कमी का कारण ऊर्जा मंत्रालय तथा रेल मंत्रालय के बीच समन्वय का अभाव है। वास्तव में कोयले की बुलाई के लिए बैगनों की उपलब्धि में वृद्धि करने की दृष्टि से रेलवे के साथ बलिष्ठ समन्वय रखा जाता है।

(ख) कोल इंडिया लि० और सिगरैनी कोलियरीज का माहवार कोयले का उत्पादन तथा इन कम्पनियों द्वारा सप्लाई किये गये कोयले के बैगनों की संख्या नीचे दी गई है :—

1978 के महीने	कोल इंडिया लि०		सिगरैनी कोलियरीज कम्पनी लिमिटेड	
	उत्पादन (लाख टन)	बैगनों की दैनिक औसत लदान (चार पहरियों वाले बैगनों में)	उत्पादन (लाख टन)	बैगनों की दैनिक औसत लदान (चार पहरियों वाले बैगनों में)
1	2	3	4	5
जनवरी	83.88	8252	8.46	890
फरवरी	89.88	8621	7.12	895
मार्च	92.30	8568	8.27	936
अप्रैल	69.45	8095	6.56	844

1	2	3	4	5
मई	69.07	7443	4.51	541
जून	67.27	7280	7.46	916
जुलाई	71.86	7959	7.77	969
अगस्त	68.67	7705	8.08	901
सितम्बर	65.73	7354	8.15	942
अक्टूबर	63.46	6953	7.89	883
नवम्बर	71.91	7238	7.84	929
दिसम्बर	80.79	7555	8.31	923

(ग) दिनांक 1-2-1979 को खान मुहानो पर कोयले का स्टॉक कोल इंडिया लि० में 10.64 मिलियन टन तथा सिंगरनी कोलियरीज क० लि० में 1.19 मिलियन टन था।

Banning of a Cartoon Film in Tamil Nadu

2045. SHRI K. T. KOSALRAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the cartoon film 'Ungrateful Man' produced by Films Division has been banned in Tamil Nadu and if so, the reasons for the same; and

(b) whether this film has been banned in any other State also?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): The Government of Tamil Nadu desired the withdrawal of the film 'Ungrateful Man' from cinema circuits in Tamil Nadu as it had been represented that there were some objectionable references to the goldsmith community. Accordingly, the film has been withdrawn from circulation in Tamil Nadu.

(b) Exhibition of this film has been suspended in three districts of Andhra Pradesh by the local authorities.

Production of Steel and Consumer Demands

2046. SHRI R. MOHANARANGAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) the different varieties of steel produced in the Steel Plants and the extent to which specific consumer requirements have been catered to, apart from meeting general demands;

(b) whether it is a fact that cold twisted deformed steel bars are in great demand in the construction industry, being useful in reducing construction costs; and

(c) if so, particulars of steps taken to increase production to meet the demand?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) Steel Industry produces standard steels in various shapes and qualities in order to meet the requirements of various end-users. Endeavour is always to cater to the specific needs of the consumers from indigenous sources, and by imports, wherever found necessary.

(b) Yes, Sir.

(c) The main producers plan to increase their production from an expected level of 294,000 tonnes in 1978-79 to about 469,000 tonnes in 1979-80.

Programme for Exploiting the Magnetite Iron Ore in Bababudan Hills area in Karnataka

2047. SHRI RAJSHEKHAR KOLUR: Will the Minister of STEEL AND MINES be pleased to state:

(a) the future programme for exploiting magnetite iron ore resources revealed by recent survey in the Bababudan Hills area (near Chikmagalur) in Karnataka; and

(b) the funds set apart for the programme?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) and (b) Having completed the first phase investigation of Bababudan magnetite iron ore deposits in March, 1978 with a view to selecting a composite block, the NMDC are presently engaged in the detailed exploration of the selected Attigundi block for the preparation of a techno-economic feasibility report for exploitation of these deposits. The field work is likely to be completed in March, 1980 and the techno-economic feasibility report is expected to be ready by September, 1980.

The question of providing funds for exploitation of these deposits will be considered only after examining the economic viability of the scheme on receipt of the techno-economic feasibility report.

Fire at No. 6 Pit Chhora Seam, Raniganj

2048. SHRI SAMAR MUKHERJEE:

SHRI ROBIN SEN:

Will the Minister of ENERGY be pleased to state:

(a) whether attention of the Government has been drawn to the fact that due to the negligence of the local management of Delurbund Colliery/OCP fire had broken out at No. 6 Pit

Chhora Seam, Raniganj, as a result the E.C.L. will lose more than 8 lakh tonnes of coal;

(b) if so, whether Government have made a thorough enquiry into this matter;

(c) if so, the details of the enquiry; and

(d) the punishment given to the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) to (d). The information is being collected and will be laid on the Table of the House.

सेना में सिविलियन अध्यापक

2049. श्री हुकूम चन्द कटुआय : क्या उप प्रधान मंत्री तथा रक्षा मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या अन्य विभागों में भेजे जाने वाले सिविलियन अध्यापकों को वही बेतन नहीं दिया जाता है जो उन्हें अध्यापक के पद पर मिलता है; यदि हां, तो इसके मुख्य कारण क्या हैं तथा अन्य विभागों में उनका बेतन कितना कम कर दिया जाता है; और

(ख) क्या सेना आदेश सं० 4/एस/53 और 8/एस/76 में यह व्यवस्था है कि यदि किसी सिविलियन अध्यापक को उसके पद से मुक्त किया जाता है तो उसे उसी बेतनमान वाले पद पर नियुक्त किया जायेगा; यदि हां, तो कितने अध्यापकों की नियुक्तियों उपरोक्त आदेशों के उपबन्धों के अनुसार की गई हैं ?

उप-प्रधान मंत्री तथा रक्षा मंत्री (श्री जगजीवन राम) : (क) और (ख) : कालतू घोषित होने पर सिविलियन अध्यापकों को ऐसे ही अन्य सिविलियन कर्मचारियों की तरह फालतू कर्मचारियों के समायोजन के बारे में विशेष बल सेना आदेश 4/ एस/ 53 (जिसे 8/एस/76 द्वारा संशोधित कर दिया गया है) में निर्धारित सामान्य योजना के अन्तर्गत समायोजित कर दिया जाता है। इस योजना के अन्तर्गत सिविलियन अध्यापकों को समकक्ष पदों पर लगाने के प्रयत्न किए जाते हैं; और यदि ऐसा नहीं पाता है तो निम्न पदों पर सवा दिया जाता है। परन्तु निम्न नियुक्ति दिए जाने से पहले सम्बन्धित व्यक्ति को उस पद के बेतनमात्रों की लिखित रूप में सूचना दे दी जाती है और इस

बारे में उसकी सहमति प्राप्त कर ली जाती है। इस तरह से समायोजित अस्थायी अध्यापकों के वेतन नए पद के वेतनमान के अनुसार नियत किए जाते हैं। स्थायित्व के अध्यापकों पूर्ण वेतन सुरक्षित रखे जाते हैं।

उक्त योजना के अन्तर्गत, अब तक 171 सिविलियन अध्यापकों को वैकल्पिक नियुक्तियों पर लगाया जा चुका है।

Investment for Production of Drugs

2050. SHRI K. N. DASGUPTA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what would be the estimated total investment in Public Sector for production of bulk drugs during the Sixth Plan period; and

(b) has any investment been made by the Central Government in Public Sector for Developing Drugs and Pharmaceutical Industry in West Bengal up till now?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The Working Group on Drugs and Pharmaceuticals has envisaged an investment of Rs. 150 crores for bulk drug production in the Public Sector in the period 1978-79 to 1982-83.

(b) A provision of Rs. 5 crores has been made for expansion of drug production in the Public Sector in Eastern Region in the Draft Five Year

Plan 1978-83. Government also approved of an investment of Rs. 76 lakhs for the expansion of Smith Stanistreet Pharmaceuticals Ltd., a public sector undertaking. Financial assistance has also been provided by Government and Banks/financial institutions for maintaining and improving the operations of Bengal Immunity Co. Ltd. and Bengal Chemical and Pharmaceutical Works Limited which are both under Government management.

Proposal to Start Mini-Fertilizer Plants

2051. SHRI C. N. VISVANATHAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the present gap between demand for fertilizers and availability and the extent to which imports have to be resorted to during the next five years;

(b) whether there is any proposal to start mini-fertilizer plants in India; and

(c) if so, the names of the States in which the plants are proposed to be started?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The consumption/demand and production of fertilizers during 1978-79 are given below:—

(Figures in lakh tonnes)

Estimated Consumption/Demand in the agricultural year 1978-79 (February 1978-January, 1979).			Expected production in 1978-79	
N	P ₂ O ₅	K ₂ O	N	P ₂ O ₅
34.09	11.03	6.26	21.80	7.70
There is no indigenous production of K ₂ O (potash).				

Earnest efforts are being made to augment indigenous fertilizer capacity during the Sixth Five Year Plan to meet the growing demand of fertilizers. However, imports would be arranged to meet the gap, if any, between the demand and indigenous availability of fertilizers. It is not considered commercially prudent to indicate the quantity of imports in future years.

(b) Economies of scale are obtained in large sized plants of 600 tonnes per day of Ammonia or above, and the cost of production is lower in large sized plants. The emphasis is, therefore, on setting up large sized fertilizer projects on economic considerations. However, there are many small units producing Single Super Phosphate in the private sector and small granulation units have also been set up mostly by the private entrepreneurs with the assistance of the State Governments.

(c) While Government is not setting up any small scale fertilizer plant, proposals received from private entrepreneurs of any State for setting up Single Super Phosphate plants, which are normally of lower nutrient capacity, would be considered on merits.

**डीजल की कमी के कारण सड़क परिवहन पर
कुप्रभाव**

2052. श्री भारत सिंह चौहान :

श्री वाचस्पति राय :

श्री दयाचलाल शुक्ल :

क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या डीजल की कमी के कारण सड़क परिवहन पर कुप्रभाव पड़ा है ;

(ख) यदि हाँ, तो इस पर सरकार की क्या प्रतिनिध्या है ; और

(ग) इस से बहुत अधिक प्रभावित होने वाले राज्यों के नाम क्या हैं ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमचन्द्र नन्धन बहुगुणा) : (क) हाल ही में देश के कुछ भागों में कुछ पेट्रोल पम्पों में डीजल की कमी देखी गई। परन्तु यह कमी बहुत थोड़े समय के लिये थी और यह कहना संभव नहीं है कि उससे सड़क परिवहन पर कोई प्रतिकूल प्रभाव पड़ा था।

(ख) सरकार से अशोधित तेल तथा उत्पादों को समय पर पर्याप्त मात्रा में आयात करने के सम्बन्ध में और शोधनशाला को अपनी पूर्ण क्षमता के साथ कार्य करने के सम्बन्ध में सभी आवश्यक कदम उठाए गये हैं तथा भविष्य में भी ऐसा करती रहेगी। अशोधित तेल और उत्पादों के संचालन में किसी प्रकार की रुकावट न आने पाए इस हेतु जहाजरानी एवं परिवहन मंत्रालय और रेलवे के बीच बहुत निकट का सम्पर्क स्थापित किया गया है। ईरान द्वारा कच्चे तेल के उत्पादन और निर्यात पुनः आरम्भ करने के परिणामस्वरूप अशोधित तेल और उत्पादों का अन्तर्राष्ट्रीय बाजार स्थिर हो जाने पर स्थिति सामान्य होने की संभावना की जाती है। इसके बीच ही सम्पन्न हो जाने की आशा की जाती है।

(ग) ऊपर दिये गये (क) के उत्तर को ध्यान में रखते हुए प्रश्न नहीं उठता।

Number of Villages Electrified in the Country

2053. SHRI RUDOLPH RODRIGUES: Will the Minister of ENERGY be pleased to state:

(a) the number of villages electrified in the country in the years 1977-79; and

(b) what steps are being urgently taken to electrify all the villages in India in the next ten years?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) There are 5,76,936 villages in India. 2,02,350 villages were electrified upto 31st March, 1977. 22,672 villages more have been electrified during the period from April 1977 to December 1978.

(b) On the basis of the plans prepared by different States electrification of all the villages is expected to be completed by 1994-95.

Petition from the Workers of KIM

2054. SHRI SIVAJI PATNAIK:
Will the Minister of STEEL AND
MINES be pleased to state:

(a) whether he has received a mass petition from the workers of KIM, Kalta (Rourkela Steel Plant), Orissa about the management's blatant violation of even High Court's order; and

(b) if so, the steps taken to settle the matter?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) A copy of the letter addressed to the Deputy Director, Gorakhpur Labour Department (Central) and supported by the signatures/thumb impressions of a number of persons, presumably workers of KIM, Kalta, had been forwarded to the Minister of Steel and Mines. One of the several demands made on the Deputy Director, Gorakhpur Labour Department, in this letter was to accept the stay order of Orissa High Court relating to repatriation/retrenchment of Gorakhpur labour at KIM, Kalta.

(b) It was revealed that the Orissa High Court had not passed any stay order against the management of the Rourkela Steel Plant. As such the question of any violation of the stay order by the Rourkela Steel Plant did not arise. Subsequently a contempt petition moved in the High Court alleging violation of the Stay Order by the management of Rourkela Steel Plant was also dropped after Management's appearance to contest it. It is also learnt that the petition filed by one batch of Gorakhpur labourers has since been dismissed by the High Court.

Conversion of Sambalpur Station of A.I.R. into a full-fledged Station

2055. SHRI GANANATH PRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have decided to convert the Radio Station at Sambalpur into a full-fledged Radio Station.

(b) whether even after setting up of T.V. centre at Sambalpur Government has not considered it necessary to set up a permanent studio at Sambalpur for A.I.R. and Doordarshan; and

(c) if so, the reasons thereof?

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

(b) Work on the construction of permanent studios for A.I.R. Sambalpur is in progress. As regards T.V., Studio facilities are already available in Cuttack which are being utilised for capsuling programmes for Sambalpur. At Sambalpur also, adequate filming facilities on movie Cameras and portapacks have been made available to provide local participation and local colour in the programmes. The studios at Cuttack will also be utilised to produce programmes for the Cuttack TV transmitter proposed to be set up during the Sixth Plan.

(c) Does not arise.

Programmes on 'Internal Emergency' on A.I.R. and T.V.

2056. PROF. P. G. MAVALANKAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether since the inception of the new Janata Government at the Centre, AIR and Doordarshan have done any programmes—talks, discussion, features, etc.—on the 'Internal Emergency' in India and its implications experiences, consequences, etc.;

(b) if so, full facts thereof

(c) whether Government propose to continue arranging such programmes, and if so, in what direction and manner and for how long; and

(d) if not, why not?

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

(b) A statement is attached.

(c) and (d). Whenever the subject is relevant, it will be suitably noticed according to the exigencies of programme planning at each Station of AIR and Doordarshan Kendra keeping in view the utility, the news value, relevance, needs and the listening interest of the area and population.

Statement

Programmes on internal emergency Broadcast from AIR Stations and Telecast from Doordarshan Kendras

In April, 1977, soon after the General Elections and the inception of the Janata Government at the Centre, a series of programmes were produced in both All India Radio and Doordarshan and broadcast and telecast by all Stations of AIR and Doordarshan Kendras. These programmes not only dealt directly with the restoration of civil liberties and freedom of expression and the new concept like "Lok Shakti" and "Total Revolution", but also with the suppression of freedom and misuse of authority that characterised the Emergency period. Again, a number of programmes dealing with the misuse of mass-media during the Emergency were broadcast and telecast from AIR Stations and Doordarshan Kendras in August 1977 when the White Paper on the Misuse of Mass-media was presented to Parliament. In these programmes, leading journalists and broadcasters were invited to participate.

2. On May 15, 1978, Shah Commission's first report was presented in Parliament. During the subsequent months, a series of programmes on the relations made in the Shah Commission's report about the excesses committed during the Emergency and observations made on it were broadcast and telecast from various AIR Stations and Doordarshan Kendras. Most of the programmes were produced at the Delhi Kendra in so far

as Doordarshan were concerned and were circulated to other Kendras. The various topics discussed in these programmes were the suppression of mass-media during the period of Emergency; the unlawful detention of innocent people and curbs on civil liberties; suppression of the normal administrative processes and other misuses of authority during the Emergency period. Leading journalists, lawyers, professors and other eminent public men were invited to participate in these programmes.

3. A few programmes on the main recommendations of the Verghese Committee Report on the Autonomy of Akashvani and Doordarshan when it was presented in early 1978, were also broadcast and telecast, though indirectly, making reference to the abuse of these two media during the period of Emergency.

4. Whenever the experiences under the Emergency have figured during the debates in Parliament and at other forums, these have found mention in news bulletins as well as in the reviews of proceedings of Parliament broadcast and telecast, from AIR Stations and Doordarshan Kendras.

News Report caption 'T. V. remains a Teenager'

2057. SHRI MANORANJAN BHAKTA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government's attention has been drawn to the news report in the Sunday Standard of 28th January, 1979 under the caption 'TV remains a Teenager';

(b) if so, what is the reaction of Government to the observations made therein with regard to the development of the T.V.; and

(c) whether Government also propose to introduce coloured T.V. in India shortly; if so, when and if not; reasons?

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

(b) It is the constant endeavour of Government to improve the quality of the TV programmes through better training, better planning and production of programmes of professional quality and programme exchange between the various TV centres. Doordarshan also engages outside talent for producing programmes, where necessary.

(c) No, Sir. In view of the heavy outlay involved and limited financial resources available, there is no proposal at present to introduce colour TV in India.

Request for Import of more Oil from Kuwait

2058. **SHRI K. MALLANNA:**

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

(a) whether Indian Government have recently requested Kuwait for more oil to meet the shortfall in its imports from Iran; and

(b) if so, the quantity of oil asked for and when it is likely to be delivered?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) There is no proposal at present to import crude oil from Kuwait.

(b) Does not arise.

New Item captioned "Consumer Foots Bill for DESU Mistake"

2059. **SHRI MALLIKARJUN:** Will the Minister of ENERGY be pleased to state:

(a) whether his attention has been invited to the news item captioned "Consumer foots bill for DESU mistakes" appearing in the Indian Express, New Delhi Edition dated 31st January, 1979;

(b) if so, his reaction thereto and the steps Government propose to take to mitigate the hardships of consumers;

(c) the relevant order or authority under which DESU is exempt from the provisions of the Law on Limitation in the matter of billing the consumers after a lapse of more than three years for meters burnt;

(d) whether it does not devolve on DESU to replace burnt metres immediately;

(e) whether it is the practice that the DESU authorities do not reply to representations made in this regard; and

(f) if so, the number of representations not replied to during 1978-79 and the reasons therefor?

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

(b) DESU has been asked to look into the matter.

(c) DESU is not exempt from the provisions of the Law on limitation.

(d) Every effort is made by DESU to replace burnt meters as soon as it is feasible.

(e) and (f). While it is not the practice, according to DESU, of not replying to representations made, in view of the large number of such representations both oral and in writing, it is difficult to give a precise estimate of the number pending in 1978-79.

Use of Fuel Oils instead of Naphtha as Feed Stock for Production of Fertilizer

2060. **SHRI D. D. DESAI:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have changed their policy of encouraging use of fuel oils instead of naphtha as feed stock for nitrogenous fertilizers;

(b) if so, whether any further expansion of existing units using naphtha as feed stock would be allowed; and

(c) the total amount of imports of naphtha and fuel oils in the financial years 1976-77 and 1977-78?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b) Salient features of the new feedstock policy in respect of future fertilizer projects are as follows:

(i) Where gas is available, it should be the preferred feedstock upto the limit the domestic demand permits it.

(ii) Consideration should be given to the further use of coal as fertilizer feedstock, as soon as it can be confirmed on the basis of experience of operation of the coal based Talcher and Ramagundam plants that the coal gasification

technology is established and is viable.

(iii) Thereafter, the use of gas and coal should be arranged, on economic considerations, e.g., area of consumption, logistics of transportation, viability, availability, etc.

(iv) Use of naphtha as fertilizer feedstock for entirely new plants should be considered only in case of a long term disposal problem in an inland location, after decisions have been taken on petro-chemical projects based on the use of naphtha as feedstock. Consideration would, however, be given to use of naphtha as feedstock where existing plants at inland locations can be expanded at relatively lower capital costs and complete in quick time.

(v) Use of fuel oil as fertilizer feedstock should be excluded for all new projects.

(c) The requisite details are given below:—

Quantity : 000 tonnes CIF value Rs./ crores

IMPORT*

Products	1976-77		1977-78	
	Quantity	Value	Quantity	Value
Naphtha	184	21.75	277	30.77
Furnace oil	1023	67.72	490	34.73

*Provisional.

Distribution Policy for Imported Tin Plate

2061. DR. VASANT KUMAR PANDIT: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Tin Plate Fabricators (Bombay) Associa-

tion, has strongly criticised the distribution policy of Steel Authority of India on imported tin plate prime;

(b) whether it is a fact that SAIL has rejected several applications of small units inspite of the new Government policy to protect small units;

(c) whether the maximum amount of imported tin plate is allocated to four large scale units and one multi-national unit;

(d) whether in addition to the tin plates prime the SAIL is now importing black plates in coils for further supply to large scale units; and

(e) whether the Government will review the inequitable policy of imports and distribution to the small scale units?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA):

(a) Tin plates are imported against specific indents from the actual users and as such the question of any policy for distribution does not arise. SAIL have also reported that they have not received any representation critical of the distribution of imported tin plate.

(b) SAIL had placed an order for import of 5,000 MT of oil can size tin plates prime, mainly required by small scale fabricators in August 1978, to bridge the gap between the demand and availability from indigenous sources. All applications received from the registered small scale units before the placement of order were accepted by SAIL.

(c) As per the Import Policy, the import of Tin Plates is allowed both to the consumers in the large scale and small scale sector and is dependent upon indigenous availability. The few large scale units require non oil can size and OTSC quality tin plates, which are not available in adequate quantity from indigenous sources. The Small Scale Units mostly utilise oil can size tin plates and bulk of the demand can be met from the indigenous sources.

(d) Import of black plate for fabrication directly into containers is made against specific indents from the fabricating units.

(e) The Import Trade Control Policy permits import of tin plates

both for large scale and small scale units, depending upon the indigenous availability. As imported tin plates are costlier and imports involve blockage of capital, SSI units had requested for maximum supply from indigenous sources.

Cases Pending in High Courts

2062. SHRI MUKUND MONDAL:

SHRI SUKHDEO PRASAD VERMA:

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

(a) whether a large number of cases pending in different High Courts throughout the country;

(b) if so, the number of cases in each High Court;

(c) whether Government are considering to formulate any policy for speedy disposal of cases;

(d) if so, the details thereof; and

(e) if not, the reasons thereof?

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

(b) The number of cases pending in each High Court on 30-6-1978 is given in the attached statement-I.

(c) to (e). The steps taken to speed up disposal of cases are given in the attached statement-II.

Statement I

Cases pending in the High Courts

Name of the High Court	Pendency as on 30-6-1978
1	2
Allahabad . . .	1,39,315
Andhra Pradesh . . .	16,735
Bombay . . .	54,925
Calcutta . . .	69,980

1	2
Delhi	28,946
Gauhati	6,727
Gujarat	12,320
Himachal Pradesh	4,563
Jammu & Kashmir	5,339
Karnataka	41,847
Kerala	37,389
Madhya Pradesh	46,652
Madras	52,919
Orissa	6,958
Patna*	32,433
Punjab & Haryana	42,599
Rajasthan	22,964
Sikkim	19
TOTAL	6,22,030

*Main cases only.

Statement II

1. Since 1-4-1977 the sanctioned strength has been increased in the High Courts in respect of which proposals were received. This increase has been made in the following High Courts from the dates the posts are filled up:—

Name of the High Court	Number of posts increased
	Permanent Additional
Allahabad	9
Madhya Pradesh	6
Karnataka	5
Himachal Pradesh	2
Patna	3
Rajasthan	1
Delhi	4
Madras	3*
	4 30

*Excluding 2 posts of Permanent Judges created in lieu of 2 posts of Additional Judges.

2. A substantial number of vacancies in the High Courts has been filled up. Initiative has been taken by the Central Government to call for proposals from the State Authorities/Chief Justices who have been asked to adhere to specified time schedules for sending their proposals and wherever necessary reminders have been issued to the concerned State Authorities/Chief Justices. During the period 1st April, 1977 to 28th February, 1979, as many as 116 fresh appointments have been made. Consent of the President has been given to the Chief Justices of the Gauhati, Andhra Pradesh and Patna High Courts to request 4 retired Judges of those High Courts to sit and act as Judges of those Courts under article 224A of the Constitution.

3. The Law Commission were requested to suggest measures for expeditious disposal of cases. They have sent a report regarding measures required for quicker disposal of cases in the lower courts but have yet to send their report in respect of the High Courts/Supreme Court.

4. Letters have been addressed to the Bar Councils and Bar Associations of various States requesting them for cooperation and also for suggestions for speedy disposal of cases.

Proposal to Use Radio for Teachers' Training

2064. SHRI DALPAT SINGH PARASTE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal under the consideration of Government to use Radio as the medium to provide teachers training to the untrained Primary School Teachers; and

(b) whether any State has introduced this system and if so, the details regarding the experiment and performance in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. L. ADVANI): (a) and (b). Radio is already being used for training untrained Primary School Teachers in two States, namely, Kerala and Gujarat.

In Kerala, about 25,000 Primary School Teachers have been trained through a Radio-cum-Correspondence-in-Service Training Course, initiated by the State Government in 1975 in collaboration with All India Radio.

In Gujarat, H. M. Patel Institute of English has started from 1978 a scheme for training Primary School Teachers of English with a weekly broadcast support from Akashvani, Ahmedabad.

There is also a proposal from Manipur State Government to plan a radio-cum-correspondence course for teachers of Manipuri language in collaboration with the Central Institute of Indian Languages. The feasibility of the proposal in the light of the available resources is being examined.

Drug Policy

2065. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government will review their drug policy; and

(b) if not, why not?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The Statement laid on the Table of the Lok Sabha on 29.3.78 contains the essential features of the New Drugs Policy. If in the light of experience gained and views expressed in various forum of discussion, it becomes necessary to improve or elaborate on some of the decisions, requisite modifications would be made.

(b) Since the policy announced in 1978 is in the process of being implemented, a total review is not called for.

Manufacturers of Chloramphenicol Abroad

2066. SHRI S. S. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether his attention has been drawn by Members of Parliament about cartel formed by manufacturers of Chloramphenicol abroad; and

(b) if so, has any detailed enquiry been made and what is the result of the same?

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

(b) The matter has been investigated in consultation with CPC, who have been able to secure competitive offers for Chloramphenicol Powder despite restrictive trade practices, if any, in this field. Among the competitive offers was one offer from the Soviet Union, on whom CPC has, in fact, placed a sizeable order.

Import of Aluminium

2067. SHRI G. Y. KRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there is any proposal under Government's consideration to import aluminium;

(b) if so, what are the reasons for the import and what is the quantity of aluminium imported this year and at what rate; and

(c) whether the production of aluminium in the country has declined and if so the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) Yes, Sir.

(b) and (c). The production of aluminium in the country during the current year has registered an increase of about 50 percent over the production achieved during 1977-78. However, the aluminium smelters could not produce to their full capacity on account of non-availability of adequate power.

The indigenous production was supplemented by the import of 31,000 tonnes of metal upto the end of February during the current year; in the form of ingots and wire rods. Purchases were made at different points of time on the basis of competitive tenders.

Shortage of Coal in Delhi

2068. SHRI SHIV NARAIN SAR-SONIA: Will the Minister of ENERGY be pleased to state:

(a) is it a fact that there is a great shortage of coal in Delhi;

(b) is it also a fact that the Railway Department has placed at the disposal of his Ministry a certain number of Rakes (wagons) from each Division for the exclusive transport of coal from the coal mines;

(c) is it also a fact that a large number of these Rakes are stable at the coal mines sidings and are not being used to curb the shortage of coal in Delhi and elsewhere; and

(d) if so, the reasons for not supplying the coal in time may please be stated?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) There is some shortage of coal in Delhi.

(b) No, Sir. Railways do not place wagons at the disposal of my Ministry for the exclusive transport of coal

from coal mines. Wagons are supplied for loading of coal on the basis of daily offers made by the loading collieries and allotments given by the railways.

(c) No, Sir. Most of the wagons supplied at the collieries got loaded promptly and are not allowed to remain idle. Occasionally detentions do occur for operational reasons owing to time taken in loading wagons.

(d) Coal production had a severe setback between April 1978 to October '78 due to prolonged strike in the southern coalfields and later due to explosive shortage severe floods in the Bengal-Bihar region. Both production and transportation were very severely affected and as such, timely supplies could not be kept up to the extent required. The production as well as despatches since November have improved. The current rate of production and the pithead stocks are sufficient by and large to meet the demand for coal in the country. In order to supplement the movement of coal by rail coal is also released by road (on request).

Power Crisis in the Country

2069. PROF. SAMAR GUHA: Will the Minister of ENERGY be pleased to state:

(a) whether the crisis of supply of power is continuing all over the country and particularly in West Bengal; and

(b) if so, facts thereabout and the steps taken by the Central and State Governments in co-operation with the Centre for meeting the power crisis?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Power supply position is generally satisfactory all over the country. However, there is some shortage of power in some of the States including West Bengal.

(b) Among other short term and long term measures, steps are taken from time to time to maximise generation from the existing generating stations and to expedite commissioning of on-going projects.

Recommendation of Law Commission on Benami Transactions

2070. SHRI YASHWANT BOROLE:
SHRI JYOTIRMOY BOSU:
SHRI VASANT SATHE:
SHRI EDUARDO FALEIRO:

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

(a) has the Central Government accepted the recommendation of Law Commission in its 57th Report in regard to benami transactions, if so, details thereof; and

(b) if so, how is it in public interest that instead of banning such transactions they are being proposed to be allowed by legal processes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) The recommendation of the Law Commission in its 57th Report in regard to benami transactions is still under the consideration of the Central Government.

(b) Does not arise.

Pile Cloth Order Cancelled

2071. SHRI KUMARI ANANTHAN: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether the supply order for pile fabric on the handloom sector has been cancelled, which would result in unemployment of over 1000 persons engaged in this; and

(b) the reasons for doing so and the quantum of pile cloth that was being supplied by the handloom sector annually?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) and (b). Out of one supply order for 15,000 metres placed in May 1975, a small quantity of 1477.80 metres was cancelled, as it could not be supplied for more than three years despite repeated extension of delivery date. Another order, however, for 22,000 meters stands placed on this firm in May 1978. So the question of unemployment of workers in this sector does not arise.

The quantum of supply by the handloom sector has been as under:

In 1976	..	5860.70 metres
In 1977	..	1168.20 metres
In 1978	..	2843.50 metres

राजस्थान के बांसवाड़ा और डुंगरपुर जिलों के गांवों का विद्युतीकरण

2072. श्री होराभाई : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के बांसवाड़ा और डुंगरपुर के पिछड़े जिलों में अब तक कितने गांवों का विद्युतीकरण किया गया है और छठी पंचवर्षीय योजना के दौरान कितने गांवों का विद्युतीकरण करने का प्रस्ताव है ;

(ख) क्या यह सच है कि मुख्यतः कृषि प्रधान जिलों के 75 प्रतिशत गांवों का अब तक विद्युतीकरण नहीं किया गया है ; और

(ग) यदि हां, तो इसके क्या कारण हैं और सभी जिलों के सभी गांवों का अब तक विद्युतीकरण कर दिया जाएगा ?

ऊर्जा मंत्री (श्री पी० रामचन्द्रन) : (क) और (ख). गांवों के विद्युतीकरण के सम्बन्ध में स्थिति नीचे दी गई है :-

जिला	गांवों की कुल संख्या	विद्युतीकृत गांवों की संख्या
बांसवाड़ा	1,439	395
डुंगरपुर	825	249

छठी पंचवर्षीय योजना के दौरान गांवों के विद्युतीकरण के लिए कार्यक्रम तैयार नहीं किया गया है ।

(ग) बोर्ड ने सूचित किया है कि ई० एच० टी० और उप-पारेषण प्रणाली का विस्तार करने के लिए आवश्यक धन उपलब्ध न होने और ग्राम बिद्युतीकरण के लिए निधियां भी सीमित होने के कारण इन जिलों में और गांवों का बिद्युतीकरण करना संभव नहीं हुआ।

अगर अपेक्षित साधन उपलब्ध हुए तो राज्य के सभी जिलों के सभी गांवों का बिद्युतीकरण 1988-89 तक कर देने की गारा बोर्ड की है।

Reserves of Manganese and Chromite Ore

2073. SHRI K. RAMAMURTHY: Will the Minister of STEEL AND MINES be pleased to state:

(a) the details of new areas which have been identified as having reserves of manganese ore;

(b) the details of areas in Tamil Nadu in which chromite ore deposits have been located; and

(c) the steps being taken to exploit these ore deposits?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) No new areas as such have been identified. New reserves have been established by further investigation in areas already leased in Orissa; Maharashtra and Madhya Pradesh.

(b) Chromite occurrences are known in Sittampundi belt in Salem district and Attamalai, Periamani Malai, Korappadi, Mallanayakan Palaiyam and Solavanur areas in Coimbatore district of Tamil Nadu.

(c) The manganese ore areas are already being exploited. Chromite deposits of Tamil Nadu are small and of inferior grade. It is, however, reported that samples have been collected from a private leasehold in Salem district for trial and test purposes.

Holding of By-Election in Chickamagalur

2074. SHRI P. VENKATASUBAIAH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to hold the bye-election to Lok Sabha from Chikamagalur Parliamentary Constituency in the near future;

(b) if not, the reasons thereof; and

(c) by what time Government propose to hold the bye-election?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) to (c). Two election petitions are presently pending before the Karnataka High Court wherein the petitioners, besides praying for a declaration that the election of Smt. Indira Nehru Gandhi is void, have also prayed that Shri Veerendra Patil, who also contested the disputed election as a candidate of the Janata Party, be declared duly elected. In view of the pendency of the said petitions the Election Commission has decided to wait for at least a period of six months for the disposal of the election petitions on the basis of the provisions contained in section 85(7) of the Representation of the People Act, 1951. Thereafter, if there is no stay order by the High Court, the Election Commission would decide the matter depending upon the various administrative and other considerations to hold the bye-election at the appropriate time. Meanwhile, the Commission has decided that the electoral rolls of the Chikamagalur Parliamentary Constituency should be revised intensively with reference to 1st January, 1979 as the qualifying date, and the programme for such intensive revision is under consideration of the Election Commission in consultation with the Chief Election Officer of Karnataka.

Acquisition of 5 Squadrons of F. 5E Deep Strike Aircraft by Pak.

2075. SHRI KUSUMA KRISHNA MURTHY: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether Pakistan has got about five squadrons of F. 5E deep strike aircraft from the United States; and

(b) whether these jets will bring within easy striking range?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) and

(b). There have been reports to suggest that some F. 5E aircrafts have been offered to Pakistan for supply by U.S.A. Government are aware of the capability of these aircrafts.

Power Shortage in States particularly West Bengal, Bihar and Orissa

2076. SHRI DHIRENDRA NATH BASU: Will the Minister of ENERGY be pleased to state:

(a) whether Government are aware of the fact that most of the States, throughout the year are suffering from acute "Power Shortage" specially West Bengal, Bihar, Orissa etc. due to non-availability of equipment and recurring labour troubles;

(b) what are the steps Government proposes to ensure the normal power supply in the current financial year; and

(c) the details thereof?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The power supply situation is generally satisfactory in the country. However, there are peaking shortages in Bihar and West Bengal. Orissa is surplus in power and rendering assistance to West Bengal and Bihar by supplying 100 MW of power. The availability of power in Bihar and West Bengal has not suffered due to non-availability of equipments.

However, it has been affected to some extent due to labour unrest.

(b) and (c). The performance of Patratu Power Station in Bihar has not been satisfactory and arrangements have been made with BHEL to undertake the capital maintenance of the generating units one by one at this power station. The BHEL has also been entrusted with the work of erection of the new generating units at Patratu and Barauni. After the repairs of the generating units at Patratu, the power generation in Bihar is likely to improve considerably in next three months time. One unit of 120 MW has been commissioned in West Bengal at Santhaldih Power Station and another unit of 120 MW will be commissioned in March 1979, at Chandrapura power station in DVC. This addition of installed capacity will mitigate to a great extent the peak shortages of power in this region.

Expenditure on International Film Festival

2077. SHRI BALASAHEB VIKHE PATIL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the total expenditure incurred on the International Film Festival held recently and how much thereof has been borne by the Central Government and other Government, Semi-Government and private Organisations indicating the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): The total expenditure on VII International Film Festival of India is to be met from the festival accounts of the Film Finance Corporation (a Government of India undertaking). In addition, some expenditure on the Market Section of the Festival will be met by the Indian Motion Picture Export Corporation Ltd. (another Government of India undertaking). The actual figures of expenditure will be known

after all the bills have been received and scrutinised. The expenditure incurred by Central Government is expected to be Rs. 23,000 only.

अशोधित तेल का आयात

2078. श्री गंगा प्रसाद सिंह : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बनाने की कृपा करेंगे कि :

(क) वर्ष 1974-75 से 1977-78 तक की अवधि के दौरान ईरान से प्रतिवर्ष कितनी मात्रा में अशोधित तेल का आयात किया गया और उस पर कितनी विदेशी मुद्रा खर्च की गई ; और

(ख) विदेशों से कुल कितने प्रतिशत तेल का आयात किया गया और ईरान से कितने प्रतिशत अशोधित तेल का आयात किया गया ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमन्त मन्धन बहुगुणा) : (क) वर्ष 1974-75 से 1977-78 के दौरान ईरान से आयात किये गये अशोधित तेल की कुल मात्रा और इस पर खर्च की गई धनराशि इस प्रकार है :—

वर्ष	मात्रा (मिलि० टन में)	मूल्य (रु० करोड़)
1974-75	6.5	424.80
1975-76	5.9	441.43
1976-77	6.0	486.99
1977-78	6.1	522.09

(ख) अशोधित तेल की कुल आवश्यकता की तुलना में विदेशों से आयात किये गये तेल की कुल प्रतिशतता और ईरान से आयात किये गये अशोधित तेल की प्रतिशतता दोनों निम्नप्रकार रही है :—

वर्ष	विदेशों से आयात किये गये तेल की प्रतिशतता	ईरान से आयात किये गये तेल की प्रतिशतता
1	2	3
1974-75	64.5	30.0
1975-76	62.3	26.5
1976-77	61.3	26.1
1977-78	57.4	24.3

Nagarjuna Fertilizer Project

2079. SHRI AMAR ROYPRADHAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Nagarjuna Fertilizer Project is in jeopardy;

(b) if so, the details thereof; and

(c) if not, whether it is also a fact that multinational Shaw Wallace would not make further investment following Andhra Pradesh Government's refusal to give it complete control over the distribution ?

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

(b) Does not arise.

(c) M/s. Nagarjuna Chemicals and Fertilizers Ltd., a company promoted by Shaw Wallace were allowed in 1978 to take up the project for setting up a fertiliser plant at Kakinada, for implementation on the company confirming that the financing arrangements had been satisfactorily tied up and that the required promoters' contribution would be raised between Shaw Wallace, their associates and the Government of Andhra Pradesh. The company also confirmed that on the basis of the promoters' arrangements made, IDBI would provide the necessary financial assistance. It is now understood that the promoters' agreement between the State Government and Shaw Wallace has still not been finalised and the terms of the agreements are under discussion.

Expansion of Extrusion Plants Capacity by Indian Aluminium Company

2080. SHRIMATI MRINAL GORE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Government of India have decided to permit Indian Aluminium Company to expand its extrusion plants capacity;

(b) if so, what will be the total capacity; and

(c) whether similar permission has been granted to other Companies also?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDRA):

(a) M/s. Indian Aluminium Company Limited were granted a Letter of Intent on 8th June, 1978 for setting up a new extrusion plant with a capacity of 2,400 tonnes per annum at Talaja (Maharashtra).

(b) 6,160 tonnes per annum.

(c) Bharat Aluminium Company Limited and Madras Aluminium Company Limited hold licences for setting up extrusion plants of 10,000 tonnes and 2,000 tonnes respectively.

New Petro-Chemicals Projects in.. Gujarat

2081. **SHRI F. P. GAEKWAD:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether reports of number of studies to work out the details of the new petro-chemicals projects for which the Government of Gujarat have applied for an industrial licence have been received by the Central Government in terms of Unstarred Question No. 2352, dated 5th December, 1978 regarding Expansion of Gujarat Narmada Valley Fertilizer Company;

(b) if so, details thereof; and

(c) if not, when is the same likely to be received and when a final decision to set up a new petro-chemicals project likely to be taken?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The report of the Reconstituted Working Group on Petro-chemicals has been received on 28th February, 1979.

(b) The recommendations of the Working Group have yet to be examined.

(c) A final decision on the setting up of new petro-chemical projects will be taken after consideration of the recommendations of the Working Group.

Artists selected to give talks on T.V. and Radio

2082. **SHRI S. R. REDDY:** Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names of the artists who were selected to give talks on the TV and Radio more than once during last two years; and

(b) whether it is a fact that some artists who were working during Emergency are not being given chances and if so, the number of such artists?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) The names of the artists who were selected to give talks on the T.V. and Radio more than once during the last two years will have to be collected from nearly 100 AIR, TV Stations in the country. The information thus collected will not be commensurate with the time and effort involved.

(b) An artist is booked on the basis of the requirements of a particular programme and his or her suitability for it. There is no ban on booking any artist who may have been booked during Emergency.

Mixing up of power Alcohol with Petrol

2084. **DR. SUSHILA NAYAR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that certain amount of power alcohol can be mixed with petrol with the existing engines of motor vehicles;

(b) if so, what steps are proposed to popularise the use of power alcohol and its production in the country; and

(c) what will be the expected saving of foreign exchange as a result of the steps mentioned above?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) It is possible to blend power alcohol to a limited extent with motor spirit (Petrol).

(b) The entire question with regard to the availability of alcohol and its consumption by the chemicals industry, the possibility of producing 100 per cent pure alcohol for such commercial use, the technical and logistic problems involved in blending it with petrol etc. is proposed to be entrusted to a Committee which is being set up soon. Utilization of power alcohol as fuel in admixture with petrol can be considered after the findings of the Committee are available.

(c) It is not possible at this stage to assess the saving of foreign exchange by use of power alcohol in petrol engines.

इस्पात का उत्पादन

2085. श्री सुचेन्द्र सिंह: क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे :

(क) देश में इस समय इस्पात का वार्षिक उत्पादन कितना है ;

(ख) क्या सरकार ने बड़े पैमाने पर इस्पात का उत्पादन बढ़ाने हेतु उत्पादन-क्षमता में वृद्धि करने का निर्णय किया है ;

(ग) यदि हाँ, तो उत्पादन क्षमता बढ़ाने के लिये किये जाने वाले उपायों का स्यूरा क्या है ; और

(घ) क्या नये इस्पात संयंत्र स्थापित करने का भी कोई निर्णय किया गया है ; और यदि हाँ, तो संयंत्र कहाँ-कहाँ स्थापित किये जायेंगे ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री कृष्णा मुन्शी): वर्ष 1978-79 में सर्वोत्तम इस्पात कारखानों में 82.5 लाख टन साधारण इस्पात पिण्ड तथा 66.84 लाख टन विनियम इस्पात का उत्पादन का अनुमान लगाया गया है। इसके अलावा वर्ष 1978-79 में विद्युत चाप प्रविष्टियों (लघु इस्पात संयंत्रों) में लगभग 16 लाख टन विनियम इस्पात का उत्पादन होने का अनुमान है।

(ख) और (ग). वर्ष 1978-83 की योजना के वस्तावेज के संश्लेष में वर्ष 1982-83 तक 118 लाख टन विनियम साधारण इस्पात के उत्पादन की परिकल्पना की गई है। इस योजना में मुख्य रूप से निम्नलिखित शामिल हैं:—

- (1) जिलाई और बोकरो प्रत्येक इस्पात कारखाने का 40 लाख टन पिण्ड क्षमता तक के वर्तमान विस्तार कार्यक्रमों को पूरा करना।
- (2) बोकरो इस्पात कारखाने की क्षमता को भागे और बढ़ाकर 47.5 लाख टन पिण्ड करना।
- (3) बिजली उद्योग की आवश्यकताओं को पूरा करने के लिए राउरकेला में एक कारखाना लगाना। इसमें प्रतिवर्ष 37,500 टन कोल्ड रोल्ड ग्रेन थ्रोरिण्टेड विद्युत इस्पात की चादरों और 36,000 टन कोल्ड रोल्ड नान-ग्रेन थ्रोरिण्टेड इस्पात की चादरों का उत्पादन होगा।
- (4) प्रौद्योगिकी में सुधार करने तथा पुरानी प्रक्रियाओं/उपकरणों आदि में संशोधन और केर-बदल करके प्रौद्योगिकी को अद्यतन करने के उपाय करना।
- (5) बिजली की कमी और प्राय. एकावटों/घट-बढ़ की वर्तमान कठिनाइयों को कम करने के लिए धनसंयंत्र विद्युत उत्पादन क्षमता में वृद्धि करना।
- (6) इस्पात की प्रतिरिक्त क्षमता के लिए आधार तैयार करना जिसका उपयोग आने वाली योजना अवधि में किया जा सके।

(घ) विभिन्न स्थलों पर इस्पात कारखाने लगाने की संभावनाओं पर सरकार विचार कर रही है लेकिन अन्तिम रूप से निर्णय अभी लिए जाने हैं।

बिहार की विद्युत् सख्ती मांग और सप्ताई

2086. श्री हुसैन बेग मारवाज बाबू: क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि बिहार की विद्युत संबंधी मांग क्या है और उसे किसकी धारा में बिजली सप्ताई की जा रही है तथा कमी को पूरा करने के लिए किस प्रकार की केन्द्रीय सहायता दिए जाने का प्रस्ताव है ?

ऊर्जा मंत्री (श्री वी० रामचन्द्रन): बिहार में 300 से 400 मेगावाट की बीच बिजली का उत्पादन होता है जो अंधी-धो की उपलब्धता पर निर्भर है। तथापि, व्यवस्थितमकालीन मांग लगभग 500 मेगावाट है।

बिहार में विद्युत उत्पादन युक्तियों की प्रतिष्ठापन समता करीबन 845 मेगावाट है। इस समता के मुकाबले, बिहार राज्य बिजली बोर्ड को इस सावक होना चाहिए कि अपनी भाग की पूरा करने के लिए 500 मेगावाट बिजली का उत्पादन कर मके। तथापि पतरातु ताप विद्युत केन्द्र का कार्य-निष्पादन बहुत सतोषप्रद नहीं है, जिसके परिणामस्वरूप बिहार में व्यस्ततम समय में बिजली की कमी हो गई है।

राज्य में बिजली की स्थिति में सुधार लाने के लिए बहुत से उपाय किए गए हैं। ये हैं—(क) बिहार को उड़ीसा से 40 से 50 मेगावाट बिजली की सहायता मिल रही है (ख) पतरातु ताप विद्युत केन्द्र के कार्य-निष्पादन में सुधार करने के लिए केन्द्रीय विद्युत प्राधिकरण बिहार को सहायता कर रहा है। कई तकनीकी दलों ने इस विद्युत केन्द्र का दौरा किया है और इस केन्द्र से विद्युत उत्पादन अधिकतम करने हेतु तत्काल क्रियान्वयन के लिए उन्होंने बिहार राज्य बिजली बोर्ड की सिफारिश की है।

(ग) पतरातु और बरौनी में नए विद्युत उत्पादन संयंत्रों के उत्पादन का कार्य भारत हेवी इलेक्ट्रिकल्स लिमिटेड को सौंपा गया है। उनसे कहा गया है कि वे नई मशीनें उत्पादित करने और चालू करने के कार्य को प्राथमिकता दें।

Companies manufacturing Ampicillin Trihydrate

2087 DR. MURLI MANOHAR JOSHI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names of Companies licenced to manufacture Ampicillin Trihydrate together with dates of letter of intent and industrial licences, licenced capacities and production for the calendar year 1979 in respect of each company;

(b) the C.I.F. prices of 6-APA and Ampicillin Trihydrate and the price of Ampicillin Trihydrate manufactured locally;

(c) the import content of indigenous production as percentage of cost in respect of each company; and

(d) what steps, if any Government are taking to make the country self-reliant in the production of this drug?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The requisite details are indicated in the Statement annexed.

(b) At present, only M/s. Ranbaxy are in production of Ampicillin Trihydrate in the country. They have (1) reported the cif price of 6-APA being used by them in the manufacture of Ampicillin Trihydrate at Rs. 632 per kg. and; (2) declared the selling price of this drug at Rs. 2180 per kg. under the provisions of the DPCO, 1970. BICP has the cost study for fixing a fair price of this drug under way.

As per import statistics maintained by D.G.H.S., the weighted average cif. price of imported Ampicillin Trihydrate during 1977-78 comes to Rs. 658.30/kg.

(c) As stated in part (b) above that at present, only M/s. Ranbaxy are in production of Ampicillin Trihydrate and the import content per unit production has been shown at 32 per cent.

(d) The Working Group on Drugs and Pharmaceuticals has estimated the demand of Ampicillin at 70 tonnes per annum and 120 tonnes per annum by the end of 1979-80 and 1982-83 respectively. Against these estimates, as furnished in the Statement referred to in part (a) above a capacity of 104 tonnes (including other Semi Synthetic Penicillins) has already been approved which includes a capacity of 19 tonnes (including Cloxacillin) approved during the current year. Government have received some more proposals from Indian Companies to manufacture this bulk drug.

Statement

Sl. No.	Name of the Company	Letter of Intent		Industrial Licence		Production during 1979, if any
		Date	Annual Capacity (in tonnes)	Date	Annual Capacity (in tonnes)	
1	2	3	4	5	6	7
1	M/s. I.D.P.L.	..	..	30-1-78	35	Not in production.
2	M/s. Alembic	..	..	4-11-76	5	Not in production.
3	M/s. Standard	..	..	26-12-78	5 (Ampicillin & its salts)	Do.
4	M/s. Ranbaxy	..	..	19-2-79	24 (including Cloxacillin)	1084.4 Kgs. (For January 1979).

*In addition to the above HAL also possess a Letter of Intent (dt. 13-5-77) for manufacture of 30 tonnes p.a. of Semi Synthetic Pencillins and an Industrial Licence for manufacture of 5 T.P.A. of Synthetic Pencillins. They however do not produce Ampicillin Trihydrate.

Production of Coal against the original target for 1978-79

2088. SHRI MOHD. SHAFI QURESHI: Will the Minister of ENERGY be pleased to state:

(a) whether the original fifth plan target for coal for 1978-79 was 135 million tonnes;

(b) what is the production of coal as at present; and

(c) how does Government propose to fill up the shortfall?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) The original target for coal for 1978-79 as drawn up in 1974 based on an assessment of demand and incorporated in the Draft Fifth Five Year Plan (1974-79) document was 135 million tonnes. On a reassessment at the time of the mid term plan appraisal, the demand was assessed at 124 million tonnes. At the beginning of the current year, the demand was assessed at 113 million tonnes,

which was revised to 109 million tonnes in October, 1978.

(b) The production of coal in the current year from April 1978 to January 1979 was 81.46 million tonnes.

(c) During the current year upto October 1978 due to a number of constraints, such as shortage of explosives, frequent power cuts a prolonged strike in Singareni Collieries Company Limited in April-May 1978 and heavy rains and floods, the production was affected and the demand was sought to be met by drawing on stocks which came down from 12.30 million tonnes as on 1st April, 1978 to 9.87 million tonnes as on 31st October, 1978. The production has picked up since November 1978. There is no shortage of coal at the pit head, the stocks as on 1st February, 1979 being about 12.00 million tonnes. This along with the current level of production, is adequate to meet the demand. There is shortfall in despatches by rail for want of wagons, but to make up this shortfall, the movement of coal by road is allowed wherever necessary.

विस्फोटक पदार्थों की कमी के कारण खनन उद्योग के सतर्क कठिनार्थ

2089. श्री सुरेन्द्र सा सुमन : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विस्फोटक पदार्थों की कमी के कारण खनन उद्योग के विकास में बाधा पड़ रही है ; और

(ख) क्या सरकार इस कमी को पूरा करने के लिए विदेशों से विस्फोटक पदार्थों मंगाने की नीति का अनुसरण कर रही है, और यदि हाँ, तो तत्सम्बन्धी व्यौरा क्या है ?

ऊर्जा मन्त्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) कोयले के उत्पादन के लिए अपेक्षित विस्फोटक पदार्थों की सप्लाई में कमी रही है।

(ख) इस कमी को पूरा करने की दृष्टि से कोयला उद्योग के लिए पहले 1500 टन मजूर विस्फोटक पदार्थों का आयात करने के लिए कार्रवाई की गई है ताकि देश में उपलब्ध विस्फोटक पदार्थों के साथ आयात किए गए पदार्थों को मिलाकर कुल उपलब्ध बढ सके।

Consolidation of Industrial Licences

2090. SHRI CHATURBHUJ: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) how consolidation of Industrial licences in the drug industry also would help in bringing the New Drug Policy of self-reliance and decreasing prices of drugs formulations into implementation; and

(b) whether Industrial licences issued under the purview of Industries (D&R) Act are likely to change their entities without amending the Act?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The consolidation of industrial licences is one of the decisions contained in the comprehensive New Drug Policy which aims, *inter-alia*, at developing self-reliance and making drugs available at reasonable prices. Consolidation would enable effective enforcement of some of the important ratio parameters enunciated in the Policy.

(b) Necessary amendments to the I(D&R) Act and others are being sought to facilitate implementation of all aspects of the New Drug Policy.

रामनगर कोयला खान में जहरीली गैस से प्रभावित खनिक

2091. श्री राजनारायण : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रामनगर कोयला खान में जहरीली गैस से दम खनिक संभिर रूप से प्रभावित हुये हैं ;

(ख) क्या यह भी सच है कि यह गैस तेजी से फैल रही है और अभी तक इस पर काबू नहीं पाया गया है ; और

(ग) यदि हाँ, तो इसे रोकने के लिये सरकार क्या उपाय कर रही है ?

ऊर्जा मन्त्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) से (ग) . वेस्टर्न कोलफील्ड्स लि० के अधीन रामनगर कोलियरी के एक डीपिलॉगिंग बाले मौन किए गए ज़िने में 4 फरवरी, 1979 को स्वतः गर्मी पैदा हो गई थी जिने खान सुरक्षा महानिदेशालय की मनाह में शान्त करके मौन कर दिया गया था। इस निमित्तने में किसी प्रकार की बोट की वजह से किसी भी व्यक्ति को अस्पताल में दाखिल नहीं कराया गया था।

Coal Supply to Dealers on Fake Permits

2092. SHRI ROBIN SEN: Will the Minister of ENERGY be pleased to state:

(a) whether Government are aware of the fact that in collusion with certain officers of E.C.L., coal dealers get regular supply of coal against the permits issued in the name of fake or closed industry;

(b) whether Government have any method to check up this malpractice;

(c) is it a fact that Mushroom growth of coal Depots are to be found on both the side of the G. T. Road through colliery belt;

(d) if so, whether Government will enquire how these depot holders get supply of coal from the collieries; and

(e) whether Government will enquire of these depot holders have any legal permits or not?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) and (b). No, Sir. Coal is only supplied to consumers or their authorised agents against quotas duly sponsored by the respective sponsoring agencies. Coal is also not supplied to any dealer directly without proper authorisation from the respective sponsoring agencies. Officers of Eastain in each case whether an industry company do not have any power to issue permits or to ascertain in each case whether an industry having a permit is closed or fake. Therefore the question of collusion in the issue of permits for supply of coal against the permits issued in the name of fake or closed industry does not arise. Whenever complaints of fake or closed industry taking coal are received, they are referred to the concerned sponsoring agency for suitable action. Investigations are also done periodically by the Marketing Departments of the coal companies when the facts of the case are brought to the notice of the sponsoring agencies. Where there are collieries carrying large stocks of inferior grade coal for which the demand is very low, the coal is offered for open sale in limited quantities on first-come-first-served basis without requiring any sponsoring or authorisation.

(c) to (e). Licences for coal depots are issued by the State Governments. Information regarding the increase in the number of such depots and complaints of malpractices, if any, is being collected and will be laid on the Table of the House.

मांग पूरी करने के लिए कोयले का आयात

2093. श्री रामजी लाल सुमन :
श्री एन० एस्० दास :

क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार मांग की ध्यान में रखते हुए कोयले का आयात करना चाहती है ; और

(ख) यदि हाँ, तो घनत्व वर्ष कितने यूएस के कोयले का आयात करने का विचार है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री कृष्णा मुण्डा) : (क) और (ख). प्रकोकर कोयला आयात करने का कोई प्रस्ताव नहीं है। सम्भवतः माननीय सदस्य का संकेत सरकारी क्षेत्र के इस्पात कारखानों की आवश्यकता को पूरी करने के लिए प्रकोकर कोयले के आयात की ओर है। इस्पात कारखानों की आवश्यकता की पूर्ति के लिए वर्ष 1978-79 और 1979-80 में कुल मिलाकर राख की कम मात्रा वाला बढ़िया किस्म का 10 लाख टन प्रकोकर कोयला आयात करने का फैसला किया गया है जिसकी लागत लगभग 55 करोड़ रुपये होगी।

Working on Off-shore Wells in Arabian Sea and Goa Coast

2094. DR. BAPU KALDATE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have been working on off-shore wells in the Arabian sea;

(b) whether any search for oil has been going on at present on the Goa coast; and

(c) if so, what are the prospects of the oil find/Gas etc.?

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

(b) Geophysical surveys have been conducted by ONGC in the offshore area adjoining Mangalore-Karwar and offshore area between Ratnagiri and Mangalore. Currently, ONGC is also engaged in conducting reconnaissance geophysical surveys in the continental shelf between Calicut and Ratnagiri.

(c) It is too early to say anything about the prospects of oil/gas in the area. The prospects of the oil/gas find would depend on the interpretation of the data collected and the results of the exploratory drilling, if any, undertaken on the basis of the interpretation of data.

Hindustan Diamond Company

2095. **SHRI AMRIT NAHATA:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a company known as Hindustan Diamond Company Limited has been constituted;

(b) who are its shareholders; and

(c) what are the functions and objectives of this company?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) Yes, Sir, M/s. Hindustan Diamond Co. Ltd. was originally incorporated as a private limited company on 10-2-78 and subsequently it became a public limited company under section 43A(1) of the Companies Act, 1956.

(b) The names of the present shareholders of this company are as follows:

	No. of equity shares of Rs. 100 each held
1. The President of India .	17,499
2. Bank of Bermuda Ltd. .	10,499
3. Shri S. N. Sharma (an officer of Government of India) .	1
4. Shri C. K. Thanawala .	1
5. Major General Virendera Singh .	1
	28,001 shares

(c) The main objects as mentioned in the Memorandum of Association of the company, *inter alia*, are as under:

(i) To carry on business as importers, exporters, buyers and sellers or merchants in diamonds and other precious stones and cut, cleave, polish,

set and otherwise prepare for the market or deal in such stones either as principals, agents, brokers or otherwise.

(ii) To help and assist exporters of polished diamonds and other precious stones in getting their requirements of rough diamonds and other precious stones.

(iii) To carry on study and research aimed at developing export trade of diamonds and for this purpose to import rough diamonds.

(iv) To impart training to personnel in the evaluation and assortment of rough diamonds and otherwise to develop their competence in the diamond trade as such.

(v) To purchase, take on lease or otherwise acquire diamond mines, or diamond mining rights or mines or mining rights of other precious stones in the third country as may be thought fit, and to sink shafts, drifts, or headings and otherwise search for, win, quarry, work, get crush, treat and prepare for the market auriferous quartz and ore and precious stones and gems, and to take such other measures as may be necessary for exploiting the said mines.

Permanent Commissioned Officers retired/due to retire from Active Service

2096. **SHRI AHSAN JAFRI:** Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) the number of permanent commissioned officers retired/retiring from active service during 1977-78, 1978-79 and 1979-80;

(b) the number of such officers who were provided re-employment during 1977-78 and 1978-79; and

(c) the facilities available for such officers for resettlement in Govern-

ment service/public sector organisations?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The approximate number of officers retired/due to retire is as follows:—

1977-78	486
1978-79 (Todate)	581
1979-80 (Estimated)	560

(b) The number of officers provided employment is given below:—

1977-78	260
1978-79 (Todate)	172

(c) At present, there is no reservation for retired commissioned officers in Government service/Public Sector Undertakings. However, some retired officers are re-employed within the Services upto the age of 55 years, subject to availability of vacancies and some are absorbed in vacancies occurring in some of the public sector undertakings.

Scrapping of Vijayanta Tanks

2097. SHRI SAUGATA ROY: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether the Defence Ministry proposed scrapping the present Vijayanta tanks made in India and going to purchase West German tanks;

(b) if so, reasons thereof; and

(c) details of the proposal thereto?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) No, Sir Vijayantas being very good tanks any idea of scrapping them has not arisen any time. There is also no proposal at present to acquire a West German tank.

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

Team of Experts to check performance of Thermal Power Stations

2098. SHRI C. R. MAHATA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that Government have decided to constitute a roving monitoring team of experts to check the performance of certain identified thermal power stations; and

(b) if so, the details in this regard?

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

(b) A Study Group with three engineers from BHEL, NTPC and CEA has been constituted to undertake a study of the operation and maintenance of the following thermal power stations:—

- (i) Badarpur Thermal Power Station in New Delhi.
- (ii) Guru Nanak Dev Thermal Power Station in Punjab.
- (iii) Patratu Thermal Power Station in Bihar.
- (iv) Chandrapura Thermal Power Station in Bihar.
- (v) Panki Thermal Power Station in Uttar Pradesh.
- (vi) Kothagudam Thermal Power Station in Andhra Pradesh.
- (vii) Koradi Thermal Power Station in Maharashtra.

This Group will work under the guidance of the Member (Operations) of the C.E.A. The reports of the Group as and when received, will be thoroughly analysed in the C.E.A. and suitable advice and guidance will be given to the power stations concerned, wherever they are required.

Decision on Formulations and Drugs

2099. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government had taken the decision just on 350-odd formulations out of a total 10,000 formulations and 9 (nine) basic drugs; and

(b) if so, the details of the decisions taken?

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

Government effected in December, 1978, reduction in the prices of 352 packs of formulations based on bulk drugs, namely, Doxycycline, Oxytetracycline (its salts and derivatives), Sulphaguanidine, Gentamycin Sulphate, Chloramphenicol Powder, Phenobarbitone and Analgin. The prices of formulations based on Gentamycin Sulphate were further reduced by the Government on February 15, 1979.

(b) The price reductions referred to at (a) above, cover important branded formulations. The effect of reductions for a few leading producers is indicated below:

Sl. No.	Name of the manufacturer	Name of the Drug	Important branded formulations whose price was reduced w.c.f. 20-12-1978	Percentage reduction
1	Pfizer . . .	Oxytetracycline derivatives	its salts & Terramycin	0.5% to 14%
2	I.D.P.I. . .	Doxycycline . . .	Vivacycline	16% to 18%
3	Dolphin. . .	Doxycycline . . .	Dext . . .	20%
4	I.D.P.I. . .	Sulphaguanidine . . .	Sulphaguanidine	13% to 16%
5	Indian Schering . .	Gentamycin . . .	Genticyn . . .	10 to 43%
6	C.E. Fulford . .	Gentamycin . . .	Garanyxin . . .	10 to 41%
7	Parke Davis . .	Chloramphenicol . .	Chloromycetin . .	1% to 9%

फिल्मों में अपराध-दृश्यों का प्रभाव

2100. श्री मृण्मय प्रसाद वर्मा: क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या उनका ध्यान इस तथ्य की ओर दिलाया गया है कि फिल्मों में आकर्षक ढंग से बुरे कार्य और अपराध दृश्य दिखाने से विशेषकर युवकों पर बुरा प्रभाव पड़ता है तथा विभिन्न स्थानों के युवा अपराधियों ने यह स्वीकार किया है कि उन्हें ऐसे अपराध करने का साहस फिल्मों में बैंक डकैती, चोरी, हत्या, लड़ाई और महिलाओं के साथ भ्रष्ट व्यवहार के दृश्यों से मिला; और

(ख) अपराध, बुरे कार्य और अश्लील दृश्यों वाली फिल्में दिखाने की अनुमति देने के बारे में सरकार की क्या नीति है?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी): (क) और (ख). इस देश में सिनेमा के हिंसा, अपराध, धादि से नैमित्तिक सम्बन्ध के बारे में कोई औपचारिक अध्ययन नहीं किया गया है। तथापि, सरकार युवा और अपरिपक्व मस्तिष्कों के वाणिज्यिक फिल्मों में कतिपय प्रकार के दृश्यों से बुरी तरह प्रभावित होने के खतरे से घबराती है। इसी कारण से लोक प्रदर्शन के लिए निमित्त फिल्मों के सम्बन्ध में सेंसरशिप पद्धति चलाई जा रही है। इस प्रकार की सभी फिल्मों की जांच फिल्म सेंसर बोर्ड द्वारा चल बिजुल अधिनियम, 1952 के उपबन्धों तथा इनके अन्तर्गत जारी किए गए मार्गदर्शी सिद्धान्तों के अनुसार की जाती है। मार्गदर्शी सिद्धान्तों में गैर बर्ष संशोधन किया गया है। इन मार्गदर्शी सिद्धान्तों के अनुसार, बोर्ड को यह सुनिश्चित करना होता है कि हिंसा बैंक समाज विरोधी किमार्ग उत्कृष्ट या न्यायोचित न ठहराई जाए, अपराधियों या अन्य दृश्यों या शब्दों की ऐसी कार्य-प्रणाली, जिससे

किसी अपराध का करना उद्दीप्त होने की सम्भावना हो, चितित न की जाए तथा हिंसा और मरता के निरर्थक या परिहृत्य वृत्त न दिखाए जाएं। अनिर्बन्धित लोक प्रदर्शन के लिए उपयुक्त किस्मों को 'यू' प्रमाण-पत्र दिए जाते हैं। जो किस्में इस प्रकार के प्रदर्शन के लिए उपयुक्त नहीं होतीं किन्तु व्यक्तियों के लिए निर्बन्धित लोक प्रदर्शन के लिए उपयुक्त होती हैं, उनको 'ए' प्रमाण-पत्र दिए जाते हैं।

पेट्रोलियम और डीजल का आयात

2101. श्री बीरेन्द्र प्रसाद : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार ने वर्ष 1978-79 में कितनी मात्रा में पेट्रोलियम और डीजल का आयात किया; और

(ख) इन का आयात प्रति लिटर किस दर पर किया जाता है और देश में इनकी बिजो किस दर पर की जाती है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमन्तजी लम्बन बहुगुणा) : (क) वर्ष 1978-79 के दौरान आयात की जाने वाली अधोषिप्त तेल तथा रीजल की मात्रा निम्नलिखित है:—

अधोषिप्त तेल	15.00 मिलियन मी. टन
हार्ड स्पीड डीजल तेल	1.1 मिलियन मी. टन

(ख) वर्ष 1978-79 के दौरान अधोषिप्त तेल के आयात की औसत दर 722.71 ₹ प्रति किलो लीटर होने की भांशा है। वर्ष 1978-79 के दौरान आयात किए गये हार्ड स्पीड डीजल तेल की औसत लागत 976.58 ₹ प्रति किलो लीटर होने की भांशा है। देश में इसी रूप में अधोषिप्त तेल नहीं बेचा जाता। इसका मोघनवालाधों में मोघन किया जाता है और उससे प्राप्त उत्पादों को बाजार में बेचा जाता है। हार्ड स्पीड डीजल तेल का मूल अधिकतम विनय मूल्य संलग्न विवरण में दर्शाया गया है।

विवरण

(₹ प्रति किलो लीटर)

सप्लाई के स्थान	एच. एस. डी.
बम्बई/कोयली	1161.17
कोचीन	1160.55
मद्रास	1172.60
विजाप	1166.31

सप्लाई के स्थान	एच.एस.डी.
करोली/हल्दिया/मोहादी/दिम्बोई	1173.37
कलकत्ता	1195.30
काण्डला	1200.03
ओखा	1210.46
गोघा	1194.20

नोट:—ऊपर दर्शायी गयी कीमत में विक्रय कर, चगी तथा अन्य स्थानीय कर सम्मिलित नहीं हैं।

बीकानेर के समीप पलाना कोयला खानों का बन्द होना

2102. श्री बीलत राम सारन : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान में तथा अन्य क्षेत्रों में भी, जहाँ इस प्रकार का कोयला उपलब्ध है, कोयले की किस्मों का निर्धारण करने के लिए कभी कोई सर्वेक्षण किया गया है;

(ख) बीकानेर के समीप पलाना कोयला खानें कब बन्द की गईं तथा उन खानों से कितनी अवधि तक कोयला निकाला गया;

(ग) वहाँ कितने श्रमिक कार्य करते थे तथा उन पर सरकार ने कितनी पूंजी लगाई थी;

(घ) क्या इन कोयला खानों का सर्वेक्षण सोवियत रूस से प्राये कुछ विशेषज्ञों द्वारा किया गया था, उन पर कितनी राशि खर्च की गई तथा उन विशेषज्ञों की रिपोर्ट क्या है; और

(ङ) उपर्युक्त रिपोर्ट पर अनुषंगी कार्यवाही न करने के क्या कारण हैं ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री कनेवर सिंह) : (क) जी हाँ। कोयले की हेबल एक किस्म अर्थात् जिम्नाइट राजस्थान में पाई जाती है। इसकी खानें पलाना में खोली गई थीं।

(ख) और (ग) पलाना जिम्नाइट खान 1969 में बंद कर दी गई थी। इसमें लगभग 40 लाख रुपये लगाया गया था और लगभग 150—200 कामगार काम करते थे।

(घ) और (ङ). जी हाँ। राज्य सरकार ने पलाना में जिम्नाइट के शोधनकास्ट खनन की योजना तैयार करने के लिए एक कमीटी (मेसर्स माहिनी—

एक्सपोर्ट) की सेवाएं की थी। इस कर्म ने एक लाख रुपये मुक्त किया था। उसकी रिपोर्ट जिन नवैशानिक प्राकृतिक पर आधारित थी वे अप्रत्याशित थे।

राजस्थान राज्य बिजली बोर्ड लिमिटेड बनन योजना को फिर तैयार करने के लिए किसी परामर्श-दाता की सेवाएं लेने की सभाषना पर विचार कर रहा है।

Demand for Division Benches of High Courts

2103. SHRI K. A. RAJAN:
SHRI P. K. KODIYAN:

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

(a) whether it is a fact that the demand by Kerala and some other States for division benches of High Courts is pending before the Centre for the last several years;

(b) if so, what are the reasons for this delay in taking a decision on the subject; and

(c) when a final decision is expected to be taken?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). The Government of Kerala sent a proposal for establishment of a Bench of the Kerala High Court at Trivandrum in September, 1971. They were addressed in July, 1973 for completing certain statutory consultations but no reply was received. The State Government have intimated in June, 1978 that the matter is still engaging their attention. Similarly the Government of Tamil Nadu sent a proposal for establishment of a Bench of the Madras High Court at Madurai in September, 1977. They were requested to forward the views of the Chief Justice of Madras High Court on the proposal. No reply from the State Government has yet been received. The Government of Uttar Pradesh wrote to the Government of India in March, 1978 that they were of the opinion that there was justification for the establishment of a Bench of the Allahabad High Court for the Western Districts of Uttar

Pradesh. They did not recommend any specific place where such a Bench should be set up nor did they indicate the districts to be brought within its jurisdiction. They said that they would send their proposals in this behalf later. The complete proposal of the State Government is still awaited. Similarly the Government of Maharashtra have also sent a proposal for establishment of Benches of the Bombay High Court at Aurangabad and Pune. Further consideration would be given to the question of establishment of Benches after complete information from the State Governments concerned has been received.

Short Supply of Diesel and other Petroleum Products

2104. SHRI G. NARASIMHA REDDY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the main reasons of short supply of Diesel and other petroleum products in our country in the last three months;

(b) who is responsible for this failure; and

(c) what steps Government have taken to see that there is continuous and sufficient supply of Petroleum Products?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The temporary shortages in the availability of high speed diesel and certain other petroleum products during the past three months or so were caused by a number of factors. Some dislocation in the movement of products took place as a result of labour problems and congestions in Bombay and Kandla ports from time to time since October, 1978. There were also some setbacks in the production plans to Barauni and Koyali refineries on account of labour as well as technical problems. Railway loadings also fell below targets on some occasions. However, one of the most important reasons for the-

temporary shortage was the exceptionally fast rate of growth of the demand for these products particularly, diesel at a time when there were acute difficulties in obtaining supplies of crude and products from traditional suppliers in Iran.

(b) Although temporary shortages were experienced, there has been no failure in maintaining supplies. In fact, the overall growth rate of sales of petroleum products during November, 1978 to January, 1979 was 11.3 per cent as compared to sales during the corresponding period last year. Maintenance of supplies to meet this high growth rate of sales in the present year has been possible only due to extraordinary exertions on the part of all concerned and the question of responsibility for failure does not arise.

(c) Government have taken and will continue to take all necessary steps to ensure that adequate quantities of crude as well as petroleum products are imported in time and that the refineries work as nearly as possible to full capacity. Very close liaison has been established with the Ministries of Shipping and Transport and Railways to ensure that the movement of crude and products is not held up at any point. The position is likely to come back to normal as soon as the international market for crude products stabilises as a result of the resumption of oil production and exports by Iran. This is expected to take place very shortly.

Modernisation of FACT, Alwaye

2105. SHRI B. K. NAIR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any concrete proposal before Government to expand, modernise and diversify the production pattern of the FACT, Alwaye;

(b) if so, the details thereof—particularly the total cost involved the new items to be produced, the total increase in employment envisaged; and

(c) the possible dates of commencement of each of these activities and the period to be taken for the completion thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) A proposal to set up facilities for the manufacture of caprolactum, as a scheme of diversification of the Udyogamandal unit of FACT has been received and its techno-economic appraisal is on hand.

(b) The feasibility report prepared by FACT for the scheme envisages setting up of a 50,000 tonnes per annum Caprolactum plant at an estimated cost of Rs. 152 crores. There would not be any increase in employment on account of the proposed project since the personnel to be rendered surplus, as a result of the phasing out of the units at Udyogamandal that have outlived their useful life, would be mainly absorbed.

(c) The feasibility report envisages a completion schedule of 45 months for the project from the zero date.

राजस्थान में प्राकृतिक गैस और तेल

2106. श्री बीठा लाल पटेल : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राजस्थान के रेगिस्तानी क्षेत्रों में प्राकृतिक तेल और गैस की संभावनाओं का पता लगाने का कार्य अन्ततः श्रमा किया है; और

(ख) क्या सरकार यह कार्य पुनः प्रारम्भ करेगी, यदि हाँ, तो कब और यदि नहीं, तो इसके क्या कारण हैं ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमबती लखन बहुगुणा) : (क) जी, नहीं ।

(ख) तेल एवं प्राकृतिक गैस प्रयोग द्वारा राजस्थान के रेगिस्तान वाले क्षेत्रों में हाइड्रोकार्बन को खूबने के प्रयास जारी हैं । इस समय एक भूकम्पीय दल, एक गुरुत्वाकर्षण चुम्बकीय दल, भू-वैज्ञानिक दल और कम गहराई तक खूबाई करने वाला एक दल इस क्षेत्र में कार्य कर रहा है ।

Electricity Consumption in Punjab

2107. SHRI BALWANT SINGH RAMOOWALIA: Will the Minister of ENERGY be pleased to state:

(a) what is the annual rate of increase of electric consumption in Punjab;

(b) is this increase much more as compared to the national figures;

(c) if so, what steps have the Union Government been taking to meet the increased demand; and

(d) does his Ministry think of keeping Punjab in special consideration category in approving the schemes of Punjab Government to enhance the production of electricity?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) and (b). The increase in the electricity consumption in Punjab during 1976-77 was 15.2 per cent against an all India figure of 11.2 per cent and it was 9 per cent in 1977-78 as against an all India figure of 1.8 per cent.

(c) and (d) A number of new thermal and hydel generating stations are being installed in Punjab to meet the increasing power demand in the State, in addition to getting assistance from Central generation projects.

Proposal to give Concessions in T.V. and Radio Licences

2108. SHRI DURGA CHAND: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal under consideration of Government to give concession for licence fee in respect of Radio sets to those who are having T.V. sets as it is being given in the case of Transistors and Radio and

(b) if so, what are the details thereof and if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) No, Sir.

(b) Does not arise.

Border Roads Development Board

2109. DR. VASANT KUMAR PANDIT: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether the employees of the General Reserve Engineer Force under the Border Roads Development Board has presented to Government recently their demands and grievances;

(b) if so, what are the main grounds of their grievances and what steps does Government propose to take to redress them; and

(c) under what Regulations or Rules or Act is their employment and conditions determined?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c). Some grievances of members of the Force are in Governments knowledge.

These relate to various terms and conditions of service and are under consideration.

The terms and conditions of service of members of the Force are generally speaking, as laid down in the Border Roads Regulations, and are the same as applicable to non-industrial civilians in Defence Services. For purposes of discipline, they are governed by the provisions of Central Civil Services (Classification, Control and Appeal) Rules, 1965, as well as certain specific provisions of the Army Act, 1950 and the Rules made thereunder.

Foreign Loan for Nagarjunasagar Project

2110. SHRI G. S. REDDI: Will the Minister of ENERGY be pleased to state:

(a) whether any loan from a foreign country for the Nagarjunasagar project has been obtained recently;

(b) if so, what will be the benefit additionally available due to the utilisation of this loan;

(c) when will the benefits begin to flow; and

(d) which additional areas in Andhra Pradesh will be benefited?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Yes, Sir. Two loans from foreign countries, viz. one from Saudi Fund for Development, Saudi Arabia and the other from Overseas Economic Co-operation Fund (OECF), Japan, have been obtained recently for establishment of power plant at Nagarjunasagar Dam.

(b) The loan from Saudi Fund is for the installation of one 110 MW Conventional Generating Unit and the loan from OECF, Japan is for installation of 4 x 100 MW Reversible Pump Turbine Units at the Nagarjunasagar Power Plant.

(c) The 110 MW Conventional Generating unit has already been commissioned in January, 1978 and is in operation. The benefits from reversible pump turbine units will begin to flow in 1980.

(d) The power generated from the Nagarjunasagar Power plant is being fed into the Andhra Pradesh Grid, thus benefitting the entire State.

Committee set up to improve Working of Temples

2111. SHRI KANWAR LAL GUPTA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware of the fact that the Government set up a Committee under the Chairmanship of Ramaswamy Iyer to suggest the improvement in the working of temples;

(b) if so, what were its recommendations;

(c) what action has been taken by Government on the main recommendations of this Committee;

(d) whether Government are aware of the fact that in many cases the funds of the temples are misused; and

(e) if so, what specific steps Government propose to take to see that the funds are used for the good purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) Yes, Sir. A Commission under the Chairmanship of late Dr. C. P. Ramaswamy Iyer was constituted in 1960 for the purpose of making an inquiry into various matters connected with Hindu public religious endowments and not merely temples. The report of the Commission was laid on the Table of Lok Sabha on the 12th August, 1962, and as such; is an accessible document.

(b) Chapter XVI of the report of the Commission contains a summary of the recommendations made by the Commission.

(c) With a view to implementing the recommendations of the said Commission, a Bill entitled the Hindu Religious Endowments Bill, 1965 was introduced in the Third Lok Sabha and it lapsed on the dissolution of that Lok Sabha. Thereafter, a more comprehensive Bill entitled the Public Trusts Bill, 1968 applicable to all public religious and charitable trusts irrespective of the religious denomination to which they might belong was prepared and circulated to the State Governments and Union territory Administrations for comments. The present Government has taken up the matter in earnest and at present it is under consideration of a Sub-Committee of the Cabinet.

(d) and (e). Some representations have been received by the Government to the effect that the funds of certain temples are not being properly used. As the position stands at present, the administration of temples falls within the executive power of the States and

certain States have already enactments providing for the better administration and supervision of temples and other public religious and charitable endowments.

Number and Investment made by Multinationals

2112. SHRI RAM KISHAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many subsidiaries and branches of different multinationals exist in India in 1978;

(b) what is the total amount of capital invested in these subsidiaries and branches; and

(c) how much amount the said subsidiaries and branches have taken out of India during the past ten years, giving the year-wise details?

THE MINISTER OF STATE IN THE MINISTRIES OF HOME AFFAIRS

AND LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) As on 31-3-1978, there were 146 subsidiaries and 473 branches of multinationals operating in India.

(b) The total amount of capital invested by 146 subsidiaries of multinational corporations as on 31-3-1978 as represented by the value of their assets in India is provisionally placed at Rs. 1740 crores. As for the branches of multinational corporations, the value of assets in India as on 31-3-78 of 368 branches out of 473 branches works out to around Rs. 2390 crores, on the basis of their available balance sheets. Most of the remaining branches the total of 368 branches are in the process of closing down their business in India.

(c) The year-wise details about the remittances made abroad by foreign companies in India for the period 1967-68 to 1976-77 as furnished by the Ministry of Finance are given in the ches as also some of those included in

Statement

Remittances made abroad by Foreign Companies in India

(Rs. in crores)

Year	Profits	Dividends	Royalty	Technical know-how	Interest	Total
1967-68	15.95	32.70	4.32	14.68	..	67.65
1968-69	12.96	30.25	4.78	17.97	..	65.96
1969-70	12.72	31.41	5.80	13.05	9.28	72.26
1970-71	13.12	43.48	5.23	20.63	12.80	95.26
1971-72	9.94	38.87	5.86	13.90	12.13	80.70
1972-73	15.54	39.08	7.33	11.33	15.60	88.88
1973-74	21.91	37.51	6.21	14.08	16.27	95.98
1974-75	7.19	18.46	8.46	12.56	36.70	83.37
1975-76	20.36	24.84	10.49	25.66	24.65	106.00
1976-77	13.10†	48.50	15.90	37.80	Not available	115.30*

†Provisional

*Excludes interest.

Reported Statement of President of A.I.R. and Electronic Association

2113. SHRI JANARDHANA POOJARY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government's attention has been drawn to the reported statement published in Financial Express of 24th January, 1979 by the President of the AIR and Electronic Association that the number of radios in the country could increase two-fold in a year or two if the system of licences is abolished; and

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

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

(b) The entire question of the radio licence fees including proposals for its abolition on all or some categories of radio sets is being examined.

भारत कोलिंग कोल लिमिटेड की खानों के बंद होने के कारण हानि

2114. श्री सुबराज : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या "इन्टक" द्वारा समर्थित नेशनल कोल माइन वर्कर्स यूनियन के आह्वान पर भारत कोलिंग कोल लिमिटेड के अधीन 75 प्रतिशत कोयला खानों को बन्द कर दिया गया था; और

(ख) यदि हा, तो उसके परिणामस्वरूप कितनी हानि हुई और उत्पादन में कितनी कमी हुई ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) भारत कोलिंग कोल लि की 87 कोलियरियों में से 81 कोलियरियों के कामगारों ने 5 फरवरी को एक दिन की हड़ताल की। हड़ताल का आह्वान करने वाली यूनियन थी—राष्ट्रीय कोलियरी मजदूर संघ (इंटक), युनाइटेड कोल वर्कर्स यूनियन (ए०आई०टी०यू० सी), बिहार कोलियरी कामगार यूनियन (सी टू) और अन्य यूनियनें।

(ख) इससे उत्पादन में 69,493 टन कोयले की कमी हुई जिसकी कीमत लगभग 57 लाख रुपये थी।

Rural Electrification Schemes in Tribal Sub-Plan Area in Orissa

2115. SHRI GIRIDHAR GOMANGO: Will the Minister of ENERGY be pleased to state:

(a) the number of Rural Electrification Corporation Schemes sanctioned in the Tribal Sub-Plan Areas, district-wise, for the State of Orissa by his Ministry in Fifth Plan and annual plans of Sixth Plan;

(b) the names of the Rural Electrification Schemes and loan provided to the State Government under this scheme so far, district-wise;

(c) whether his Ministry earmarked allocation for the Tribal Sub-Plan Areas of that State and released money for the tribal area schemes of Orissa; and

(d) if not, the schemes and procedure adopted by his Ministry to check the diversion of fund earmarked for the tribal areas by the States?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Rural Electrification Corporation sanctioned 34 rural electrification schemes in the tribal areas in 6 districts of Orissa covered under the Tribal Sub-Plan during the Fifth Plan and Annual Plan 1978-79 (upto 28-2-1979) of the Sixth Plan. The district-wise position is as follows:—

Sl. No.	District	No. of schemes sanctioned
1.	Koraput	11
2.	Mayurbhanj	8
3.	Phulbai	5
4.	Keonjhar	4
5.	Ganjam	3
6.	Sundergarh	3
TOTAL		34

(b) The names of the 34 schemes sanctioned district-wise, the loan amount sanctioned and the loan disbursed so far in respect thereof are shown in Statement enclosed.

(c) and (d). The Corporation had earmarked Rs. 9.50 crores for disbursement to the Orissa State Electricity Board during the Fifth Plan period as loan in respect of rural electrification schemes for tribal areas. These included loan instalments in respect of the schemes sanctioned in the Fifth

Plan period (1974-79) as also the on-going schemes sanctioned in earlier years. An amount of Rs. 6.71 crores had been disbursed for such schemes upto March 1978 (4 years).

A sum of Rs. 3.73 crores has been earmarked for disbursement to the Orissa SEB during 1978-79 for providing loans in respect of rural electrification schemes in tribal areas. Rs. 1.33 crores were disbursed upto 2-3-1979.

Statement

DETAILS OF RURAL ELECTRIFICATION SCHEMES SANCTIONED BY REC.
IN TRIBAL AREAS IN ORISSA (As on 28-2-1979)

(Rs. in lakhs.)

Sl No.	Name of Scheme & Distt.]	Loan amount sanctioned	Loan amount disbursed
1	2	3	4
<i>Koraput</i>			
1	Bissamachittack	21.918	16.439
2	Kotpad	45.634	38.800
3	Boipariguda	61.894	49.845
4	Lampatapur	15.357	14.457
5	Narayanpatna	80.811	37.286
6	Ramanaguda	49.628	34.752
7	Dadugaon	79.648	42.914
8	Kashipur.	13.728	6.549
9	Bariguma	31.871	26.579
10	Malumela	55.003	20.687
11	Nandapur	29.920	24.624
	Sub-Total	485.412	312.932
<i>Mayurbhanj</i>			
1	Sarat	28.021	23.045
2	Raruan	57.353	40.147

1	2	3	4
3	Joshipur	62.30	49.845
4	Mulda	41.499	35.279
5	Sulipadda	30.299	21.209
6	Thakurmunda	40.834	9.800
7	Bisol	57.079	13.700
8	Rairangpur	26.930	6.463
	Sub-Total	344.320	199.488
<i>Phulbani</i>			
1	Raikia	40.339	28.238
2	Nuagaon	47.326	18.930
3	Chakapada	58.620	24.819
4	Phulbani	25.486	10.195
5	Phiringia	39.256	9.421
	Sub-Total	211.027	91.603
<i>Keonjhar</i>			
1	Talkoi	37.929	26.992
2	Harishchendrapur	35.509	24.857
3	Banspal	31.917	12.767
4	Jhumpara	78.795	18.910
	Sub-Total	184.150	83.526
<i>Ganjam</i>			
1	Glimma	42.017	14.651
2	Mahna	63.613	20.417
3	Raygada	55.029	—
	Sub-Total	160.659	35.068
<i>Sundergarh</i>			
1	Bonigarh	21.350	7.473
2	Kuaramda	22.782	—
3	Gunundia	30.012	—
	Sub-Total	74.144	7.473
	GRAND TOTAL	1439.712	730.890

New Radio Station in Orissa in Sixth Plan

2116. SHRI GIRIDHAR GOMANGO: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether his Ministry propose to open new Radio Stations in the State of Orissa during Sixth Plan; and

(b) if so, the places selected for the proposed Radio Stations in that State?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) No, Sir.

(b) Does not arise.

Formulation work allotted to Multi-national Drug Coy. by Antibiotic Ltd., Pimpri

2117. SHRI R. K. MHALGI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Hindustan Antibiotics Ltd., Pimpri (Pune, Maharashtra) have allotted the work in its section of formulation to a large multi-National Drug Company;

(b) if so, since when;

(c) how much total amount so far paid by Hindustan Antibiotics Limited to the said Multi-National Company;

(d) whether HAL have given chance and trial to any small scale Industry in the State or locality; and

(e) if not, the reasons thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b) Yes, Sir. Hindustan Antibiotics Ltd. has entrusted some work mainly vialing of Benzly Penicillin Sodium 5 lacs and 10 lacs dosage to M/s. Merck Sharp & Dohme of India Ltd., Bombay, on loan licence basis from March 1978 at the rate of 10-12 lakh vials per

month. This has been done after ascertaining from several other viallers whether they would be willing to do so and also, after ensuring that the capacity available in HAL for vialling is fully utilised and that there is no small scale industry engaged in the sterile filling of dry powder (antibiotics) for injectable purposes.

(c) Rs. 32.95 lakhs has been paid to the said M/s. Merck, Sharp & Dohme towards charges for conversion, including the cost of glass vials and rubber stoppers.

(d) Yes, Sir. For formulations other than (sterile) injectables, HAL had entered into loan licensing arrangements with two small scales units, one of which still continues to be operative.

(e) Does not arise.

Representation regarding "Mrudung"

2118. SHRI R. K. MHALGI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that Government received a written representation in the year 1978 from one Shri Shankararao Mangalvedhakar, Principal of Maharashtra Sangeet Vidyalay, Pandhapur (Maharashtra) regarding "Mrudung" and Government's attitude;

(b) if so, what are the suggestions and demands made in the said representation; and

(c) what action have Government taken or propose to take soon in regard to the suggestions and demands in the said representation?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) to (c) Yes, Sir. A representation from Shri Shankararao Mangalvedhakar was received on 21-12-78 in which the following suggestions and demands have been made:—

(i) Solo recitals of Mrudung (Pakhawaj) from AIR Stations

including in the National Programme.

(ii) National awards for Mrudung artists.

(iii) Encouragement to young and veteran Mrudung artists.

(iv) First class railway fare to all Mrudung artists.

The representation is under the consideration of All India Radio.

कोयला प्रोसेसिंग संयंत्र

2119. श्री सुधराज : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि

(क) क्या कुछ कोयला प्रोसेसिंग संयंत्र कार्यरत हैं और कुछ अन्य निर्माणाधीन हैं,

(ख) क्या सरकार नयी खानों का विकास करने जा रही है और वर्तमान खानों से अधिक से अधिक कोयला खोदने का प्रयास भी कर रही है, और

(ग) यदि हाँ, तो कुल कितने संयंत्र चालू हैं और कितने संयंत्र निर्माणाधीन हैं, कितनी नयी कोयला खानों का विकास किया जायेगा तथा उनसे कितने कोयले के उत्पादन की संभावना है और कब तक और यदि नहीं तो इसके क्या कारण हैं ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री जनेश्वरे निम्ब) : (क) जी हाँ।

(ख) जी हाँ।

(ग) कोल इंडिया लि० और तिगरी की कोलियरीज क० लि० के संबंध में सूचना इस प्रकार है—

(i) विद्यमान बासरिया 9

(ii) निर्माणाधीन बासरिया 3

(iii) प्रस्तावित नई बासरिया अनुमोदित/विचाराधीन 4

अगले वर्ष से उत्पादन शुरू करने वाली नई खानों/पुनर्गठन योजनाओं की संख्या 40 है। इनसे 1982-83 तक 34 61 मिलियन टन कोयले का उत्पादन होने लगेगा।

गुजरात में नये उर्वरक कारखानों की स्थापना

2120. श्री धर्मसिंह भाई पटेल : क्या वेदुलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि

(क) क्या गुजरात में नये उर्वरक कारखाने स्थापित करने के कोई प्रस्ताव इस समय विचाराधीन हैं;

(ख) यदि हाँ, तो ये प्रस्ताव किन-किन पार्टियों से प्राप्त हुए और वे कब से विचाराधीन हैं और इसके क्या कारण हैं,

(ग) प्रस्तावित नये उर्वरक कारखाने कहा-कहा पर लगाये जायेंगे और इन प्रस्तावों में किस प्रकार के उर्वरकों और उनके कितने वार्षिक उत्पादन के बारे में कहा गया है; और

(घ) ये प्रस्ताव कब और किस प्रकार स्वीकृत किये जायेंगे,

वेदुलियम, रसायन और उर्वरक मंत्री (श्री हेमवती लखन बहुगुणा) : (क) जी, हाँ।

(ख) से (घ) : एक विवरण पत्र सभा पटल पर प्रस्तुत किया जाना है।

विवरण

क्रम सं०	पार्टी का नाम	प्रस्ताव की प्राप्ति की तिथि	स्थल	उत्पाद का नाम और वार्षिक क्षमता	वर्तमान स्थिति
1	2	3	4	5	6
1	मैसर्स ब्रादर्स कैमिकल्स एण्ड फर्टिलाइजर्स लि०	मार्च, 1978	उधना	सिंगल सुपर फास्फेट का प्रतिवर्ष 66,000 मी० टन।	सरकार द्वारा आवेदन-पत्र पर विचार किया गया है और निर्णय शीघ्र लिए जाने की संभावना है।
2	मैसर्स गुजरात नर्वेदा वैसी फर्टिलाइजर्स कम्पनी लि०	मई, 1978	भरीच	(i) अमोनिया का प्रतिवर्ष 4,50,000 मी० टन। (ii) यूरिया का प्रतिवर्ष 5,94,000 मी० टन	कम्पनी ने शीघ्र एक विस्तृत सम्भाव्यता रिपोर्ट प्रस्तुत नहीं की है।
3	मैसर्स गुजरात स्टेट फर्टि-	सितम्बर, 1978	बड़ीदा	(i) अमोनिया का प्रति-	

1	2	3	4	5	6
लाइजर्स लि०	1978			वर्ष 4,45,500 मी० टन । (ii) यूरिया का प्रतिवर्ष 7,42,500 मी० टन ।	वही
4 मैसर्स नेशनल फर्टिलाइजर्स लि० इंडियन फारमर्स फर्टिलाइजर कोऑपरेटिव लि०	नवम्बर, 1978	हाजिरा, जिला सूरत	(i) घमोनिया का प्रतिवर्ष 2,91,000 मी० टन । (ii) यूरिया का प्रतिवर्ष 13,72,000 मी० टन ।		विस्तृत सम्भाव्यता रिपोर्ट का मूल्यांकन किया जा रहा है ।
5 मैसर्स फार्मसी मोरारजी कैमि-कल्स कम्पनी लि०	दिसम्बर, 1978	ग्रंथसेश्वर	सियल सुपर फास्फेट का प्रतिवर्ष 75,000 मी० टन ।		सरकार द्वारा प्रावेदन-पत्र पर विचार किया गया है और निर्णय शीघ्र ही लिए जाने को आशा है ।
6 मैसर्स इंडियन फारमर्स फर्टिलाइजर कोऑपरेटिव लि०	जनवरी, 1979	कांडला	एन० पी०के० उर्वरकों का प्रतिवर्ष 1,33,000 मी० टन ।		प्राप्त पत्र को श्रीधो गिक लाइसेंस में बदलने के लिए प्रावेदन-पत्र जो 18-1-79 को प्राप्त किया गया था उस पर सरकार द्वारा विचार किया गया है और निर्णय शीघ्र लिये जाने की आशा है ।

इसके प्रसिद्धित, मैसर्स पालिमर कारपोरेशन आफ गुजरात लि० को उनकी बढ़ी हुई की विद्यमान फैक्टरी में 10,000 मी० टन घमोनिया मन्केट के निर्माण के लिए एक आवास-यंत्र जारी किया गया है ।

सौराष्ट्र में तेल की खोज के लिए खुदाई कार्य

2121. श्री धर्मेन्द्र भाई पटेल क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि

(क) क्या गुजरात के सौराष्ट्र क्षेत्र में समुद्र-तट से दूर और समुद्र तटवर्ती तेल की खोज के लिए खुदाई कार्य किया गया है और यदि हाँ, तो यह खुदाई कार्य कब किया गया था;

(ख) किस स्थानों पर कितनी मात्रा में तेल के पाये जाने की संभावना है;

(ग) सौराष्ट्र क्षेत्रों में कितने स्थानों पर समुद्र तट से दूर और समुद्र तटवर्ती तेल की खोज के लिए शीघ्र ही खुदाई कार्य प्रारंभ किया जायेगा; और

(घ) सौराष्ट्र क्षेत्र में कितने और किन किन स्थानों पर समुद्र तट से दूर और समुद्र तटवर्ती तेल में खुदाई कार्य किया गया है और इसके क्या परिणाम निकले ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमचन्द्र लखन बहुगुणा): (क) सौराष्ट्र क्षेत्र में और अणुतटीय सौराष्ट्र बेसिन में दोनों में ही कोई तटवर्ती खुदाई नहीं की गई है । तथापि 1970-71 में एलियाबेट में अणुतटीय खुदाई की गई थी परन्तु वहा पर कोई वाणिज्यिक रूप से तेल प्राप्त नहीं हुआ था । बम्बई हाई के उत्तर में सौराष्ट्र सैटलाईट-1 नामक अन्य कुआँ 4502 मीटर की गहराई तक खोदा गया था और यह भी सूखा पाया गया ।

(ख) इस समय यह कहना संभव नहीं है कि कहां पर तेल मिलने की संभावना है और कितनी मात्रा में तेल प्राप्त होगा ।

(ग) खुदाई करने के लिए कोई तुरन्त योजना नहीं बतायी गयी है । परन्तु 1979 के अन्त में अणु-तटीय क्षेत्र में अधिक भूकम्पीय सर्वेक्षण करने की योजना बनायी गई है ।

(घ) बीसा उपयुक्त (घ) में है ।

गुजरात में कोयले की कमी

2122. श्री धर्मसिंह भाई पटेल : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस समय देश में कोयले की कमी है; यदि हाँ, तो किस प्रकार के कोयले की सप्लाई कम है तथा कितनी कम है ;

(ख) इस कमी को कब और किस प्रकार दूर किया जायेगा;

(ग) क्या गुजरात में भी कोयले की कमी है तथा 1 अप्रैल, 1978 से 28 फरवरी, 1979 तक की अवधि में गुजरात की प्रति महीने कितनी मात्रा में प्रत्येक किस्म के कोयले की सप्लाई की गई है;

(घ) गुजरात में कोयले की यह कमी कब और कैसे दूर करने का विचार है;

(ङ) क्या यह सच है कि गुजरात सरकार ने राज्य में कोयले की कमी की ओर केन्द्रीय सरकार का ध्यान दिलाया है, और

(च) यदि हाँ, तो इस संबंध में क्या कार्यवाही की गई है अथवा करने का विचार है ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्रीजनेश्वर मिश्र) : (क) और (ख) खान मुहानों पर कोयले की कोई कमी नहीं है। पहली फरवरी, 1979 को यह स्टॉक लगभग 12 मिलियन टन था। फरवरी, 1979 में स्टॉक घट और भी बढ़ गया है। यह स्टॉक इसके साथ खाल उत्पादन देश में कोयले की मांग को पूरा करने के लिए पर्याप्त है। कोयले की बूलाई के लिए बैंगनों की सप्लाई में सुधार की दृष्टि से रेलवे के साथ घनिष्ठ सम्पर्क रखा जा रहा है। रेल द्वारा कोयले के प्रेषण को पूरा करने के लिए जहाँ कहीं जरूरी समझा जाता है, सड़क द्वारा कोयला ले जाने की भी अनुमति दी जाती है।

(ग) से (च) कोयले की अपर्याप्त सप्लाई के बारे में गुजरात के कुछ उद्योगों जैसे—सूती कपड़ा मिलें, बिजलीघर, रसायन आदि—तथा राज्य सरकार से भी कुछ रिपोर्ट मिली हैं। गुजरात की कच्चे कोयले की सप्लाई अधिकांश में वेस्टर्न कोल्फील्ड्स लि. से तथा साफ्ट कोक की सप्लाई भारत कोकिंग कोल लि. से की जाती है। हाई कोक की सप्लाई अंशतः भारत कोकिंग कोल लि. तथा अंशतः दुर्गापुर लि. से की जाती है। प्रोजेक्ट जो पश्चिम बंगाल सरकार का उपक्रम है। इन स्रोतों से अप्रैल 1978 से दिसम्बर, 1978 के दौरान गुजरात को दी गई वास्तविक सप्लाई का व्योरा नीचे दिया गया है:—

महीना	कोयला	साफ्ट कोक	हाई कोक
(हजार टनों में)			
अप्रैल, 78	449.1	5.2	10.5
मई, 78	356.5	3.0	7.2

महीना	कोयला	साफ्ट कोक	हाई कोक
जून, 78	356.2	1.8	9.9
जुलाई, 78	372.8	3.7	7.5
अगस्त, 78	345.2	6.2	9.3
सितम्बर, 78	366.4	1.8	7.4
अक्टूबर, 78	351.6	2.8	12.1
नवम्बर, 78	389.5	1.6	10.0
दिसम्बर, 78	390.0	3.0	10.1

तेल तथा गैस उत्पादन के लिए विश्व बैंक द्वारा सहायता

2123. श्री वयाराम शास्त्र : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विश्व बैंक ने तेल तथा गैस के उत्पादन के लिये विकासशील देशों को बड़ी हुई सहायता देने का निर्णय किया है; और

(ख) यदि हाँ, तो भारत को विश्व बैंक से अब तक कितनी सहायता मिली है और उसे कितनी सहायता मिलने की संभावना है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती मन्गल बहगुना) : (क) इण्टरनेशनल बैंक फार रिकान्स्ट्रक्शन एण्ड डेवलपमेण्ट के कार्यकारी बोर्ड द्वारा अभी हाल ही में "विकासशील देशों में पेट्रोलियम उत्पादन तेज करने का कार्यक्रम" के विषय पर चर्चा हुई है। पेट्रोलियम के क्षेत्रों में बैंक को बड़े हुए आर्थिक योगदान के लिए प्रायः सर्वेसम्मत समर्थन था।

(ख) इण्टरनेशनल बैंक फार रिकान्स्ट्रक्शन एण्ड डेवलपमेण्ट ने बम्बई हुई विकास कार्यक्रम के चरण-II का आंशिक वित्त प्रबन्ध करने के लिए 150 मिलियन अमेरिकी डालर के एक ऋण की अनुमति दे दी थी।

विश्व बैंक के वर्ष 1981 वित्त वर्ष (1 जुलाई 1980 से 30 जून, 1981) में 100 मिलियन अमेरिकी डालर की सहायता के लिए अस्थायी ऋण के एक तेल वित्त की योजना को सम्मिलित कर लिया गया है।

Civil Works in the Korba Fertilizer Project

2124. **SHRI L. L. KAPOOR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) names and addresses of the contractors for doing Civil Works in the Korba Fertilizer project;

(b) the value of contract and the actual money paid so far;

(c) how much was paid to the contractors as a result of escalation clause;

(d) the causes which attracted the escalation clause necessitating additional payment; and

(e) details of the works completed so far?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (e). The information is being collected and will be laid on the Table of the House.

Outstanding dues against HOCL, Rasayani and HIL

2125. **SHRI L. L. KAPOOR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names and addresses of persons against whom the outstandings of each of the Hindustan Organic Chemicals Limited, Rasayani and Hindustan Insecticides Limited, New Delhi exceed Rs. twenty thousand together with the actual amount due against each person and also the period of such outstandings; and

(b) steps taken to recover these outstandings?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) (a) and (b). The information is being collected and will be laid on the Table of the House.

Outstandings against Indian Drugs and Pharmaceuticals Ltd.

2126. **SHRI L. L. KAPOOR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names and addresses of the persons against whom the outstandings of the Indian Drugs and Pharmaceuticals Ltd. exceed rupees twenty thousand together with the actual amount due against each and also the period of such outstandings; and

(b) steps taken to recover these outstandings?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The information is being collected and will be laid on the Table of the House.

Requirements of Newsprint

2127. **SHRI ABDUL AHAD VAKIL:** Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) what are the total requirements of news print in the country and how much is imported;

(b) what is the total number of Newspapers dailies, weeklies, fortnightlyes, published in the country State-wise; and

(c) what is the tonnage of newsprint allotted to his Ministry yearly and cost thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (c). The estimated requirement of imported and indigenous newsprint for 1978-79 is 3.01 lakh metric tonnes, out of which 2.71 lakh mts. is in imported variety.

The Registrar of Newspapers does not receive any physical allotment of either variety of newsprint. The Registrar calculates the entitlement of

the newspapers for these two varieties of newsprint and also releases the indigenous newsprint quota. The imported newsprint is released by the S.T.C., the canalising agency.

The total approximate value of the aforesaid quantity of 3.01 tonnes of

newsprint is Rs. 109 crores; the value of the imported newsprint would be about 98 crores.

(b) A statement showing the position as on 31-12-1977, upto which date the Annual Returns have been filed with the Registrar of Newspapers, is attached.

Statement

NUMBER OF NEWSPAPERS (STATE AND PERIODICITY-WISE) AS ON THE REGISTER MAINTAINED BY THE REGISTRAR OF NEWSPAPERS FOR INDIA ON 31-12-1977.

State/Union Territory	Dailies	Weeklies	Fort-nightlies.
1	2	3	4
Maharashtra	132	476	174
Uttar Pradesh	138	912	173
Delhi	40	251	177
West Bengal	36	328	195
Tamil Nadu	66	125	145
Andhra Pradesh	43	337	139
Rajasthan	46	347	166
Kerala	93	101	80
Karnataka	80	184	105
Gujarat	33	142	77
Madhya Pradesh	84	285	42
Punjab	29	170	70
Bihar	20	179	49
Haryana	5	102	61
Orissa	11	25	20
Jammu & Kashmir	20	104	12
Chandigarh	5	28	15
Assam	6	36	18
Himachal Pradesh	—	19	14
Pondicherry	—	6	4
Tripura	11	28	2
Manipur	12	3	6

1	2	3	4
Meghalaya	1	16	3
Goa, Daman & Diu	7	6	2
Mizoram	9	10	—
Andaman & Nicobar,	2	2	—
Nagaland	—	3	—
Dadra & Nagar Haveli	—	1	—
TOTAL	929	4225	1749

Donations given by Synthetic and Chemicals to Political Parties

2128. SHRI SURENDRA BIKRAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) to which political parties Synthetic and Chemicals Limited gave donations each year during the last 12 years and why;

(b) were the details of all these donations clearly mentioned in the balance sheet of every year; and

(c) were such donations approved by the Board of Directors of the company?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) and (b). A statement giving details of donations made by M/s. Synthetic and Chemicals Limited to various Institutions including Political parties, compiled from the Company's published accounts for the years 1965 to 1977 as filed in the Office of the Registrar of Companies, is enclosed.

(c) This information is being collected from the Company and will be laid on the Table of the House.

Statement

Synthetic & Chemicals Ltd.

Balance Sheet as At.	Donations (Rs.)	Remarks.
1	2	3
31-12-65	57,240	Details not available in the Balance Sheet.
31-12-66	20,000	Do.
31-12-67	25,000	U. P. Congress Committees.
31-12-68	1,282	Details not available in the Balance Sheet.
31-12-69	651	Do.
31-12-70	1,513	Do.
31-12-71	3,56,851	Do.
31-12-72	6,95,943	5 Lakhs to National Defence Fund 1 lakh to Armed Forces Family Welfare Fund. Details for the balance not mentioned in the Balance Sheet ^a

1	2	3
31-12-73	2,501	Details not available in the Balance Sheet.
31-12-74	1,100	Do.
31-12-75	5,08,106	5,00,000 P. M.'s National Relief Fund.
		5,000 G. P. Kane Trust.
		3,106 Miscellaneous.
		<u>5,08,106</u>
31-12-76	31,278	{ 25,000 Shri Vile Parle Kelvani, Mandal.
		{ 2,500 Indo-Japanese Association.
		3,778 Miscellaneous.
		<u>31,278</u>
31-12-77	3,251	Details not available in the Balance Sheet.

NOTE : This does not include the subscription made by the company for advertisements in the Souvenirs of political parties.

Supply of Benzene to M/s Synthetics and Chemicals Ltd.

2129. SHRI SURENDRA BIKRAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) how much Benzene has been supplied in excess, as received at receiving end, to Synthetics and Chemicals Limited, Bareilly, Hindustan Steel Plants and why this excess was despatched by these plants, excess Benzene supplied during last 12 years be given;

(b) when synthetics and chemicals limited, Bareilly, paid central excise duty on all excess Benzene received by it from Hindustan Steel Plants why the Hindustan Steel plants did not realize amounts for all these excess Benzene received by this factory; and

(c) have Government decided to forego the price of all excess Benzene supplied to Synthetics and Chemicals Limited by the Hindustan Steel Plants, if yes, reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND

MINES (SHRI KARIA MUNDA): (a) to (c). The information is being collected and will be laid on the Table of the House.

Price of Alcohol purchased by synthetic and Chemicals Limited, Bareilly

2130. SHRI SURENDRA BIKRAM: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) at what price synthetics and chemicals limited, Bareilly has been purchasing alcohol from distilleries every year since 1965 and whether this price is based on Ethyl Alcohol price control order;

(b) is it not a fact that Synthetics and Chemicals Limited Bareilly has been paying extra amounts to distilleries for the purchase of alcohol in various forms if yes, reasons therefor; and

(c) are Government keeping a watch that this plant gives production in the same proportion of consumption of alcohol as is designed and not consuming more alcohol?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Information is being collected and will be laid on the Table of the House.

Pipe Line to carry Coal to Vizag Steel Plants

2131. SHRI VASANT SATHE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government are considering a proposal to have a 800 K.M. pipe line to carry coal to Vizag Steel Plant as it will be cheaper to transport;

(b) if so, furnish details of the proposal by Government, the reaction of the Government thereto; and

(c) the action taken/proposed in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) No, Sir.

(b) and (c) Do not arise.

Proposal for T.V. coverage of Central India

2132. SHRI MADHAVRAO SCINDIA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any proposal has been marked out for expansion programme of T.V. coverage in some parts of the country particularly in Central India covering Madhya Pradesh during the year 1979-80; and

(b) if so, details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). Following are the proposals under consideration for implementation during the Sixth Plan period:

Full-fledged TV Centres:

1. Ahmedabad (Gujarat)
2. Bangalore (Karnataka)
3. Trivandrum (Kerala)

TV Reply Centres:

1. Ajmer (Rajasthan)
2. Cuttack (Orissa)
3. Panaji (Goa, Daman and Diu)
4. Jammu (Jammu and Kashmir)
5. Madurai (Tamil Nadu)
6. Murshidabad (West Bengal)
7. Vijayawada (Andhra Pradesh)
8. Varanasi (Uttar Pradesh)

Note 1: Relay Centres at Asansol (West Bengal) and Kasauli (Himachal Pradesh) which are approved schemes of earlier Plan are also being taken up for implementation.

Note 2: A full-fledged TV Centre already under construction at Jullundur is to be commissioned in April, 1979.

Note 3: So far as Madhya Pradesh is concerned, there is a proposal for setting up a TV Programme Production Centre at Raipur. This centre will cater to the needs of the TV transmitting centre functioning there.

T.V. Relay Centre at Kasauli, H.P.

2133. SHRI DURGA CHAND: Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Starred Question No. 342 on 13th December, 1978 regarding installation of T.V. Station at Ahmedabad and major cities and state:

(a) whether proposal for a T.V. relay centre at Kasauli in Himachal Pradesh has been finally approved and included in the Sixth Plan;

(b) if so, by when the work on the centre will start and complete; and

(c) the area and the population likely to be served by the centre?

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

(b) The site required for the transmitter has been selected. Transmitter and antenna equipment has been procured. The relay centre is expected to be commissioned during the Sixth Five Year Plan period.

(c) Area likely to be covered is 13,600 Sq. Kms. and population likely to be served is 54 lakhs (excluding overlap from Mussoorie and Jullundur).

Incorrect news in Oriya Bulletin of Akashwani

2134. SHRI PABITRA MOHAN PRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the action taken by Government regarding giving incorrect news by the Akashwani in its Oriya news Bulletin on the 9th December, 1978 regarding deaths of three persons?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): The two members of the staff have been severely reprimanded and recordable warnings have been issued to them. The translation and monitoring arrangements in the Language Units have also been tightened to avoid recurrence of such mistakes.

साहजहापुर आयुध कारखाने में चोरी

2135. श्री सुरेन्द्र विक्रम : क्या उप प्रधानमंत्री राजा मंत्री यह बताने की कृपा करेंगे कि :

(क) साहजहापुर स्थित बस्तर आयुध कारखाने में दिसम्बर, 1978 तथा जनवरी, 1979 में हुई सम्भीर चोरियों के सम्बन्ध में क्या कार्यवाही की गई है और इस सम्बन्ध में दोषी पाये गये व्यक्तियों के नाम क्या हैं;

(ख) क्या इस बस्तर आयुध कारखाने का साक्षी अप्रैल का मास हर वर्ष या तो चोरी भया जाता है या

नष्ट किया जाता है; और यदि हाँ, तो इसे रोकने के लिये क्या दूरत उपयुक्त किये गये हैं; और

(ग) क्या सरकार देश के हित में इन अनियमितताओं तथा चोरियों की जांच केन्द्रीय जांच ब्यूरो प्रथम तैमिक सतर्कता विभाग द्वारा कराने के प्रादेश देती ?

रक्षा मंत्रालय में राज्य मंत्री (श्री० सी० सिंह) :

(क) दिसम्बर, 1978 में चोरी का केवल एक मामला हुआ था और जनवरी, 1979 में कोई भी मामला नहीं हुआ। दिसम्बर, 1978 में चुराई गई सारी सामग्री को स्थानीय पुलिस ने बरामद कर लिया है। पैकटरी के एक दोषी कर्मचारी को पुलिस ने पकड़ लिया है और दूसरे के विरुद्ध सेना अधिनियम के अन्तर्गत कार्रवाई की जा रही है। पुलिस को जिन तीन अपराधियों की तलाश थी वे फरार बताए गए हैं। जांच-पड़ताल अभी चल रही है।

(ख) जी नहीं।

(ग) उपर्युक्त (क) और (ख) को देखते हुए सरकार इस मामले को केन्द्रीय अन्वेषण ब्यूरो प्रथम किसी अन्य बाह्य एजेंसी को सौंपने का विचार नहीं कर रही है।

Army strength in Border Areas

2136. SHRI NIHAR LASKAR:

SHRI A. R. BADRI NARAYAN:

SHRI M. V. CHANDRA-SHEKHARA MURTHY:

Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether it is a fact that Union Government have dropped the proposal to reduce the manpower in the army and has also decided to increase the army strength in the border areas for ensuring greater security and vigilance;

(b) if so, how far this is true.

(c) the total manpower in the army to be increased; and

(d) whether any decision for its increase during the current year has been decided?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). There was no proposal to reduce the

manpower strength of the Army; therefore, the question of dropping it does not arise.

It has already been clarified in public that the accent in Defence programmes is on Replacement and Modernisation, rather than on any accretion of numbers, or augmentation of force levels.

It will not be in the public interest to give any more details, either about precise strength of the Armed forces or their deployment in different sectors.

Alleged defrauding of National Rayon Corporation by a former Director

2137. DR. BIJOY MONDAL:
SHRI SHYAM SUNDAR
GUPTA;
SHRI PIUS TIRKEY:

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

(a) whether it is a fact that a former Director of National Rayon Corporation has been held responsible for defrauding the Corporation to the tune of Rs. 2.28 crores, as a result of the enquiry held in this regard;

(b) if so, what are the other findings of the enquiry; and

(c) whether any complaints have been lodged by the General Insurance Corporation and the Unit Trust of India, both having big stake in the Corporation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) On the basis of an enquiry into the affairs of the company under the previous management, the Government Directors have reported that Shri Sudhir Kapadia, a former Director of the company, had defrauded the company to the tune of Rs. 2.47 crores.

(b) The Committee of Directors which had been formed to go into irregularities pointed out that in the annual accounts of the company audited by the Statutory Auditors, relating to the previous management, the Auditors have also reported irregularities relating to dues of certain mills which are disputed, under pricing/anti-dating of sales/unauthorised brokerage on yarn sales, over payment for purchases, donations made in excess of legal limits, and unauthorised payments to or unauthorised expenditure incurred by or on behalf of a former Director, Shri R. S. Choudhary.

(c) An application under section 498 of the Companies Act, 1956, was made jointly by the Unit Trust of India and the General Insurance Corporation of India addressed to the Company Law Board bringing out various irregularities and acts of mismanagement committed by the previous management, the Company Law Board appointed 8 Directors as the Board of Directors of the company by an order dated the 11th July, 1977.

High remunerations provided to Directors of Hindustan Lever Limited

2138. SHRI C. K. CHANDRAPPAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware that Hindustan Lever Limited, a subsidiary of the Multinational Corporation Unilever, London is paying exorbitantly high remuneration, commission and other facilities to its directors and managers;

(b) whether Government are also aware of the fact that an extraordinary general body meeting of shareholders of this company, held on 7th October, 1977 decided to give Rs. 90,000 per year to full time directors and if he is a foreigner an additional 25 per cent as overseas allowance besides fabulous

commissions, housing facilities, travel arrangements, benefits to family members, provident fund contributions, retirement benefits, club expenses etc;

(c) whether the attention of Government has been drawn in this connection to a report appeared in 'New Age' Weekly dated 19th February, 1978 entitled "Grand Moghuls of Hindustan Lever"; and

(d) if so, what are the details thereof and the reaction of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) The company. The remuneration payable to it to its eight whole-time directors in terms of the approval accorded by the Central Government as per the 1969 guidelines which were applicable at the time of according approval. There is no manager in the company within the meaning of section 2 sub-section 24 of the Companies Act, 1956.

(b) Yes, Sir.

(c) and (d). The article in question essentially relates to the remuneration including perquisites payable to the Directors and Executives of the company. The remuneration payable to the Directors of the company as already stated, is in terms of the guidelines then issued by the Government while the remuneration of the executives does not require approval of the Central Government under the Companies Act, 1956 except where such executives come within the purview of section 204A and 314(1-B) of the Companies Act. The revised administrative guidelines lowering the remuneration payable to the managerial personnel of the companies have already been issued on 9-11-78. The pending proposals of this Company for appointment of whole-time directors will be considered as per new guidelines. The question of amending

the Companies Act, 1956 to bring the remuneration payable to the executives under the guidelines to be issued by the Government is under consideration.

Election Schedule for Sikkim

2139. **SHRI VIJAY KUMAR N. PATIL:**

SHRI C. R. MAHATA:

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

(a) whether attention of Government has been drawn to the news report appearing in the Indian Express dated 30th January, 1979 under the caption "Delimitation of seats may delay Sikkim Poll";

(b) if so, what is the reaction of Government to the observations made therein;

(c) whether the election schedule for Sikkim has been finalised and details thereof along with the details of proposal received from the State Government; and

(d) reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) to (d). As the law stands at present, the terms of the present Legislative Assembly of Sikkim will continue upto 25th April, 1980. However, according to the provisions of clause 24(2) of the Constitution (Forty-fifth Amendment) Bill, 1978, which has been passed by both the Houses of Parliament and which is under reference to State Legislatures for ratification, the duration of the Legislative Assembly would be restricted to a period of 4 months from the date on which those provisions are brought into force after the Bill has been assented to by the

President, or a period of five years from 26th April, 1975, whichever period expires earlier. The said period of 4 months is likely to expire earlier. On this basis, there would be 4 months time from the date of bringing into force of the afore-mentioned provisions and this should be adequate to take the necessary steps for holding the elections in time. Further, the election schedule itself can be finalised only after the Constitution (Forty-fifth Amendment) Bill becomes law because (as stated earlier) as the law stands at present, the term of the present Legislative Assembly will continue upto 25th April, 1980.

Circulation of Hindi Daily 'Awaz'

2140. SHRI A. K. ROY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) what is the average circulation of the 'Awaz', the Hindi daily of Dhanbad (Bihar), its rate of advertisement charged on the Government enterprises, amount of newsprint received by it and the scale of pay it has provided for its employees in the year 1978;

(b) whether it is a fact that the scales of pay it has provided for its employees are arbitrary and very low without any relation to its income;

(c) whether it is a fact that the management of the 'Awaz' refuse to give information regarding the scale of wages to the labour Department even when asked; and

(d) if so, steps taken thereon?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) to (d). According to the Annual Return submitted by the publisher of "Awaz" to the office of Registrar of Newspapers for India, its average circulation for the year ending 31-12-1977 was 10,453 copies. "Awaz" was allotted 82.02

mts. and 105.57 mts. of newsprint during 1977-78 and 1978-79 respectively.

The rate for DAVP advertisements offered to a newspaper is treated as confidential between DAVP and the concerned newspaper.

The remaining information is being collected and will be laid on the Table of the Sabha in due course.

Alleged refusal to Honour Agreement by B.C.C.L.

2141. SHRI A. K. ROY: Will the Minister of ENERGY be pleased to state:

(a) whether there was any Tripartite Agreement at the time of closure of Bhurungis Colliery (Dhanbad, Bihar) and Begonia Colliery (Burdwan, West Bengal) assuring employment to the persons working at that time on the reopening the mines and if so, facts in detail; and

(b) whether the Bharat Coking Coal Limited the present owner of the above named mines is refusing to honour that agreement and if so, steps taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) BCCL took over the Bhurungia and Begunia as closed mines. Government are not aware of any tripartite agreement.

(b) Question does not arise.

Short supply of coal to Power Stations in Maharashtra

2142. SHRI VIJAY KUMAR N. PATIL: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that lack of railway wagons for transporting

coal have posed a critical problem for power stations in Maharashtra;

(b) if so, furnish the latest position of stock of coal power station-wise in Maharashtra *vis-a-vis* normal requirement the details of requirement reported by the State Government;

(c) whether shortage of coal to the power stations in Maharashtra is a recurring feature and the reasons therefor in the light of discussion on the issue by the concerned State and Central Authorities; and

(d) what effective measures have been taken/proposed to meet the acute shortage of coal to power stations in the country in general and Maharashtra in particular?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN)* (a) Coal supplies to the Power Stations in Maharashtra have been less than the allocated quantities of coal due to a number of reasons. Non-availability of adequate number of railway wagons is also a constraint.

(b) A statement showing the coal requirements and latest coal stock

position of major thermal power stations in Maharashtra is annexed.

(c) No, Sir.

(d) A number of steps have been taken to arrange adequate supplies of coal to the Thermal Power Stations in the country, including Maharashtra. These include:—

(1) Railways and Coal India Ltd have been requested to supply coal on priority basis to these power stations which have a low coal stock.

(2) *Ad hoc* coal linkage for Koradi and Nasik Thermal Power Stations in Maharashtra were arranged from Singareni Coalfields in addition to coal linkages from Western Coalfields.

(3) Supply and movement of coal to the various thermal power stations in the country is being monitored on daily basis by representatives of Railways, Deptt. of Coal/Power and Central Electricity Authority and immediate steps are taken for accelerating the supply of coal to the thermal power stations having low coal stocks.

Statement

COAL REQUIREMENT AND LATEST COAL STOCK POSITION OF MAJOR THERMAL POWER STATIONS OF MSEB

Sl. No.	Name of TPS	Coal requirement for the quarter. Jan. 79—March 79.	Latest coal stock position		
			Tonnes	Days	Date of reporting
1.	Bhusawal	30000	7014	7	28-2-79
2.	Khaperkheda	30000	17058	17	28-2-79
3.	Koradi	200000	37170	6	28-2-79
4.	Nasik	90000	2672	1	28-2-79
5.	Parli	30000	1382	1½	28-2-79
6.	Paras	40000	6665	3	28-2-79

ठेके के आधार पर काम कर रहे कलाकार

2143. श्री नवाब सिंह चौहान : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सूचना और प्रसारण मंत्रालय में काम कर रहे स्थायी कलाकार अपनी नियुक्ति से लेकर 58 वर्ष की आयु तक ठेके के आधार पर काम करते रहे;

(ख) यदि हा, तो स्वतन्त्र भारत में इतनी लम्बी अवधि तक लोगों को ठेके के आधार पर नियुक्त रखने के क्या कारण हैं;

(ग) क्या नियुक्ति की तिथि से 58 वर्ष की आयु तक ठेके के आधार पर काम करना श्रम कानून के उपबन्धों के अन्तर्गत है;

(घ) ठेके के आधार पर काम कराने की पुरानी नीति को जनता सरकार द्वारा समाप्त न किए जाने के क्या कारण हैं, और

(ङ) इस से सरकार को क्या लाभ हो रहा है, और वे कल्याणकारी राज्य के पक्ष में कहा तक जाते हैं ?

सूचना और प्रसारण मंत्री (श्री बाल कृष्ण आडवाणी) (क) और (ख). प्रत्येक प्रसारण संगठन अपने कार्यक्रम निर्माण में सम्बन्धित विभिन्न कार्य निष्पादित करने के लिये कलाकारों का लगाना आवश्यक समझता है। इन आवश्यकताओं पर निर्भर करते हुए, उन को विभिन्न अवधि के ठेकों पर लगाया जाता है। आकाशवाणी और दूरदर्शन न भी इसी प्रक्रिया को अपनाना था। तथापि हमारे देश में विद्यमान परिस्थितियों की विलक्षणताओं को देखते हुए यह महसूस किया गया था कि जैसा कि अन्य नियमित सरकारी कर्मचारियों के मामले में है, सेवा सुरक्षा के कुछ उपाय स्टाफ घाटिस्टों के मामले में भी किए जाने चाहिये। तदनुसार आकाशवाणी स्टाफ घाटिस्टों की शुरु में दो वर्ष की परीक्षा अवधि सहित तीन वर्ष के ठेके पर नियुक्त करती है। परीक्षा की अवधि सफलतापूर्वक पूरी होने पर ठेके 58 वर्ष की आयु तक बढ़ाए जाते हैं, किन्तु इन को किसी भी पक्ष द्वारा विधिवत नोटिस देकर समाप्त किया जा सकता है। 58 वर्ष की आयु पर पुनरीक्षण करके आकाशवाणी के स्टाफ घाटिस्टों को आम तौर पर 60 वर्ष की आयु तक रखा जाता है। दूरदर्शन में जो 31 मार्च, 1976 तक आकाशवाणी का अंग था, स्टाफ घाटिस्टों की शुरु में एक से चार वर्ष तक की अवधि के लिए अल्पकालिक ठेकों पर रखा जा रहा था। इस समय दूरदर्शन में स्टाफ घाटिस्टों की 58 वर्ष की आयु तक वार्षिकालिक ठेके दिये जाते हैं सिवाए प्रोड्यूसरों, उनके सहायक और उन से उच्च व्यक्तियों के जिन को इन में से कुछ वर्षों को सिविल पदों में परिवर्तन करने के प्रश्न पर अन्तिम निर्णय होने तक अल्पकालिक ठेके दिए जा रहे हैं।

गीत और नाटक प्रभाग, जो स्टाफ घाटिस्टों को भी लगाता है, के मामले में मास-परफॉर्मिंग घाटिस्टों की 58 वर्ष की आयु तक वार्षिकालिक ठेके दिये जाते हैं जबकि परफॉर्मिंग घाटिस्टों के मामले में, ठेकों का हर पांच वर्ष के बाद पुनरीक्षण किया जाता है।

फिल्म प्रभाग में, स्टाफ घाटिस्टों को 3 वर्ष ठेके पर लगाया जाता है जिसे 58 वर्ष की आयु तक बढ़ाया जा सकता है।

(ग) से (ङ). 58 वर्ष या इस से कम की आयु होने तक काम करने के लिए ठेके के आधार पर व्यक्तियों की नियुक्ति करना इस देश के किसी भी श्रम कानून के विरुद्ध नहीं है।

इस बात से कि स्टाफ घाटिस्ट ठेके पर काम करते हैं, उन की सेवा सुरक्षा प्रभावित नहीं हुई है क्योंकि नियमित सरकारी कर्मचारियों को जो लाभ उपलब्ध हैं उन में से अधिकांश लाभ उन को भी दिए जाते हैं। इस के अलावा, आकाशवाणी में काम करने वाले लगभग सभी स्टाफ घाटिस्टों के मामले में, उन का सेवानिवृत्ति 60 वर्ष है जब कि नियमित सरकारी कर्मचारियों का 58 वर्ष है। स्टाफ घाटिस्टों की ठेका पद्धति जारी रखने और/या उन की सेवा शर्तों में सुधार करने का प्रश्न सरकार द्वारा सनत पुनरीक्षण का मामला है।

Paid up capital, investment and profit of Abbot

2144. SHRI SARAT KAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what is the paid up capital of M/s. Abbot;

(b) what is their investment in Machinery;

(c) what is their profit in the last three years; and

(d) what is their contribution in form of technology?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) to (c). The full name of M/s. Abbot is M/s. Abbot Laboratories (India) Private Limited. The information about its paid-up capital, investment in machinery and profits before tax during the last three years is given in the statement annexed.

(d) As per information furnished by the Ministry of Petroleum, Chemicals and Fertilizers the company which is presently engaged in the production of drug formulations, had applied for registration of their Re-

search & Development unit with the Department of Science & Technology proposing to take up the following activities in the field of drugs and pharmaceuticals:

(1) Import substitution activities.

(2) New Product development, standardisation etc.;

(3) Analytical Development/standardisation; and

(4) Medicinal/clinical research.

Statement

ABBOTT LABORATORIES (INDIA) PRIVATE LIMITED

	Year ending 30th November		
	1975 Rs.	1976 Rs.	1977 Rs.
1. Paid-up Capital.	1,00,000	1,00,000	1,00,000
2. Investment in Plant & Machinery (Includes Electrical Installation, Air Conditioning Plant, lift etc. at office & Factory) (before providing for depreciation)	68,08,987	76,15,123	79,67,611
3. Profit before tax.	1,41,15,880	77,96,548	47,79,229

Encouragements by Steel Plants to Small Scale Industry in Peripheral Regions

2145. SHRI V. ARUNACHALAM: Will the Minister of STEEL AND MINES be pleased to state:

(a) the precise particulars of efforts made by steel plants to take responsibility for fostering and encouraging small scale industry efforts in peripheral regions around the plants;

(b) whether studies have been made about the increase in the scope and range of such efforts; and

(c) if so, the results of such studies and the programmes formulated as a result?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) The management of steel plants provide encouragement to the growth of small scale industries around the steel plants in a variety of ways, such as, placement of regular orders on them for items which can be manu-

factured by them, providing technical know-how and guidance, arranging or helping in the procurement of raw materials, providing testing and laboratory facilities, training of personnel etc. Senior officers have been appointed in each plant to coordinate this work. Advisory Committee have also been formed under the Chairmanship of the Managing Directors of steel plants (with representatives drawn from the State Governments concerned, financial institutions, and other local bodies) which review the progress of ancillary development programme from time to time and advise the managements in this regard.

(b) and (c). Periodical studies are undertaken by the steel plants in consultation with the concerned authorities to identify items which can be manufactured by small scale industries. Similarly, surveys are carried out to assess the capacities/capabilities of the existing industries. Based on these studies/surveys plans are finalised for placement of orders as also

for the development of new units. For example, as a result of a study of the existing capacity of small scale units in Bhilai-Durg region about 600 parts and components in Bhilai Steel Plant have been identified for off-loading 'o such units. Similarly, 30 new items have been identified in Rourkela Steel Plant.

Employees of Oil and Natural Gas Commission engaged in Oil Exploration and Oil Extraction

2146. SHRI S. S. SOMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state the number of employees of the Oil and Natural Gas Commission who are engaged in oil exploration and oil extraction work separately?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): The information is being collected and will be laid on the Table of the House.

Setting up of Alumina Plants on the East Coast

2147. DR. BIJOY MONDAL:
SHRI SHYAM SUNDAR GUPTA:
SHRI PIUS TIRKEY:
SHRI GIRIDHAR GOMANGO:
SHRI K. PRADHANI:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether feasibility studies for setting up of alumina plants on the east coast of the country have been completed;

(b) if so, whether any financial arrangements for the purpose have also been made;

(c) whether the sites for setting up of these plants have also been selected; and

(d) the time by which these plants will be set up?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) to (d): Feasibility studies for setting up of two alumina/aluminium plants on the East Coast are expected to be completed during the middle of this year. The pattern of financing arrangements, location of plant/plants, schedule of implementation etc. would be decided only after the feasibility studies are completed.

Proposal to set up Fertilizer Factories during Sixth Five Year Plan

2148. DR. BIJOY MONDAL:
SHRI SHYAM SUNDAR GUPTA:
SHRI PIUS TIRKEY:

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

(a) what is the number of fertilizer factories proposed to be set up in each State during the Sixth Five Year Plan period;

(b) whether there is any proposal to set up any fertilizer factory in West Bengal; and

(c) if not, what are the reasons thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) A large scale programme for augmentation of fertilizer capacity comprising of 11 fertilizer projects is presently under implementation. These projects are expected to be completed and production started during the Sixth Five Year Plan. The states in which

these plants are under implementation are detailed below:

S. No.	Name of the plant	State in which implemented.
1.	Sindri Rationlisation	Bihar
2.	Rama undani . . .	Andhra Pradesh
3.	Talcher . . .	Orissa.
4.	Sindri Modernisation	Bihar
5.	Bhatinda. . .	Punjab
6.	Panipat . . .	Haryana.
7.	Haldia. . .	West Bengal.
8.	Trombay-V. . .	Maharashtra.
9.	Broach . . .	Gujarat
10.	Phulpur. . .	Uttar Pradesh.
11.	Kakinada. . .	Andhra Pradesh

In addition to the above projects, it is proposed to set up five large gas based fertilizer plants, two each in Maharashtra and Gujarat based on Bombay High/South Bassein gas and one in Assam based on gas available from the Oil fields of ONGC and Oil India Ltd Besides, a letter of intent has been issued to M/s. Indian Explosives Ltd., Kanpur, U.P. for expansion of their existing plant at Kanpur. Government have also recently decided to licence 12 units in the private sector for the production of single superphosphate.

(b) Out of the major fertilizer plants referred to in reply to Part (a) of the question, one plant is under implementation at Haldia in West Bengal. This plant when completed will have a capacity for the production of 1,52,000 tonnes of Nitrogen and 75,000 tonnes of P₂O₅. Out of the single superphosphate projects proposed to be licensed, one project will be located in

West Bengal. This project will have a capacity of 10,000 tonnes of P₂O₅ per annum.

(c) Location of a fertilizer project is based on techno-economic considerations which *inter alia* include factors such as availability of feed-stock, availability of infrastructure facilities, proximity to the market and demand of fertilizers in the economic marketing zone of the project, etc. During the Sixth Five Year Plan, it is proposed to set up new Nitrogenous fertilizer projects based mainly on gas available in the Bombay high/Bassein region and Assam.

दिल्ली में घरेलू खाना पकाने की गैस

2149. श्री अर्जुन सिंह बबौरिया : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि दिल्ली में घरेलू खाना पकाने की गैस के लिए अब तक कितने व्यक्ति पंजीकृत किये गये हैं ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती लखन गहगुणा : दिल्ली में तेल कंपनियों द्वारा भारत पेट्रोलियम कारपोरेशन, हिन्दुस्तान पेट्रोलियम कारपोरेशन तथा इंडियन प्रायल कारपोरेशन के विभिन्न वितरकों के पास खाना पकाने की गैस के नये कनेक्शन के लिये पंजीकरण की सख्या आज तक करीब 2,76,000 है।

New Cooking Gas Agencies in Gujarat

2150. SHRI MUKHTIAR SINGH MALIK:

SHRI SHANKERSINHJI VAGHELA:

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

(a) the names of the cities in Gujarat where new cooking gas agencies are proposed to be opened in the near future; and

(b) the number of applications received so far for cooking gas agencies in the State?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The Indian Oil Corporation (IOC) propose to award cooking gas agencies in

near future, in Ahmedabad, Anand and Surat towns. While at Ahmedabad and Surat additional Indane Distributorships are proposed to be appointed, at Anand proposed appointment would be in lieu of the one terminated.

The Hindustan Petroleum Corporation (HPC) plan to set up new agencies in Umbergaon, Dabhoi and Rajpipla.

(b) In response to the advertisements issued by the IOC they have received a total number of 231 applications for Anand and Surat. Last date of applications for the distributorship at Ahmedabad is 19th March, 1979. Like-wise the HPC had issued presg advertisements for the agencies at Dabhoi and Rajpipla. Last date for submission of applications was 1st March, 1979. The number of applications so received is not readily available.

Setting up of Third Unit of Anti-Biotic Fermentation Plant in West Bengal

2151. SHRI MUKHTIAR SINGH MALIK: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Central Government have received any proposal from the West Bengal Pharmaceutical and Phytochemical Development Corporation Limited for setting up a third unit of Antibiotic Fermentation plant in West Bengal under the public sector during the Sixth Five Year Plan period; and

(b) if so, the details of the proposal and what action Central Government have taken thereon?

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

(b) Does not arise.

Investment Companies of Monopoly Houses

2152. SHRI MUKHTIAR SINGH MALIK: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of monopoly houses which have their investment companies and the paid up capital of such investment companies; and

(b) the bonus shares given to their share holders, the amount of such shares and the reasons for utilizing such investment companies by the monopoly houses?

THE MINISTER OF STATE IN THE MINISTRIES OF HOME AFFAIRS AND LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) and (b) The monopoly houses mentioned in part (a) of the question are taken to relate to the large industrial houses. In the context of the current Industrial Policy, only those undertakings which are covered under section 20(a) of the M.R.T.P. Act and registered as such under Section 28 of that Act are considered to be large industrial houses. As several Courts have held that the M.R.T.P. Act does not apply to investment companies, it is not possible to consider them as part of large industrial houses. In these circumstances, this Ministry has no information on the number of investment companies belonging to monopoly houses or the other particulars called for in the question.

Production of Coal before and after Nationalisation of Coal Mines

2153. SHRI KANWAR LAL GUPTA: Will the Minister of ENERGY be pleased to state:

(a) what is the total production of coal after the nationalisation of coal mines and what was the total production of coal for three years before the nationalisation;

(b) what is the cost of coal per ton after the nationalisation each year

and what was the cost per ton before nationalisation;

(c) how much money has been spent in the coal industry after nationalisation and what is the total loss incurred in eight years by Government; and

(d) what specific steps Government propose to take to make it more efficient?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) The coking coal mines were nationalised with effect from 1st May, 1972 and the non-coking coal mines with effect from 1st May, 1973. Thus, the nationalisation, was completed with effect from 1st May, 1973. The production of coal three years before and that after, nationalisation were as follows:—

Year	Production (in million tonnes)
1970-71	72.93
1971-72	72.42
1972-73	77.22
1973-74	78.17
1974-75	88.41
1975-76	99.68
1976-77	101.04
1977-78	101.00
1978-79 (April '78—January, '79)	81.46

(b) The average pit head price of coal just before 1st May, 1973 was Rs. 37.50 per tonne. The price remained at this level till 31st March, 1974. From 1st April, 1974 to 30th June, 1975, the average pit head price was Rs. 47.50 per tonne. From 1st July, 1975 onwards, this price has been Rs. 64.92 per tonne.

(c) An amount of Rs. 7.30 crores has been incurred towards capital

expenditure between 1973-74 and 1977-78. The total loss incurred from 1972-73 till 1978-79 is about Rs. 416 crores (provisional).

(d) A number of steps are being taken to effect economy in the cost of production and to improve the operational efficiency. Some of the important measures are:—

(i) identification of surplus employees and their re-deployment in productive jobs;

(ii) reduction of inventories and disposal of obsolete and surplus items of stores;

(iii) mechanisation of loading at coal faces;

(iv) rationalisation of power supply;

(v) improvement in utilisation of equipment.

(vi) mechanisation of manual quarries.

The loss is, however mainly on account of unremunerative price of coal. A proposal for revision of coal prices is under consideration of the Government.

Improvement in the working of Fertilizer Plants

2154. SHRI JANARDHANA
POOJARY:

SHRI CHHITUBHAI
GAMIT:

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

(a) whether any time bound national programme to improve the working of Fertilizer plants in the country has been recommended by the International Seminar organised by the Fertilizer Association of India; and

(b) if so, what are its objectives and details?

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

(b) A recommendation was made at the Fertilizer Association of India Annual Seminar held from November 30, 1978—December 2, 1978 to the effect that a time bound programme should be evolved to rehabilitate and revamp sick plants to attain higher capacity utilisation, to remove the assets of the ageing and older plants and to undertake in such plants, programmes for renewal accompanied with upgradation of technology.

Government are already seized of the problem concerning limitations affecting optimum utilisation of fertilizer capacity in the country. In order to remove these limitations, modification/improvement measures such as renovation, debottlenecking, replacements and renewals, change in feedstock, creation of captive power generation facilities, etc. have already been taken up in a number of plants with a view to optimising their operational efficiency.

Penalty for loss of Civilian Identity Cards in A.F.H.Q.

2155. **SHRI DAYA RAM SHAKYA:** Will the **DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE** be pleased to state:

(a) what amount of penalty is imposed on the AFHQ civilians on loss of civilian identity cards for the first, second and third time; is it at par with the other Ministries, if not why;

(b) is any action being taken to bring it at par with other Ministries;

(c) do the authorities concerned charge the same amount from all employees irrespective of their status;

(d) how many identity cards were lost by the civilian employees (category-wise) along with the number of times during the year 1978, how

many out of these were charged in full amount as prescribed and how many were charged less; and

(e) the number of categories of A and B officers who were charged less, with reasons thereof?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The amount charged from civilian employees working in the Defence Security Zone for loss of identity card is as under:—

Loss not due to negligence	Loss due to negligence
A minimum duplication fee of Rs. 3.00	First loss—, a minimum charge of Rs. 10.00
Subsequent loss.	a minimum charge of Rs. 20.00

Maximum amount of charge in all cases will depend on the circumstances of loss and extent of negligence of the individual.

The Penalty imposed on the employees working in the Security Zone controlled by the Ministry of Home Affairs is as under:—

First loss	Rs. 5.00
Subsequent loss	Rs. 10.00

Photograph has to be provided by the holder of the identity card

Security in the two Zones, viz. the Zone under the Ministry of Home Affairs and that under the Ministry of Defence is governed by two separate sets of Rules and Instructions. The rates (for loss through negligence) are higher in the Defence Security Zone for the following two reasons:—

(1) Photographs are provided free by the Ministry of Defence;

(2) More importance is attached to security in the Defence area.

(b) The case is under consideration in the Office Council (Joint Consultative Machinery) of Armed Forces

Headquarters and Inter Services organisations under the Ministry of Defence.

(c) Yes, Sir.

(d) The details are as below:—

Classification	1st loss	2nd loss	3rd loss	Total
Gp 'A'	25	2	..	27
Gp. 'B'	101	23	4	128
Gp. 'C'	282	57	5	344
Gp. 'D'	87	17	4	108
	495	99	19	607

Out of 607 cases, penalty was charged as per instructions in 649 cases; in 58 cases penalty at rates less than the prescribed rates was realised. However, the amount which was not recovered from the identity card holders has been recovered from the officer found responsible for short recovery.

(e) Category-wise details of officers who were charged less are as under:—

Group 'A'	4
Group 'B'	9 *
Group 'C'	28
Group 'D'	17
	58

Less recovery was due to wrong exercise of discretion by the concerned officer in the Security Office.

Ratio of Assistants in AFHQ Clerical Cadre

2156. SHRI DAYA RAM SHAKYA: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to refer to the reply given to Unstarred Question No. 477 on 19th July, 1978 regarding ratio of Assis-

tants in AFHQ clerical cadre and state;

(a) what is the latest position;

(b) how much time is likely to be taken to finalise the ratio;

(c) approximate percentage which is going to be increased; and

(d) total number of UDCs likely to be affected by this increase?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) The matter is still under consideration of Government.

(b) It is difficult to indicate the time required to decide the matter.

(c) and (d). It is not possible at this stage to intimate the changes in the percentage of Assistants and UDCs.

बरीली रिकार्डरी के प्रशिक्षण केन्द्र में खोरी

2157. श्री सुबराज : क्या फ़ोटो लिखन, रसमन और उर्बरक मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या बरीली रिकार्डरी के प्रशिक्षण केन्द्र से बहुत से मंत्री और 8 टाइपराइटर खुराके गये हैं; और

(ख) यदि हाँ, तो यह बटना कब हुई थी और इसके लिए जिम्मेदार व्यक्तियों के खिलाफ क्या कार्यवाही की गई है और यदि कोई कार्यवाही नहीं की गई है, तो उसका क्या कारण है ?

वेस्टोसियन, रसायन और डब्लरक मंत्री (श्री जयवर्धनी मन्थन गुरुमुखा) (क) जी हाँ। बरीली शोधनशाला के प्रशिक्षण केन्द्र से नौ टाइपराइटर और एक मुख्य शीप प्रोजेक्टर चुराया गया है जब कि कोई भी पकड़ा नहीं चुराया गया है।

(ख) 19 दिसम्बर, 1978 को रात में चोरी हुई थी। क्योंकि प्रशिक्षण केन्द्र की बिड़की तोड़ कर खोली गई थी इसलिये चोरी का ही मामला जान पड़ता है। जाघनशाला और गहर की देखभाल केंद्रीय शैक्षिक मुरला फोर्स के नियंत्रण में है। दिनांक 20 दिसम्बर, 1978 को शोधनशाला प्रबन्ध द्वारा सी. आई. एस. एफ. के कमांडेंट को चोरी के संबंध में बताया गया था और स्थानीय पुलिस के पास भी रिपोर्ट लिखवा दी गई है।

integrated perspective plans of Coal Production and Transport

2158. SHRI A. BALA PAJANOR: Will the Minister of ENERGY be pleased to lay a statement showing the particulars of integrated perspective plans of coal production and transport keeping in view the needs of energy by the economy within 20 years at more than four-half times the current rate?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESWAR MISHRA): There has been no exercise to project the demand of coal for different consumers beyond 1978-88 except in a general way. Fuel Policy Committee in its report of 1974, has projected a demand of coal of 353 million tonnes by 1990-91, but no exercise has been carried out about the transportation requirement beyond 1987-88. The estimates of production and transportation requirements in the year 1987-88 are given below:—

(In million tonnes)
1987-88

Production	239.8
Transport requirement by rail	160.0
By road and other modes	77.0

The Railways had prepared a Corporate Plan 1976-77, covering a time frame upto 1988-89. This plan provides for a movement of 155 million tonnes of coal in 1988-89 by rail.

2. Draft Plan 1978-83 has envisaged the coal production target of 149 million tonnes and 202 million tonnes commensurate with a demand during 1982-83 and 1987-88. The Working Group on Railways has projected a movement of 112 million tonnes of coal by railways during 1982-83.

3. Nevertheless, Government have set up Energy Policy Committee and National Transport Policy Committee which could take a view of integrated nature of coal production and transportation for next 20 years period. The report of these Committees are yet to be submitted to Government.

फिल्म बिल निगम द्वारा 1978 में बच्छी फिल्मों के निर्माण के लिए बिना पक्का धन

2159 श्री. हरमोहन बर्मा क्या कृपया और प्रसारण मंत्री निम्नलिखित जानकारी प्रदानकरें कि एक विवरण सभा पटल पर रखने की कृपा करें कि :

(क) फिल्म बिल निगम द्वारा 1978 में बच्छी फिल्म की फिल्मों के निर्माण के लिए कितनी धनराशि दी गई;

(ख) यह धनराशि जिन पाठियों को दी गई उन का झोरा क्या है और कितनी फिल्मों के लिए दी गई; और

(ग) उन में से अब तक कितनी फिल्मों का निर्माण हुआ है और कितनी का अभी निर्माण किया जाना है ?

कृपया और प्रसारण मंत्री (श्री जयवर्धनी मन्थन गुरुमुखा)

(क) से (ग) वर्ष 1978 के दौरान 13 फिल्मों के निर्माण के लिए 11 निर्माताओं को पूर्ण रूप से या आंशिक रूप से कुल मिला कर 18,0288 रुपये के ऋण दिए गए। इनका ब्योरा इस प्रकार है :—

क्रम संख्या	पार्टी का नाम	फिल्मों/डाकुमेंट्री फिल्मों की संख्या
1	राजेन्द्र सिंह बेदी	1
2	युक्त फिल्म का-आपरेटिव सोसाइटी	1
3	के० प्रेम सिंह वर्मा	1
4	मुजफ्फर अली	1
5	बिमल दत्त	1
6	बी० डी० ३ गर्ग	1
7	प्रचला मुबीज	1
8	एम० मुन्नादेव	1
9	प्रकाश श्रोत्रा	3
10	रवीन्द्र गुप्त	1
11	फूली बिल्लीभोरिया	1
योग		13

जिन 13 फीचर फिल्मों/डाकुमेंट्री फिल्मों के लिए 1978 के दौरान ऋण दिया गया था, उनमें से 9 मुकम्मल हो चुकी हैं और चार निर्माण के विभिन्न चरणों में हैं।

सातवें फिल्म समारोह में प्रत्यय-पत्र प्राप्त करने के आयेदनकर्ता

2160. श्री हरगोविन्द वर्मा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) सातवें फिल्म समारोह में प्रत्यय-पत्र प्राप्त करने के लिये कितने व्यक्तियों ने आयेदन किया था।

(ख) उन में से प्रत्यय-पत्र दिए जाने के लिए कितने व्यक्तियों को चुना गया;

(ग) उन व्यक्तियों का ब्योरा क्या है, जिन का चयन किया गया है और जिन का चयन नहीं किया गया है; और

(घ) उन्हें चुन जाना, क्या कारण है ?

सूचना और प्रसारण मंत्री (श्री लाल कुल्लु बख्शानी) : (क) 525।

(ख) 344।

(ग) जिन फिल्म पत्रकारों को प्रत्यय-पत्र दिए गए उन का ब्योरा परिनिष्ठि-1 में तथा जिन फिल्म पत्रकारों को प्रत्यय-पत्र नहीं दिए गए उन का ब्योरा परिनिष्ठि-2 में दिया गया है, जो मसा पटल पर रखा गया है। [ग्रन्थालय में रखा गया। देखिय संख्या L.T. 4047-79]

(घ) प्रत्येक मामले पर विशेष प्रत्यय-पत्र समिति द्वारा निर्धारित मानदण्ड के आधार पर चुन दोष आधार पर विचार किया गया था।

सातवें फिल्म समारोह के अवसर पर दी गई पाटियां

2161. श्री हरगोविन्द वर्मा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) सातवें फिल्म समारोह के सम्बन्ध में कुल कितनी पाटियां दी गईं;

(ख) उन पाटियों में अलग-अलग कितने प्रतिनिधि एवं गैर-प्रतिनिधि शामिल हुए;

(ग) गैर प्रतिनिधियों के बारे में ब्योरा क्या है; और

(घ) इन पाटियों पर कुल कितना व्यय हुआ ?

सूचना और प्रसारण मंत्री (श्री लाल कुल्लु बख्शानी) : (क) 7।

(ख) और (घ) भारत के सातवें अन्तर्राष्ट्रीय फिल्म समारोह के दौरान ये पाटियां जूरी के सदस्यों और समारोह के प्रतिनिधियों का अभिनन्दन करने के लिए दी गई थीं। तथापि, इन में समारोह से संबंधित अधिकारियों, राजनयिकों, फिल्म अभिनेताओं, पत्रकारों, आदि को भी आमन्त्रित किया गया था। इन पाटियों में शामिल होने वाले व्यक्तियों की संख्या और उन पर हुआ व्यय संलग्न विवरण में दिया हुआ है।

विवरण

क्रम संख्या	पार्टी/स्वागत	आवित होने वाले व्यक्तियों की संख्या	हुआ व्यय	कैशियत
1	2	3	4	5
1	निदेशक द्वारा जूरी के सदस्यों को 3-1-79 को अशोक होटल में भोज।	25	1,805.00	
2	मंत्री द्वारा प्रतिनिधियों को 3-1-79 की संसद् सौत्र में रात्रि भोज।	450	22,935.00	

1	2	3	4	5
3	प्रधान सूचना अधिकारी द्वारा विदेशी और भारतीय पत्रकारों का 6-1-79 को विज्ञान भवन कैफेटेरिया में स्वागत	350	6,298.02	
4	निदेशक द्वारा प्रतिनिधियों को 10-1-79 को प्रशोक होटल में भोज।	400	25,476.00	
5	फिल्म निदेशक द्वारा भारतीय पत्रकारों के तथा अन्य प्रतिनिधियों को 11-1-79 को विज्ञान भवन कैफेटेरिया में चाय।	120	120.00	
6	फिल्म वित्त निगम द्वारा 13-1-79 को प्रशोक होटल में स्वागत और सांस्कृतिक समारोह।	300	3,150.00	
7	सूचना और प्रसारण मंत्रालय के सचिव द्वारा जूरी के सदस्यों और सरकारी वर्ग की फिल्मों से सम्बन्धित प्रतिनिधियों को 17-1-79 को प्रशोक होटल में राति भोज।	55	3,828.25	

सातवें फिल्म उत्सव के लिए प्राये प्रतिनिधियों की सुविधाओं पर खर्च

2162. श्री हरमोहिन्द बर्मा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) सातवें फिल्म उत्सव के लिए प्राये हुए प्रतिनिधियों के आवास पर कुल कितनी धनराशि खर्च की गई; और

(ख) उन्हें अन्य क्या सुविधायें दी गई और उन पर कितनी धनराशि खर्च की गई ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) : (क) और (ख) सातवें अन्तर्राष्ट्रीय फिल्म समारोह के लिए प्राये विदेशी और भारतीय प्रतिनिधियों को आवास, भोजन भत्ता और परिवहन की सुविधायें उपलब्ध की गई थीं। प्रतिनिधियों के आवास पर और उन को उपलब्ध की गई अन्य सुविधाओं पर हुए वास्तविक खर्च का पता सभी जिलों के प्राप्त हो जाने और उन की जांच पड़ताल हो जाने के बाद ही चलेगा।

Publicity Expenditure made by Industrial Units

2163. SHRI SACHINDRA LAL SINGHA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details of the publicity expenditure made by the industrial

units under the Ministry, Unit-wise, during the last three years, year-wise;

(b) the names of the newspapers and periodicals used for publicity by these units, unit-wise;

(c) the details of the functioning of the Public Relations Department of these units, unit-wise; and

(d) the details of the policy of publicity of these units, unit-wise?

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

(d). The statement giving the requisite information in respect of Hindustan Petroleum Corporation Limited, Hydrocarbon India Limited, Cochin Refineries Limited, Madras Refineries Limited and Bharat Petroleum Corporation Limited is attached.

Similar information in respect of remaining undertakings of this Ministry is being collected and will be laid on the Table of the Sabha.

Statement

Names of the Public Sector Undertaking	The details of the publicity ex- penditure made by the indus- trial units under the Ministry, Unit-wise during the last three year, year-wise.	The names of the news papers and periodicals used for publicity by these units, unit-wise.	The details of the functioning of the Public Relations Department of these units, unit-wise.
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(a) (b) (c) (d)

Maharashtra

Hindustan Petroleum Corp. Ltd.	1975 1976 1977-78 (15 months)	Rs. 9.7 lakhs Rs. 9.1 lakhs Rs. 8.1 lakhs	1. Bombay Samachar, Bombay Gujarati. 2. Loksastra, Bombay-Mathi 3. Maharashtra times, Bombay, Marathi 4. Lokmat, Nagpur-Marathi. 5. Sakal, Pune, Bombay-Marathi. 6. Kesari, Pune, Marz-Marathi. 7. Tarun Bharat, Pune-Marathi 8. Pudharui, Kolhapur-Marathi. 9. Stree, Pune-Marathi. 10. Swaraj, Pune-Marathi. 11. Shree Weekly, Bombay-Marathi 12. Sarita, Bombay-Hindi.	The Public Affairs Manager who reports directly to Chairman and Managing Director looks after Corpo- rations Communi- cation/information programmes.	Follow the Govt. policy as Commu- nicated to Com- pany from time to time.
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Gujarat

1. Gujarat Samachar, Gujarati
2. Lok Satta, Baroda-Gujarat
3. Stree, Ahmedabad-Gujarati
4. Ahand Anand, Ahmedabad-Gujarati.

Madhya Pradesh

1. Nai Dumiva, Indore-Hindi.
2. Hittavada, Nagapur, Bhopal, Raipur-English.
3. Navbharat, Nagpur, Raipur, Indore, Bhopal, Jabalpur—Hindi.

West Bengal

1. Anand Bazar Patrika—Calcutta—Bengali
2. Statement, Calcutta—English.
3. Jungantar, Calcutta—Bengali.
4. Desh, Calcutta—Bengali.
5. Anand Lo. Calcutta—Bengali.

Bihar

1. Indian Nation, Patna—English.
2. Aaj, Varanasi—Hindi.
3. Aryavart, Patna—Hindi.
4. Joytsna, Patna—Hindi

U.P.

1. National Herald, Lucknow, Delhi—English.
2. Manohar Kahaniya, Allahabad—Hindi.
3. Aaj, Varanasi—Hindi.
4. Amar Ujala, Agra Baraili—Hindi.

Punjab/Haryana

1. Tribune, Chandigarh—English.
2. Hind Samachar, Jullundur—Urdu.
3. Punjab Keshari, Jullundur—Hindi

Delhi

1. Hindustan, Delhi—Hindi.
2. Navbharat Time, Delhi, Bombay—Hindi
3. Shama, Delhi—Urdu
4. Sushma, Delhi—Hindi.
5. Statesman, Delhi—English.
6. Milap, Delhi—Urdu.
7. Punjabi Digest, Delhi—Punjabi.
8. Yojana, Delhi—English.

Jammu & Kashmir

1. Khidmat, Shreenagar—Urdu.

(d)

(c)

(b)

(a)

Tamilnadu

1. Hindu, Madras—English.
2. Daily Thanthi, Madras, Madurai, Trichy, Coimbatore, Vellore, Tirunelveli, Cuddalore—Tamil
3. Anand Niketan, Madras—Tamil.
4. Kumudam, Madras—Tamil.
5. Alaimagal, Madras—Tamil.

Karnataka

1. Deccan Herald, Bangalore—English
2. Sudha, Bangalore—Annada.
3. Prajamata, Bangalore—Annada.

Kerala

1. Malayala Amanorama Weekly Kottayam—Malayalam.
2. Matrubhoomi Weekly, Calicut—Malayalam.

Andhra Pradesh

1. Andhra Prabha, Vijaiwada, Bangalore—Telugu.
2. Deccan Chronicle, Secunderabad—English.
3. Ecnadu, Hyderabad, Visakh—Telugu.
4. Andhra Patrika Weekly Vijawada—Telugu.

Goa

1. Navhind Times, Panaji—English.
2. Gomanta, Panaji—Marathi.

Assam

1. Assam Bani, Gauhati—Assamese.
2. Daini Assam, Gauhati—Assamese.

National Magazines

1. Femina, Bombay—English.
2. Illustrated Weekly, Bombay—English.
3. Eve's Weekly, Bombay—English.
4. Dharmayug, Bombay—Hindi.
5. India Housewife, Madras—English.

Hydrocarbons India Ltd.	1976 1977 1978	Nil Rs. 2500/- US \$ 2000/-	Souvenir of All India Central Revenue Sports Meet. Ettala 'at', Tcheran on Indian Independence day issue	Nil	Does not undertake any general publicity.
Cochin Cement Limited.	1975-76 1976-77 1977-78	Rs. 7,981.50 Rs. 8,700.00 Rs. 13,175.06	Few advertisements are given to some Philanthropic bodies and organisations closely associated with Cochin Refineries Ltd. when they release souvenirs to commemorate some of their events, purely on Public Relations aspect.	Company Secretary attends to Public Relations job.	Publicity of the Undertaking is very limited. Each request for advertisement in souvenirs, etc. is scrutinised and sanctioned by the Managing Director.

News papers

Madras Refineries Limited.	1975-76 (July '75 to June '76)	Rs. 1,05,637.20	Hindustan-Hindi Dinamani, Alai Osai, Daily Zhanthi, Makkal Kural- Tamil.	Public Relations activities are looked after by the Company Secretary and Administrative Manager.	Company do not advertise regularly. Occasionally they advertise either on, Independendence.
	1976-77 (July '76 to June '77)	Rs. 1,01,195.65	Malayala Manoram—Malayalam.		

	1977-78 (July '76 to March 31, 1978)	Rs. 99,180.75	The Hindu, The Indian Express, Mail, Times of India, Amrit Bazar Patrika, Hindustan Times—English.		day or on Republic Day as part of efforts of the company to keep the public informed about the activities.
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Periodicals

Ananda Vikatan—Tamil Lok Udyog, Yojana Group of publications, Industrial Economist, Eastern Economist, Commerce, Economic and political—Weekly Public undertakings—English.

(a)	(b)	(c)	(d)
Bharat Petroleum Corporation Limited.	Company was taken over by the Govt. on 24-1-1976.	Times of India, Indian Express, Maharashtra Times, Statesman, Hindustan Times, Amrit Bazar Patrika, The Hindu, Lok Satta, Nav Bharat Times, Panaji Samyukta Karnataka Hubli.	Broadly advertising policy is in line with that advised by the Government from time to time.
Publicity expenditure incurred during the completed accounting years since, then is as follows :	Rs. 3,51,283/- Rs. 4,09,353/-	Gomantak, Panaji, Deccan Herald Bangalore, National Herald Lucknow/Delhi. Tribune—Chandigarh, Indian Nation, Patna.	House Journal as well as other appropriate means. Associated with various Socio-economic Activities sponsored by the Government of India/State Governments.
1-1-76 to 31-12-76 1-1-77 to 31-3-78 (15 months)			Assist social. Philanthropic charitable and/or educational institutions in their programmes for help to weaker sections of the society.

Amounts incurred by I.O.C. on Publicity

2164. SHRI SACHINDRA LAL SINGHA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) total amount of money spent by Indian Oil Corporation for the sake of publicity during the last three years, (year-wise); and

(b) the names of the news dailies, periodicals and souvenirs given advertisement during the last three years and the amount thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The requisite information is being collected and will be laid on the Table of the Sabha.

Staff Pattern of I.O.C.

2165. SHRI SACHINDRA LAL SINGHA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details of the staff pattern of Indian Oil Corporation at present, office-wise, unit-wise;

(b) whether it is a fact that most of the officers and the units are over-staffed at present and there is lack of scope of promotion at present;

(c) if so, the detailed reasons thereof;

(d) whether Indian Institute of Management has made any study about the condition of atmosphere of working in this organisation and the utilisation of services of officials; and

(e) if so, the details thereof and action taken up to date?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (e). The requisite information is being collected and will be laid at the Table of the Sabha.

Production of Power from Thermal and Hydel Plants

2166. SHRI ANANT RAM JAISWAL: Will the Minister of ENERGY be pleased to state:

(a) whether industrial and agricultural sectors in many States are still in the grip of power crisis in spite of 13 per cent increased production thereof in 1978;

(b) if so, the State-wise thermal and hydro-electric production in 1978, separately;

(c) the names of the States which faced power shortage in 1978 and State-wise short-fall thereof; and

(d) the remedial measures being taken by Government to meet power shortage?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) The power supply position in the country, is by and large, comfortable. However, some States like Madhya Pradesh, Maharashtra and Karnataka and Assam are experiencing some energy shortage and States of Bihar and West Bengal peaking shortage.

Guidelines have been issued by the Government for supplying power to various consumers according to graded priorities during times of power shortage. As per these guidelines, both agricultural and industrial sectors get high priority over other consumers in matters of power supply. It is, therefore, possible to meet, by and large, the power requirements of both the industrial and agricultural sectors in most of the States.

(b) A statement showing the State/System-wise gross energy generation for the period April, 1978 to January 1979 from thermal and hydel sources in utility sector is given in Statement I.

(c) Power shortages are being experienced only in some States like M.P., Karnataka, Bihar, West Bengal and Assam. A statement showing the

anticipated energy requirements and actual supply in these States for the period April, 1978 to January 1979 is given in Statement.

(d) A number of steps have been taken to improve power availability in the country. These measures in-

clude expediting commissioning of on-going projects, maximising generation from the existing installed capacity, integrated operation of different power systems and restructuring of the Electricity Supply Industry with a view to improve management of power projects.

Statement I

STATE/SYSTEM-WISE GROSS ENERGY GENERATION FOR THE PERIOD APRIL, 1978 TO JANUARY, 1979 FROM THERMAL AND HYDEL SOURCES IN UTILITY SECTOR

(All figures in Million Units.)

State/System	Thermal Including Nuclear	Hydel	Total
Bhakra . . . . .	..	5885	5885
B. C. P. . . . .	..	2605	2605
Himachal Pradesh. . . . .	..	293	293
Jammu & Kashmir.	5	426	431
Delhi	2309	..	2309
Haryana	292	..	292
Punjab	749	420	1169
Rajasthan	282	899	1181
Uttar Pradesh	6045	3007	9142
Gujarat	5534	999	6533
Madhya Pradesh	4103	541	4664
Maharashtra	9098	5928	15026
Andhra Pradesh	2329	2962	5291
Karnataka . . . . .	..	4821	4821
Kerala . . . . .	..	4263	4263
Tamil Nadu	3768	3812	7580
Bihar	1968	95	2063
D.V.C.	4367	191	4558
Orissa	643	1939	2582
West Bengal	4179	37	4216
North Eastern Region.	548	206	754
TOTAL	46,219	39,419	85,638

Statement II

STATEMENT SHOWING THE ACTUAL SUPPLY AT THE STATION BUS BARS FOR THE PERIOD APRIL, 1978 TO JANUARY, 1979 AND EXISTING RESTRICTION IN ENERGY

(All figures in Million Units.)

State	Actual Supply	% restriction in respect of certain category of consumers
Madhya Pradesh	4311	10 15%
Maharashtra	13073	10 20%
Karnataka	5197	20%
Bihar	2094	Peak load restriction only.
West Bengal	4262	Do.
North Eastern Region	706	10 25%

Delinking of Companies from Large Industrial Houses under MRTP Act

2167 SHRI BEDABRATA BARUA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state—

(a) whether S. 27 of the Monopolies and Restrictive Trade Practices Act enable the Government to delink the individual companies from large Industrial Houses;

(b) whether any fresh proceedings have been initiated since March 1977 to delink any company from the controlling House; and

(c) if not, what is the reason?

THE MINISTER OF STATE IN THE MINISTRIES OF HOME AFFAIRS AND LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) Under Section 27 of the Monopolies and Restrictive Trade Practices Act, 1969, the Central Government may make a reference to the MRTP Commission for enquiry as to

whether it is expedient in the public interest to make an order—

(i) for the division of any trade of the undertaking by the sale of any part of the undertaking or assets thereof; or

(ii) for the division of any undertaking or inter-connected undertakings into such number of undertakings as the circumstances of the case may justify.

Before making a reference under the provision of this Section, the Central Government has to form an opinion that the working of an undertaking covered by part A of Chapter III of the Act, is prejudicial to the public interest or has led or is leading or is likely to lead to the adoption of any monopolistic or restrictive trade practices.

(b) No, Sir.

(c) A few studies were undertaken in respect of some companies with a view to initiating action under Section 27 of the aforesaid Act. The results of these studies were, however, not found adequate to form a prima-facie

opinion that the working of any of the companies were prejudicial to the public interest or that they were indulging in monopolistic practices. As such, the studies have not led to any reference to the MRTP Commission for further inquiry as envisaged in Section 27 of the Act. Some companies were, however, found to follow some restrictive trade practices for which references were made to Registrar Restrictive Trade Agreements for appropriate action.

**Pollution of Jamuna Waters by
Mathura Refinery**

2168. SHRI BEDABRATA BARUA:
DR. BIJOY MONDAL:

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

(a) whether the effluents from the proposed Mathura Refinery are likely to poison the waters of the Jamuna spreading Cancer in human being using the water or the fish; and

(b) what steps are proposed to prevent such possibilities?

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

(b) As far as liquid effluents from Mathura Refinery are concerned, adequate waste water treatment and monitoring facilities to avoid any pollution hazards are being provided. The treatment facilities proposed to be installed in the refinery will ensure that the standard of treatment of effluents is as high as possible and in no case less than that laid down by the ISI and U.P. State Water Pollution (Prevention and Control) Board for industrial effluents to be discharged into inland river water. Adequate technological know-how and manufacturing capacity exist within the country for providing this. All efforts

will be made to ensure that to the maximum extent possible, treated effluents will be used for irrigation in the non-rainy season, if necessary, by introducing special cropping patterns in consultation with Agricultural Department of the State Government. Even when it becomes necessary to discharge the treated effluents into the river Yamuna, this will be done only after ensuring that fish life can survive and flourish in the treated water. For this purpose, it is proposed to build a balancing pond for the treated effluents where fish would be reared and periodically checked by the Fisheries Department. There will also be adequate facilities to have the treated effluent discharged into the main channel of the river, particularly during the lean season when the river flow is low and gets divided into many small streams. This will enable the effluents to get mixed and diluted properly within a distance of about 20 Kms. from the point of discharge.

Gold Mining work at Mangalore Mines

2169. SHRI RAJSHEKHAR KOLUR:
Will the Minister of STEEL AND MINES be pleased to state:

(a) the progress made in gold mining work at the Mangalore Mines since the beginning of December, 1978; and

(b) if no substantial progress is reported, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) and (b). There is no "Mangalore mines" for gold. Presumably, the reference is to Manglur Gold Mines which is under Hutti Gold Mines Company Limited. The mining work at this mine has not yet been started by the Hutti Gold Mines Company Limited due to financial constraints as heavy investment is required.

Inclusion of Temple Area in Devasugur in Thermal Power Project

2170. SHRI RAJSHEKHAR KOLUR: Will the Minister of ENERGY be pleased to state:

(a) whether a representation has been received from the Devasugur and nearby villages on the bank of Krishna River in Raichur District not to include the temple area (in Devasugur) in the Thermal Power Project area; and

(b) if so, what decision has been taken by Government in the matter?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) Yes, Sir. A representation was received by the Government of Karnataka on this matter.

(b) The Government of Karnataka have informed that the extent of land to be acquired for locating Thermal Plant at Raichur has now been finalised and as per the lay out plans, the Devasugur village proper and the area upto the river will not be acquired and Sugreshwar temple will not therefore be affected.

Memorandum from workers of Rail Transport Section of Rajhara Mines

2171. SHRI SAMAR MUKHERJEE: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have received a memorandum on some vital demands of workers of Rail Transport Section of Rajhara Mines from the Hindustan Steel Employees' Union Bhilai; and

(b) if so, the nature of action taken on those demands?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) Yes, Sir.

(b) Discussions have been held between the plant management and

the Union on the issues contained in the Memorandum. The Assistant Labour Commissioner (Central) Raipur has also discussed with both sides. Further discussions are being held to settle the issues.

Strike by Mining Workers

2172. SHRI SAMAR MUKHERJEE: Will the Minister of ENERGY be pleased to state:

(a) whether attention of the Government has been drawn to the grave situation prevailing in mining area of Silewada Walni and Pipla as a result of strike imposed upon the workers since 28th December, 1978; and

(b) if so, the steps taken in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) and (b). The leaders of Walni colliery of WCL resorted to illegal strike on 28th December, 1978 demanding higher wages for loading coal into tubs in underground. From 1st January, 1979, the workers of Pipla and Silewada mines also went on illegal strike in support of the demands of workers of Walni Colliery which was supported by AITUC and CITU Unions. The strike was called off on 13th January, 1979.

Although no written agreement was signed, an understanding was reached with the concerned Unions for detailed investigation of the issue. The factual position is being investigated for taking further necessary action in the matter. Some of the workers who had resorted to coercive, intimidatory and violent activities, were suspended, pending enquiry. As a result of understanding reached with the unions, most of them have been allowed to resume work, pending enquiry. The situation is normal since 14th January, 1979.

Anti Social Elements in Collieries in Bihar and West Bengal

2173. SHRI SAMAR MUKHERJEE: Will the Minister of ENERGY be pleased to state:

(a) whether he is aware that the managements of most of the collieries in Bihar and West Bengal are encouraging anti-social elements who are not only engaged to disrupt the workers' legitimate union activities, but have also committed number of murders particularly in Bihar; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) It is not a fact that managements of collieries in Bihar and West Bengal are encouraging anti-social elements to disrupt workers' legitimate union activities. It is, however, a fact that murders have taken place in some coalfields. The management is aware of the activities of the anti-social elements operating in their collieries and have brought the same to the notice of the law and order authorities of the State Governments.

(b) The Central Government, as well as the State Governments of Bihar and West Bengal are fully seized of the problem and have been taking appropriate action.

New Steel Plants in next Five Years

2174. SHRI C. N. VISVANATHAN:
SHRI SUKHDEO PRASAD
VERMA:

SHRI G. M. BANATWALLA:

Will the Minister of STEEL AND MINES be pleased to state:

(a) the new steel plants which are proposed to be started during the next five years, indicating the capacity proposed and the time frame for completion;

(b) the collaboration agreements with foreign countries proposed or decided in each case; and

(c) the necessity for foreign collaboration considering the availability of expertise within our borders?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) to (c). As a part of the overall development programme for enhancement of the capacity in the steel industry, the feasibility of setting up port-based, export-oriented plants has been under the consideration of the Government. Schedule for establishing such plants, their product-mix, capacity etc. is dependent upon a large number of factors including the availability of financial resources. Preliminary discussions have been held with certain countries such as USSR, Romania, West Germany, U.K. and Japan on the project concept and nature of assistance which can be provided by them for establishing the projects. These discussions are still continuing. A final view on entering into agreements with Foreign Countries will be taken only after these discussions have concluded and after investment decisions are taken.

Pension Benefits to NCC Officers

2175. SHRI NIHAR LASKAR: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether it is a fact that in 1954 due to shortage of officers in the Defence Services ex-Army officers released from service were granted short service commission for duties in the N. C. C. and their services were extended upto the age of 55 yrs. under A. I. 201/54;

(b) whether also some officers in this category have put up continuous service for 20 or more years and yet not considered for pensionary benefits in terms of AI 201/54;

(c) if so, whether Government are considering their cases for pensionary benefits giving due consideration to their long continuous services and the great difficulties for want of means of livelihood at the fag end of their life; and

(d) the reasons for delay in coming to a decision regarding these officers?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (d). During 1955-56, due to shortage of regular Army officers, a number of released non-Regular Officers and Ex-State Forces Officers were granted Short Service Regular Commission under Army Instruction 201/54 for service in the NCC. It was then anticipated that these officers would be released from service after 5-6 years, but due to the continuing shortage of regular officers, they were allowed to continue for longer periods. Since these officers were appointed on temporary basis, they were only entitled to terminal gratuity. However, Government have since decided to consider them for grant of Regular Commission in the NCC. There are only five officers of this category in service at present. Those among them, who are found suitable for grant of Regular Commission, will become eligible for pensionary benefits.

Abolition of Contract System in the Coal Companies

2176. SHRI NIHAR LASKAR:

SHRI P. M. SAYEED:

SHRI M. V. CHANDRASHEKHARA MURTHY:

Will the Minister of ENERGY be pleased to state:

(a) whether the Union Ministry is considering to abolish the present contract system in the coal companies; and

(b) if so, what new system is being adopted to replace the old system?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): (a) and (b). The Government of India is proposing to abolish the present contract system for road transport of coal in a phased manner by departmentalising this work.

उर्बरक उद्योग की उत्पादन क्षमता

2177. श्री भारत सिंह चौहान

श्री यादवेंद्र बल

श्री श्याम लाल धुबे

क्या पैट्रोलिएम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नवम्बर, 1978 के अन्तिम सप्ताह में, उर्बरक उद्योग की उत्पादन क्षमता बढ़ाने के लिये उपाय करने के सम्बन्ध में एक गोष्ठी आयोजित हुई थी; और

(ख) यदि हा, तो उक्त गोष्ठी में दिये गये सुझावों का और तदनुसार सरकार द्वारा इन सुझावों पर की गई कार्यवाही का व्यौरा क्या है ?

पैट्रोलिएम, रसायन और उर्बरक मंत्री (श्री हेमबारी मन्डन बहुगुणा) : (क) जी, हाँ।

(ख) गोष्ठी में जिन समस्याओं पर विचार-विमर्श किया गया था उस में अनेक मद शामिल थे, जैसे बिजली में गड़बड़ी और बोल्टेज में उतार-चढ़ाव, उपकरणों के अतिरिक्त पुर्जों का समय पर न मिलना, उपकरणों की किस्म, कच्चे माल की किस्म, मरम्मत आदि। गोष्ठी में एक सुझाव यह दिया गया था कि रुग्ण प्लांटों में क्षमता का अधिक उपयोग करने के लिये उन को पुनः स्थापित करने और नया करने के लिए एक समय-बद्ध कार्यक्रम बनाया जाए। गोष्ठी में यह भी सुझाव दिया गया था कि पुराने प्लांटों की परिसम्पत्ति को चरणबद्ध रूप से हटाया जाए और प्रौद्योगिकी में सुधार और उस के नवीकरण की प्रक्रिया आदि अपनाई जाए।

सरकार पहले ही अनेक सीमाओं में बंधी हुई है जिस के कारण देश में उर्बरक क्षमता के इष्टतम उपयोग पर प्रभाव पड़ता है। इन सीमाओं को हटाने के लिये नवीकरण कठिनाई निवारण, परिवर्तन और नवीकरण, फीड-स्टॉक में परिवर्तन, कैप्टिव पावर उत्पन्न करने की सुविधा आदि जैसे सुधारात्मक उपाय अनेक प्लांटों में पहले ही अपनाए गए हैं ताकि उन के संचालन क्षमता का इष्टतम उपयोग किया जा सके।

Conveyance Allowance to H.S.C.L. Workers

2178. SHRI SIVAJI PATNAIK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether he is aware that the assurance given by the Minister for payment of conveyance allowance to the HSCL workers and for formation of an All India Bipartite Machinery for discussion on Charter of Demands of all India bearing, has not yet been fulfilled and causing great resentment among the workers;

(b) whether he is also aware that the management of HSCL, Bhilai has been victimising the trade Union activists which is even proved by the judgment of the Industrial Court of M.P.; and

(c) if so, the reaction of the Minister thereto?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) Presumably, the reference is to the discussions the Union representatives had with the Minister of Steel and Mines at Bhilai on 28-10-1978. No assurances for payment of conveyance allowance to HSCL workers and for formation of All India Bipartite Machinery for discussion on the lines mentioned were given during those discussions.

(b) The allegation that the management of HSCL, Bhilai has been victimising the employees for trade union activities is not correct. There has been no judgment of the Industrial Court of M.P. substantiating the allegation.

(c) Does not arise.

पाकिस्तान द्वारा भारतीय जेल का उत्सर्जन

2179 डा० महावीर सिंह शास्त्री : क्या उप प्रधान मंत्री तथा रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पाकिस्तानी सेना द्वारा भारतीय बीमा का उत्सर्जन करने और भटकाने वाली कार्रवाई करने की घटनाएँ बढ़ी हैं; और

(ख) यदि हाँ, तो गत तीन महीनों में ऐसी कितनी घटनाएँ हुई हैं और इस संबंध में सरकार क्या कार्यवाही कर रही है ?

उप-प्रधान मंत्री तथा रक्षा मंत्री (जी जगजीवन राम) : (क) और (ख) : दिसम्बर 1978 से 26 फरवरी 1979 तक नियंत्रण रेखा के साथ साथ गोलीबारी की केवल पांच घटनाएँ हुई हैं जबकि उससे पहले के तीन महीनों में ऐसी सात घटनाएँ हुई थी। ऐसी घटनाएँ जिनका प्रभाव नष्ट नहीं है और यह पाकिस्तानी सेनाओं की गतिविधियों में किसी तरह की तेजी का संकेत नहीं है। इन घटनाओं का स्थानीय स्तर पर निराकरण करना होता है। हमारी सुरक्षा सेनाएँ लगातार नियंत्रण रेखा पर हैं और उन्हें आदेश है कि जहाँ आवश्यक हो कड़ी कार्रवाई करें।

भ्रातृ कारखानों द्वारा निमित्त रायफलों की उपलब्धता

2180 डा० महावीर सिंह शास्त्री : क्या उप प्रधान मंत्री तथा रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय भ्रातृ कारखानों द्वारा निमित्त .315" बोर रायफलें निर्धारित मूल्य पर बाजार में उपलब्ध नहीं हैं;

(ख) क्या यह सच है कि राज्य विप्रेताओं को रायफल आपूर्ति उत्पादन होने के कारण कम संख्या में मिलती है; और

(ग) यदि हाँ, तो लोगों को निर्धारित मूल्य पर रायफलें उपलब्ध कराने के लिए सरकार क्या कदम उठा रही है ?

रक्षा मंत्रालय में राज्य मंत्री (श्री० श्री० सिंह) : (क) जी, नहीं। इस बारे में कोई आम शिकायत नहीं मिली है कि .315" स्पॉटिंग रायफल बाजार में निश्चित मूल्य पर नहीं मिल रही है। शिकायत के छटपुट मामलों को जांच पड़ताल करने और रिपोर्ट प्रस्तुत करने के लिए संबंधित राज्य के पुलिस प्रार्थ-कारियों को भेज दिया गया था। परन्तु पिछले कुछ वर्षों में ऐसे किए आरोपों की पुष्टि नहीं हो सकी है।

(ख) जी, हाँ। रायफलों के लिए एक सामग्री कम मिल रही है इसलिए दुकानदार को रायफल सीमित संख्या में ही आ रही है।

(ग) रायफल में अब किसी दूसरी सामग्री का प्रयोग शुरू कर दिया गया जिस से सलाई में सुधार होगा।

Recruitment Policy for Army

2181, PROF. P. G. MAVALANKAR: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether Government's policy of new or fresh recruitments for the army has remained the same and stationary for last one decade and more;

(b) if so, why;

(c) if not, what changes have been effected and why;

(d) how are the recruitments done whether any special or spectacular camps are organised in this direction to attract wider notice of the intending recruits and the general public; and

(e) if so, broad details thereof including whether such a camp was recently put up in Ahmedabad in Gujarat?

THE DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): (a) to (c). There has been no basic change in the policy of recruitment in the Indian Army for the last one decade and more. The broad policy, which was adopted after independence and which is still continuing, is that recruitment to the Indian Army should become gradually broad-based. The recruitment of officers in the Army is made from amongst Indian nationals on an all India basis. The recruitment is not based on caste, creed or religion but on merits only. In the case of recruitment to Other Ranks, there is reservation for certain castes and communities and specified groups of people in some regiments. In other Regiments the recruitment is open to all classes subject to physical, educational and medical standards. The recruitment to "all class regiment" is based on the recruitable male population of the State according to 1971 census and demands are placed accordingly.

Where however the actual recruitment in a particular State/Union Territory falls below the proportionate ratio, the deficiency is made good from other States/Union Territories.

(d) and (e). Recruitment into the Army is done through a net-work of 60 Recruiting Offices located all over the country. With a view to covering the remotest regions, Recruiting Officers are also required to carry out regular extensive and intensive tours into the interior parts of their respective recruiting zones/areas so that the candidate are not made to travel long distances. In addition, Regional All India Recruiting Rallies are held at different places throughout the country.

Wide publicity in respect of tours of the Recruiting Officer as well as that of the Recruiting Rallies is given through the media of local newspapers, beating of drums, distribution of handbills, radio and television.

Indian Delegation at a Conference in Kuala Lumpur

2182, PROF. P. G. MAVALANKAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether he recently led an Indian Delegation to a Conference in Kuala Lumpur, Malaysia;

(b) if so, full facts thereof;

(c) whether Government are entering into any specific or concrete arrangements or agreements for speedier and better information channels between and among Asian Nations; and

(d) if so, broad indication thereto?

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

(b) An International Conference on Communication Policies in Asia and

Oceania, sponsored by UNESCO was held at Kuala Lumpur from 5th to 14th February, 1979.

The Kuala Lumpur Conference was the second Regional Conference of its kind, on communication policies, the first one having taken place at San Jose (Costa Rica) in July 1976 in respect of the Latin American and the Caribbean region. The following were the main agenda items which were discussed in this Conference:—

- (1) Problems and perspectives of communication.
- (2) Problems arising from the development of modern systems of communication.
- (3) Formulation and implementation of national communication policies.
- (4) Regional and international cooperation.

The Indian Delegation was led by me for the first three days and by Secretary, Ministry of Information and Broadcasting for the remaining seven days. The other members of the Delegation were as follows:—

1. Shri D. R. Manekar, Chairman, Coordination Committee, News Agencies Pool of Non-aligned countries.
 2. Shri S. J. S. Chhatwal, High Commissioner for India, Kuala Lumpur.
 3. Shri Krishan Sondhi, Joint Adviser (Communication), Planning Commission.
 4. Shri G. N. Tandon, Special Assistant to Minister of Information and Broadcasting—from 5th to 7th February, 1979.
 5. Shri V. S. Gopalkrishnan, Director (Information Policy), Ministry of Information and Broadcasting.
- (c) and (d). Cooperation amongst the member States in the region of Asia and Oceania for improved in-

formation exchanges between them, constituted an important section in the deliberations of the Kuala Lumpur Conference. The Conference made several recommendations to Members States and UNESCO relating to improved news flow amongst these countries as well as cooperation among the news agencies in these countries. Some of the other major recommendations pertain to the constitution of a Regional Bank for film, video tapes and radio programmes; the examination of the possibility of establishment of an international fund for the development of communication; the use of communication satellites for exchange of news and information and television programmes; and the reduction of tariff for press bulletin services from one country to another. The Conference has set the pace for the establishment of closer cooperation in the field of information amongst the countries of this region. Any specific or concrete agreements or arrangements amongst the countries for this purpose are expected to take shape in future.

Steps to reduce salaries of Company Directors

2183. PROF. P. G. MAVALANKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have recently taken any effective and concrete steps at reducing the salaries, perquisites allied facilities etc. of the company Directors;

(b) if so, what are they and with what effect or result; and

(c) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) to (c). The revised administrative guidelines lowering the ceiling of remuneration

of Managing/Whole-time Directors/Managers of the public limited companies and private companies which are subsidiaries of public limited companies, have since been issued by the Central Government on 9th November, 1978. A copy of the same is laid on the Table of the House.

As a result of these revised guidelines, the ceiling on remuneration, including perquisites, which earlier was generally of the order of Rs. 2,23,000 per annum, has now been reduced to Rs. 1,32,000.

Revised guidelines/administrative ceilings on salary and perquisites/benefits allowable to the Managing Directors, Whole-time Directors, Part-time paid Directors and Managers in Public Limited Companies, or Private Limited Companies which are subsidiaries of public limited companies.

1. Introduction.

1.1. The expression 'managerial personnel' in relation to companies registered under the Companies Act, 1956 ordinarily refers to the Managing/whole-time Directors or Managers (as defined under Section 2(24) of the Act) and excludes executives who are not members of the Board of Directors of the Company irrespective of the salary paid to them.

1.2. Both the appointment and remuneration of the managerial personnel are subject to the regulatory provisions contained in the Companies Act. As such the approval of the Central Government is required both for the appointment/reappointment of Managing/Whole-time Directors/Managers and also for the remuneration payable to them during their tenure of appointment.

2. Statutory Provisions regarding Limits of Managerial Remuneration.

2.1. While under section 269 read with section 388, their appointment as well as reappointment is subject

to the approval of the Central Government, the provisions of Sections 309 to 311 read with section 387 govern their remuneration. Section 309 provides, *inter alia*, that the Managing/Whole-time director may be paid upto 5 per cent of the company's net profits for one such Director and where there is more than one such Director, upto 10 per cent thereof for all of them put together.

2.2. Under Section 198, the remuneration payable to all Directors including a Part-time Director is not to exceed 11 per cent of the Company's net profits and this percentage is exclusive of the fees payable to the Directors for attending the meetings of the Company's Board of Directors from time to time.

2.3. The remuneration to a Managing Director or Whole-time Director or Manager may, however, be paid to them either by way of monthly payment or as percentage of the net profits or by way of perquisites or by one or more of them. In any case, it will be subject to the limits mentioned above.

2.4. Minimum or protected remuneration.

Section 198(4) of the Companies Act, provides *inter alia*, that where a company has no profits or its profits are inadequate in any financial year, it may, subject to the Central Government's approval, pay to its Directors including any Managing/Whole-time Director or Manager by way of minimum remuneration an amount not exceeding Rs. 50,000 per annum to all of them put together if there are two or more of them holding office in the company. This limit of Rs. 50,000 could be exceeded with the approval of the Central Government if the latter is satisfied that, for the efficient conduct of the business of the company, the minimum remuneration of Rs. 50,000 per annum, is or will be insufficient.

3. *Administrative Guidelines:*

Administrative guidelines were issued in November, 1969 governing the remuneration payable to the Managing/Whole-time Directors, Managers of Public Limited Companies and Private Companies which are subsidiaries of Public Limited Companies. In view of persisting doubts regarding the Central Government's powers in fixing ceilings on remuneration, the Companies (Amendment) Act, 1974 introduced certain new provisions which vested the Central Government with specific powers to fix the remuneration of Managing/Whole-time Directors and Managers. The new provisions of section 637AA clearly enunciated the principles that should be kept in view in approving any appointment or in fixing the remuneration of the managerial personnel. It was specifically laid down that the Central Government, while according its approval to managerial remuneration would, *inter-alia*, have regard to "public policy relating to the removal of disparities in income".

4. *The Case for Reduction in Ceilings.*

The Central Government have carefully reviewed the entire question of managerial remuneration in the context of socio-economic objectives of State Policy and the need for establishing a co-relation in managerial remuneration at comparable levels of responsibility in Government, public sector undertakings and public limited companies. In this connection, the recommendations of the Study Group on Wages, Incomes and Prices (Bhoothalingam Committee) whose report was published in May, 1978 as well as the recommendations of the High-powered Expert Committee under the Chairmanship of Justice Rajendra Bachar have been taken into account. These two Committees had the benefit of the views of various interests and bodies representing the employers, employees, trade unions etc.

5. *Revised Guidelines*

The following revised guidelines have accordingly been framed for dealing with applications received by the Central Government under Sections 269, 310, 311, 309 and 198, 387 and 388 of the Companies Act, 1956:

5.1. *Substantive Remuneration*

(i) The maximum remuneration payable to Managing/Whole-time Director or part-time paid Directors, Managers from one or more companies put together, subject to the statutory limits, has been fixed as under:—

(a) The salary inclusive of dearness allowance and all other fixed allowances should not exceed Rs. 60,000 per annum;

(b) A commission on net profits upto 1 per cent of the net profits may be allowed in addition to the salary as an incentive for efficient and sound management, but this should be at least 20 per cent of salary subject to and overall ceiling that salary plus commission would not exceed Rs. 72,000 per annum (bonus will be treated as part of commission);

(c) Where a company proposes to pay remuneration in the form of commission on net profits alone, this shall be subject to a maximum limit of Rs. 72,000 per annum; and

(d) Henceforward, perquisites will be restricted to an amount equivalent to the annual salary subject to a maximum of Rs. 60,000 per annum to be reckoned on the basis of actual expenditure or liability incurred by the company as provided under explanation to section 198 of the Companies Act, 1956. There would, however, be separate non-interchangeable ceilings for expenditure on pensionary benefits, medical treatment and housing. Within this overall limit,

the perquisites that may be allowed by the company will be as under:—

(i) Company's contribution towards Provident Fund:

Non-interchangeable ceiling of 10 per cent of salary.

(ii) Company's contribution towards Pension/Superannuation Fund:

Non-interchangeable ceiling of 15 per cent of salary.

(iii) Gratuity:

Payable in accordance with an approved fund and which does not exceed one-half month's salary for each completed year of service subject to a non-interchangeable ceiling of Rs. 30,000 or 20 months' salary whichever is less.

(iv) Medical benefits for self and family:

Non-interchangeable ceiling of 1 month's salary subject to a maximum of Rs. 5000/- per annum.

(v) Leave and leave travel concession.

(vi) Housing including furniture, fixtures, appliances, gas and electricity—Non-interchangeable ceiling of 40 per cent of salary on the condition that 10 per cent of salary would be borne by the Managerial Personnel;

(vii) Free use of company's car with driver;

(viii) Personal accident insurance;

(ix) Free telephone facility at residence.

(x) Fees of clubs, subject to a maximum of two clubs. Admission and life membership fees to clubs will not be allowed.

5.2. Minimum Remuneration

In the event of absence or inadequacy of profits in any financial year, a cut of 10 per cent will be imposed on the substantive salary while the ceiling on perquisites will not be altered. (No commission/bonus will be payable in the case of absence or inadequacy of profits).

5.3. Exceptions

Expatriates and persons possessing high or rare skills would not be covered by the ceilings on managerial remuneration. These cases will be decided on merits.

5.4. Application of revised guidelines

The revised guidelines will not be applicable to the existing managerial personnel in whose cases approval have already been accorded, for the remaining duration of their current tenure. They will be made applicable to these persons on their reappointment on the expiry of their current tenure.

Certifications given to Hindi Films with Scenes of Violence

2184. SHRI SARAT KAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that certificates have been given to the Hindi films which contain the scenes of violence, sex, dacoity and other crimes during last three years; and

(b) whether some of such type films which were issued certificates have also been banned later on and if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) During the calendar years 1976, 1977 and 1978 the number of Hindi feature films certified for unrestricted public exhibition and certified for public exhibi-

bition restricted to adults, was as under.—

Year	'U' certificates	'A' certificates
1976 . . .	103	3
1977 . . .	128	6
1978 . . .	103	19

The story content may, and in fact does, involve depiction of scenes pertaining to violence, dacoity and other crimes, but the films are examined by the Board of Film Censors in accordance with the provisions of the Cinematograph Act 1952 and guidelines issued thereunder. According to these guidelines, the Board has to ensure that anti-social activities such as violence are not glorified or justified, that the modus operandi of criminals or other visuals or words likely to incite the commission of offence are not depicted and that pointless or avoidable scenes of violence or cruelty are not shown.

(b) The films "The Exorcist" (Revised) (English) and "Jadu Tona" (Hindi) which were earlier certified for public exhibition restricted to adults, were uncertified by the Central Government in exercise of the powers conferred under section 6(2) (a) of the Cinematograph Act 1952 on 6-2-79.

In 1978 the Board also cancelled the certificates in respect of the following Indian feature films:—

(1) ILAYA THALAI MURAI (TAMIL)

(2) AVALUDE RAVUKAL (MALAYALAM)

(3) SATHRATHIL ORU RATHRI (MALAYALAM)

(4) THAMBURATTY (MALAYALAM)

(5) CHAL MAHANARANGA (TELUGU)

These films were exhibited in a form other than the ones in which they were certified. Applicants of some of these films have challenged the cancellation orders in courts of law. These cases are *sub judice*.

Contract with Foreign Oil Companies for Exploration of Off-Shore and On-Shore Oil Resources

2185. SHRI C. K. JAFFER SHARIEF: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the details regarding contracts entered into by India with foreign oil companies for exploration of off shore and on-shore oil resources in the country during the last two years and the areas allotted to each company; and

(b) what is the number of cases in which such agreements are proposed to be reviewed?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA): (a) No contract for exploration involving any lease of areas was entered into with any foreign company in the last two years.

(b) Does not arise.

Names of Hydel Project in each State

2196 SHRI DURGA CHAND: Will the Minister of ENERGY be pleased to state:

(a) the names of Hydel Projects in each State on which work is in progress at present;

(b) the date on which each project was cleared and the date on which the work on each project started;

(c) what was the scheduled dates of completion in each case separately and what are the reasons for delay;

(d) what was the original estimated expenditure on each project and what is the present estimate;

(e) by when the each project is likely to be completed; and to what extent there had been a loss on account of non-completion of these projects as per scheduled programme; and

(f) what effective steps are being taken to expedite the completion of each project?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) to (f). The information in respect of sanctioned hydro-electric projects, including original and present cost estimates, is contained in the Statement laid on the Table of the House (Placed in Library. See No. LT-4048/79). The data regarding the scheduled dates of commissioning of the various projects is based on the position which emerged at the recent Plan discussions with the States.

Delays in the execution of hydro-electric projects, where they occur, can be caused by more than one factor. The progress of civil and electrical works, the timely availability of funds and supply of equipment are the broad areas between which coordination has to be effected.

A separate Monitoring Cell has been set up in the Central Electricity Authority (CEA) to watch the progress of works on each hydro-electric project in the country. Among other steps, the equipments likely to be on the critical path are identified and the required schedules for delivery worked out. High-level discussions have been arranged in the Ministry of Energy with the manufacturers to ensure timely supply of the equipments. The Monitoring Cell in the CEA has devised and circulated objective formats, for the purpose of

reviewing progress of works, to the project authorities who are assisted by the CEA in the matter of availability of scarce materials.

The State authorities, as the implementing agencies for most of the projects, have been advised, from time to time, to set up appropriate monitoring organizations with a view to speedily identifying and resolving bottlenecks in the execution.

Number of Villages Electrified in each State

2187. SHRI DURGA CHAND: Will the Minister of ENERGY be pleased to state:

(a) the number of villages in each State which have so far been electrified against the total number of villages in each State and what is the percentage;

(b) the number of villages in each State which are proposed to be electrified during the next five years, year-wise; and

(c) by when all the villages in each State are likely to be electrified?

THE MINISTER OF ENERGY (SHRI P. RAMACHANDRAN): (a) There are 5,76,936 villages in India. 2,25,022 villages were electrified as on 31st December, 1978. State-wise details are given in the statement enclosed.

(b) The draft Five-Year Plan 1978-83 envisages electrification of one lakh additional villages in the country. State-wise details are, however, not indicated.

(c) On the basis of the plans prepared by different States electrification of all the villages is expected to be completed by 1994-95.

Statement**INHABITED VILLAGES ELECTRIFIED—1971 CENSUS**

Sr. No.	States/U.Ts.	Total No. of villages.	Villages electrified as on 31-12-1978	% villages electrified as on 31-12-1978
1.	Andhra Pradesh	27,221	15,080	55.4
2.	Assam	21,995	2,472	11.2
3.	Bihar	67,566	18,856	27.9
4.	Gujarat	18,275	8,922	48.8
5.	Haryana	6,731	6,731	100.0
6.	Himachal Pradesh	16,916	8,048	47.6
7.	Jammu & Kashmir.	6,503	4,064 (b)	62.5
8.	Karnataka	26,826	15,455	57.6
9.	Kerala	1,268	1,230	97.0
10.	Madhya Pradesh	70,883	18,799	26.5
11.	Maharashtra	35,778	22,518	62.9
12.	Manipur	1,949	235 (a)	12.1
13.	Meghalaya	4,583	435	9.5
14.	Nagaland	960	257	26.8
15.	Orissa.	46,992	14,257	30.3
16.	Punjab	12,188	12,126 ()	100.0
17.	Rajasthan	33,305	10,698	32.1
18.	Sikkim	215	48	22.3
19.	TamilNadu	15,735	15,525	98.7
20.	Tripura	4,727	496	10.5
21.	Uttar Pradesh	1,12,561	35,564	31.5
22.	West Bengal.	38,074	11,964	31
Total (States)		5,71,251	2,23,780	39.2
1.	A & N Islands.	390	71	18.2
2.	Arunachal Pradesh.	2,973	146	4.9
3.	Chandigarh.	26	26	100.0
4.	D & N Haveli.	72	52	72.2
5.	Delhi	243	243	100.0

1	2	3	4	5
6. Goa Daman & Diu.	.	409	347	84.8
7. Lakshadweep	.	10	9	90.0
8. Mizoram	.	229	15	6.5
9. Pondicherry	.	333	333	100.0
TOTAL (U. Ts.)		4,685	1,242	26.5
TOTAL (All-India)		5,75,936	2,25,022	39.1

(:) —62 villages have been declared uninhabited.

(a) —As on 31-3-1978.

(b)—As on 30-6-1978.

T.V. Centre in Saurashtra

2188. SHRI D. D. DESAI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of T. V. sets operating in Saurashtra;

(b) whether it is a fact that they depend on programmes from Pakistan and Abu Dhabi; and

(c) if so, why has the Government not yet decided to give a T. V. Centre to Saurashtra?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) According to information available from P&T Department, 433 TV licences were in force in Saurashtra region as on 30-9-1978.

(b) It is occasionally possible to receive television signals in Saurashtra from Pakistan and Abu Dhabi. This reception is on account of freak atmospheric conditions and does not fall in the category of a regular service.

(c) In view of the constraints on financial resources, it is not possible to set up T.V. Centre in Saurashtra during the Sixth Plan period.

Exploitation of areas in M.P. bearing Lime Stone, Bauxite and Rock Phosphate

2189. DR. VASANT KUMAR PANDIT: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that Madhya Pradesh has large mineral areas with various types of mining raw materials of which hardly 50 per cent is properly tapped and utilised;

(b) whether Directorate of Regional Research Laboratory Hyderabad had appointed a committee and had recommended setting up a National Laboratory, working under the Council of Scientific and Industrial Research in M.P. for Mines/Mineral/Forest Resources;

(c) whether Government have reserved large areas bearing lime stone, Bauxite and Rock-phosphate in M.P. to be exploited by the public sector, if so, what are the plans; and

(d) whether Government consider releasing such areas for exploitation in minerals by private sector?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a), (c) and (d). Madhya Pradesh is one

of the principal mineral producing States in the country. During 1978, Madhya Pradesh reported production of 22 minerals including minor minerals as a single group. This State is the sole producer of diamond and during 1977 it was the largest producer of diaspore, pyrophyllite and lime stone, second largest producer of iron ore, bauxite, corundum and dolomite and the third largest producer of coal and manganese ore in the country.

The State Government, at the instance of the Central Government, has reserved large Lime stone and Bauxite bearing areas for exploitation by the public sector units of the Central Government. The State Government has also reserved certain Lime stone and Bauxite bearing areas for exploitation under the State sector, most of which are already under active exploitation. Certain limestone bearing areas in Satna, Jabalpur, Durg and Bilaspur Districts in Madhya Pradesh and bauxite bearing areas in Shahdol, Bilaspur, Mandla, Suruja and Raigarh Districts and Baihar Tahsil of Balaghat District have been reserved keeping in view the current and future requirements of public sector steel and aluminium plants respectively. Some of the bauxite deposits in Mandla, Bilaspur and Shahdol Districts are already being utilised by Bharat Aluminium Company Limited for production of aluminium at their Korba smelter. In respect of deposits in Surguja, a project report for setting up of a large export-oriented alumina plant was got prepared by Russian Consultants, but the project could not be taken up as it was not found feasible. Further exploration in this District is continuing. In respect of certain bauxite areas in Satna District which were earlier reserved, the State Government has been advised that there was no objection to release the area from reservation. Regarding Lime Stone areas, the reservation has to be done with reference to long-term needs of the existing steel plants. Certain Lime Stone areas in Madhya Pradesh are already

supplying to Bhilai, Rourkela and Durgapur steel plants.

Madhya Pradesh Government has reserved the rock phosphate deposits of Jhabua District for exploitation in the Public Sector. The State Government is already working the deposits in some areas of Jhabua and Sagar Districts.

The need for continuing reservation of areas for exploitation under Public Sector is reviewed from time to time.

(b) Based on the recommendations of the Committee constituted by the State Government, which included representatives of Council of Scientific and Industrial Research, a proposal for the setting up of a laboratory under the C.S.I.R. in Madhya Pradesh has been approved by the Governing body of C.S.I.R. The Committee has identified three major areas of thrust for research and development efforts in the State, namely (i) forest (ii) minerals and (iii) agro-products.

Increase in the price of Petroleum products due to hike in price of crude oil

2190. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are contemplating to increase the prices of Petroleum products due to hike in the prices of crude oil in international market;

(b) what is the total quantity of imported crude oil and petroleum products during the years 1976, 1977 and 1978, and what are the anticipated imports required for the year 1979;

(c) whether the Bombay Taxmen's union has protested against such price increase; and

(d) in the event of price rise, what will be the incidence of burden on the common consumer, industrial production and Transport fare and freights?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Various alternative proposals are under consideration. No final decision has yet been taken.

(b) Total quantity of crude oil and products imported in 1976, 1977 and 1978 and estimates for 1979 are given below:—

		in '000 tonnes.	
		Crude	Products
1976	. . .	14032	2340
1977	. . .	14850	2709
1978	. . .	14697	3888
1979	. . .	16500	4175
(Estimated)			

(c) Yes, Sir.

(d) The basic prices of petroleum products have not yet been changed. Information relating to the burden arising out of the changes effected by the Finance Bill, 1979-80 is not readily available.

Effect on Taj Mahal and Ghana Birds Sanctuary due to pollution

2191. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that renowned ornithologist scientists have given several warning of a grave threat to the Ghana Birds Sanctuary at Bharatpur due to Mathura Oil Refinery;

(b) what new studies and surveys have Government made to find the quantum of pollution and its effect on the Birds Sanctuary, if so, what are the findings; and

(c) what preventive steps have been planned by Government to pre-

vent environmental pollution by the Refinery, causing drastic effect on the entire ecology of Uttar Pradesh and Rajasthan?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir. Apprehensions had been expressed in some quarters about the possible adverse effects of pollution from the Mathura Refinery on the Ghana Bird Sanctuary at Bharatpur.

(b) The Government had asked the Expert Committee which was earlier appointed by the Government to advise Indian Oil Corporation Ltd. on the pollution control measures to study and report on the effects of the effluents of the refinery on the Bharatpur Bird Sanctuary also. The Committee after detailed studies and on the basis of discussions held with Dr. Salim Ali and advice received from renowned world authorities on the preservation of birds such as the Royal Society for the Protection of Birds U.K., the Nature Conservancy Council U.K., and the Wild Fowl Trust etc. has in its report submitted to the Government come to the conclusion that "so far as the effect on the Bharatpur Bird Sanctuary is concerned, it has been established that there is no likelihood of any adverse effect either on the birds or plant life at Bharatpur on account of the Refinery".

(c) The Government are determined to take all steps as are necessary to ensure that the environmental impact of the Mathura Refinery is minimum. The Expert Committee appointed by the Government has suggested various measures to be adopted by I.O.C. in implementing effective pollution control measures. As per the Committee report the increase in the level of sulphur dioxide, which is the main atmospheric pollution from the refinery, at Bharatpur would be negligible. So far as liquid effluents are concerned, the Expert Committee has observed that there are no chances of the refinery's effluent ever coming in con-

tact with water courses around the Bharatpur Bird Sanctuary even during floods or by accidents. So far as the effluents to be discharged into Yamuna river is concerned, it would be treated so that the quality is of acceptable level. As far as possible this water will be used for irrigation purposes. Even when it becomes necessary to discharge it into the Yamuna river, the river water will be suitable for human consumption after usual municipal treatment even during dry season.

Report of Press Commission

2192. SHRI K. LAKKAPPA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) when the Press Commission is likely to submit its Report; and

(b) whether the Commission is likely to submit an interim report before submitting its final report, and, if so, when it is expected?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) The Commission was expected to submit its report by 1st June, 1979. However, it has sought extension of its term upto 31st December, 1979 by which time it should be in a position to submit its report.

(b) The Commission does not have any plan to submit an interim report.

'A' and 'U' Certificates granted to films containing scenes of violence

2193. SHRI CHHITUBHAI GAMIT: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of films containing scenes of violence, sex, dacoity and other crime which have been given 'A' certificates and 'U' certificates; and

(b) whether there have been instances where a certificate was issued despite rejection by the Censor Board during the period from the 1st April, 1977 to the 30th December, 1978?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) During the calendar years 1977 and 1978 the total number of Indian and foreign feature films certified for unrestricted public exhibition and certified for public exhibition restricted to adults was as under:—

Year	'U' certificates	'A' certificates
1977	662	87
1978	659	99

The story content may, and in fact does, involve depiction of scenes pertaining to violence, dacoity and other crimes, but the films are examined by the Board of Film Censors in accordance with the provisions of the Cinematograph Act, 1952 and guidelines issued thereunder. According to these guidelines, the Board has to ensure that anti-social activities such as violence are not glorified or justified, that the *modus operandi* of criminals or other visuals or words likely to incite the commission of offence are not depicted and that pointless or avoidable scenes of violence or cruelty are not shown.

(b) One film "Chanda Marutha" (Kannada), which was refused a certificate by the Board of Film Censors, was later certified by Government.

Production of Nutrients Fertilizers in Bihar

2194. SHRI SUKHDEO PRASAD VERMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total production of nutrients fertilizers in the State of Bihar

during the year 1978 as against the requirements of the State; and

(b) the necessary steps Government propose to take to meet the full requirements of the State?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The production and requirements of fertilizers in Bihar during the year 1978-79 are given below:

Expected production in 1978-79		(Figures in '000 tonnes)		
		Requirements for agricultural year 1978-79 (February, 1978—January, 1979).		
N	P ₂ O ₅	N	P ₂ O ₅	K ₂ O
62.0	1.7	136.77	29.14	15.11

(b) As against the requirements of Bihar State given in reply to part (a) above, the Ministry of Agriculture have made the following allocations for supplies to be made by the domestic manufacturers:—

(In '000 tonnes)		
N	P ₂ O ₅	K ₂ O
103.95	20.22	2.80

The remaining gap was to be met from the imported fertilizers supplied by the Central Fertilizer Pool.

Racket in Sale of Indian Feature Films

2195. SHRI EDUARDO FALAIRO: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware that a multi-crore racket involving illegal video-taping and selling of Indian feature films abroad has put the film export trade in a quandary and is causing loss of foreign exchange to the extent of more than rupees 9 crore per year;

(b) whether Government is aware about 300 titles of Indian Films including current box office hits like

'Don', 'Satyam Shivam Sundaram', 'Hecralal Pannalal', 'Patni Patni Aur Woh', and 'Parvarish' have already been illegally video-taped and sold; and

(c) if so, what steps have Government taken to destroy this racket?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI L. K. ADVANI): (a) and (b). Government is aware of trading of Indian feature films to unauthorised territories and also of the availability of video-tapes of Indian feature films in international market without due sale of such rights. However, the total exports of Indian feature films in the last 3 years have ranged between Rs. 7—9 crores per year. It is thus unlikely that the quantum of loss of foreign exchange resulting from this activity, could be anywhere near Rs. 9 crores per year. Government have no information on the exact number of titles that have been video-taped and sold or whether 'Don', 'Satyam Shivam Sundaram' too have been duplicated.

(c) M/s. Esquire Video Film Services Pvt. Ltd., Bombay have been given licence for the manufacture of video-cassettes of Indian films. This firm has entered into an agreement

with the Indian Motion Pictures Export Corporation appointing the latter as its sole selling agents for the sale of the video-tapes manufactured by this firm. It is hoped this will put some check on the illegal video-taping of Indian films now going on in foreign countries.

**Production of Power Alcohol
from Sugarcane Juice**

2196. **SHRI A. R. BADRI NARAYAN:**

SHRI P. M. SAYEED:

SHRI M. V. CHANDRA

SHEKHARA MURTHY:

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

(a) whether Government are considering the technical feasibility and economic viability of producing power alcohol, directly from sugarcane juice;

(b) if so, whether this process has already been adopted in one foreign country;

(c) if so, whether final decision has been taken; and

(d) if not, when the same is likely to be taken?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir. A Committee of technical experts is being constituted who will, *inter-alia*, examine the technical feasibility and economic viability of producing alcohol direct from sugarcane juice.

(b) Brazil is reported to have carried out this experiment.

(c) and (d). The final decision by the Government will depend on the recommendations of the Technical Committee referred to in the reply to part (a), which will have to be followed up by such detailed techno-economic feasibility studies as may be called for.

**Agency Handling Publicity of Bengal
Lamps Limited**

2197. **SHRI C. K. CHANDRAPPA:**
Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the advertising and publicity of Bengal Lamps Ltd. is handled by an agency called "Adsystem";

(b) whether it is also a fact that the advertisement budget of the company has increased considerably after this new advertising agency has started handling the advertisements; if so, the year-wise expenditure of advertisement for three years;

(c) whether Government have looked into the fact that this advertising agency is one which is managed and run by the close relations of the Directors of the company; and

(d) if so, whether Government propose to take any action against the company for indulging in these illegal practices?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI S. D. PATIL): (a) Yes, Sir. It is presumed that the question relates to M/s Bengal Electric Lamp Works Limited;

(b) Yes, Sir. The year-wise expenditure spent on advertisement are as follows for the three years:

Year ended	Amount Rs.
31-3-76 . . .	8,84,294
31-3-77 . . .	17,26,204
31-3-78 . . .	16,46,588

(c) and (d). A relative of the managing director of the company is reported to be working in "Adsystem".

However, this relationship is not one which attracts the provisions of the Companies Act, 1956. As such, there is no question of taking any action for indulging in any illegal practice on this account.

Expansion of Goa Shipyard

2198. SHRI VASANT SATHE: Will the DEPUTY PRIME MINISTER AND MINISTER OF DEFENCE be pleased to state:

(a) whether Government have formulated a plan for expansion of Goa Shipyard during the Five Year for 1978-79 to 1982-83; and

(b) if so, details of the plan formulated/finalised and cleared by the Planning Commission and the order of investment likely to be available for execution of the proposal during 1979-80 and the progress reported for 1978-79?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): (a) and (b). The Government have not formulated any specific expansion scheme for Goa Shipyard for the Five Year Plan from 1978-79 to 1982-83. However, schemes have been sanctioned for augmenting facilities as and when required. Currently, the Goa Shipyard is implementing a project for creating additional facilities such as construction of fitting-out jetty, dredging, expansion of Assembly Bay, etc.

Joint ventures with Australia

2199. SHRI MADHAVRAJ SCINDIA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the talks with regard to setting up joint ventures with Australia in mining was discussed with the Prime Minister of that country during his recent visit; and

(b) if so, details therein and outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): (a) and (b). The subject was discussed with the Australian Prime Minister during his recent visit to India. The discussions were essentially of a preliminary nature and nothing concrete has emerged as yet.

सूचना और प्रसारण मंत्रालय द्वारा नए पदों के लिए वित्त मंत्रालय से स्वीकृति मांगी जाना

2200. श्री नवाब सिंह चौहान : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) सूचना और प्रसारण मंत्रालय ने गत दो वर्षों के दौरान ऐसे कितने नए पदों को बनाने के लिए स्वीकृति मांगी थी जिनका वेतन 1500 रुपये से अधिक है;

(ख) उन पदों का व्यौरा क्या है जिनके लिए वित्त मंत्रालय ने स्वीकृति दी;

(ग) किन्तु मामलों में सूचना और प्रसारण मंत्रालय ने सविन इन्स्पेक्शन यूनिट की मदद चाही थी;

(घ) क्या ऐसी मदद दी गयी थी और यदि नहीं तो उसके क्या कारण हैं; और

(ङ) क्या सविन इन्स्पेक्शन यूनिट ने सूचना और प्रसारण मंत्रालय के बाणिज्यिक केन्द्रों का निरीक्षण किया था और यदि हाँ, तो निरीक्षण का क्या परिणाम निकला ?

सूचना और प्रसारण मंत्री (श्री लाल कृष्ण आडवाणी) : (क) और (ख) गत दो वर्षों के दौरान न्यूनतम 1500 रुपये और इससे अधिक प्रतिमास के वेतन वाले 14 नए पद सृजित किये गये थे। इनका व्यौरा संलग्न विवरण में दिया गया है।

(ग) और (घ) सात। संलग्न विवरण में क्रम संख्या 5 से 11 तक के सम्मुख निदिष्ट पद वित्त मंत्रालय की स्टाफ निरीक्षण यूनिट की सिकाफिस पर मंजूर किए गए थे और एक पद (क्रम संख्या 1) इस मंत्रालय की इंटर्नल वर्क स्टडी यूनिट की सिकाफिस पर सृजित किया गया था। सेव पदों के सृजन के लिए इसकी सहायता नहीं मांगी गई थी।

(ङ) स्टाफ निरीक्षण यूनिट ने आकाशवाणी के बाणिज्यिक प्रसारण केन्द्रों का निरीक्षण नहीं किया है। तथापि, उसने दूरदर्शन के सात बाणिज्यिक केन्द्रों का निरीक्षण किया है और इसकी रिपोर्ट सरकार द्वारा स्वीकार कर ली गई है। उसको कार्यान्वित करने की कार्यवाही चल रही है।

तथापि, यह उल्लेखनीय है कि इस मंत्रालय की इन्टर्नल वर्क स्टडी यूनिट ने आकाशवाणी के वाणिज्यिक प्रसारण केन्द्रों में केन्द्र निदेशकों के दर्जे के अधिकारियों के होने के प्रश्न की जांच की थी। इन्टर्नल वर्क स्टडी यूनिट के इस निष्कर्ष की कि मौजूदा पद्धति जारी रहनी चाहिए, जांच की गई। यह महसूस किया गया कि इन्टर्नल वर्क स्टडी यूनिट की रिपोर्ट ठोस निर्णयों के

लेने के लिये पर्याप्त आधार नहीं बन सकी, क्योंकि इन केन्द्रों का स्टार्पिंग वेतन आवश्यक रूप से वाणिज्यिक दृष्टिकोण से प्रबंध की आवश्यकताओं पर निर्भर करेगा। अतः यह महसूस किया गया कि इस पहल का अध्ययन किसी विशेषज्ञ प्रबंध सलाहकार से कराया जाना चाहिए। इस प्रकार का अध्ययन होने तक यथा-स्थिति बनाए रखने का निर्णय लिया गया है।

विवरण

1977-78 और 1978-79 (28-2-1979 तक) के वित्तीय वर्षों के दौरान वित्त मंत्रालय की स्वीकृति से सूचना और प्रसारण मंत्रालय में मंजूर किए गए न्यूनतम 1500 रुपये और उससे अधिक प्रति मास के वेतन वाले पदों का व्यौरा।

क्रम संख्या	पदनाम	वेतनमान	कैफियत
1	2	3	4
		रुपये	
1.	निदेशक (सतर्कता) मुख्य सचिवालय	2000-2250	यह 1500-2000 रुपये के वेतन-मान में उप सचिव के एक स्थायी पद के बंदले में है।
2.	उप सचिव (आकाशवाणी और दूरदर्शन के लिए स्वायत्तता सम्बन्धी कार्य दल)	1500-2000	उप सचिव का यह पद उस तारीख से समाप्त हो जायेगा जिससे विशेष कार्य अधिकारी का पद भरा जाएगा
3.	विशेष कार्य अधिकारी (आकाशवाणी और दूरदर्शन के लिए स्वायत्तता सम्बन्धी कार्य दल)	2500-2750	
4.	उप महानिदेशक, दूरदर्शन महानिदेशालय (मुख्यालय)	2000-2250	यह 2250-2500 रुपये के वेतनमान में अपर महानिदेशक के पद के बंदले में है।
5.	निदेशक, दूरदर्शन केन्द्र भ्रमृतसर	1500-2000	
6.	कार्यभारी इंजीनियर, दूरदर्शन केन्द्र, भ्रमृतसर	1500-1800	
7.	निदेशक, उपग्रह, दूरदर्शन केन्द्र, हैदराबाद	1500-2000	यह 1100-1600 रुपये के वेतन-मान में केन्द्र निदेशक के वर्तमान पद के बंदले में है जिसे समाप्त कर दिया गया है।
8.	निदेशक, उपग्रह दूरदर्शन केन्द्र, कटक	1500-2000	-तद्वै-
9.	कार्यभारी इंजीनियर, उपग्रह दूरदर्शन केन्द्र, दिल्ली	1500-1800	
10.	कार्यभारी इंजीनियर, उपग्रह दूरदर्शन केन्द्र, हैदराबाद	1500-1800	
11.	कार्यभारी इंजीनियर, उपग्रह दूरदर्शन केन्द्र, कटक	1500-1800	
12.	सचिव, प्रेस आयोग	3500 (नियत)	
13.	निदेशक (प्रशासन), प्रेस आयोग	1500-2000	
14.	निदेशक (सम्बन्ध), प्रेस आयोग	1500-1800	

MR. SPEAKER: Papers to be laid.
(Interruptions)**

MR. SPEAKER: I have not allowed anybody. Don't record anything.
(Interruptions)**

MR. SPEAKER: Nothing is being recorded.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I rise on a point of order.

MR. SPEAKER: What is your point of order.

SHRI JYOTIRMOY BOSU: Sir, under Rule 332, I rise on a point of order. You had made an observation yesterday. 'In fact, the Leader of the Opposition came to me and wanted the permission to make a statement'.

MR. SPEAKER: That subject is not here. You cannot raise a point of order unless the subject is before the House.

SHRI JYOTIRMOY BOSU: Under Rule 332, it makes it mandatory upon you to comply which says. . .

MR. SPEAKER: That is not the point of order. You have not given any notice for raising the point of order or anything of that sort.

(Interruptions)**

MR. SPEAKER: Nothing will be recorded.

12.01 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT AND AUDITED ACCOUNTS
OF CHILDREN'S FILM SOCIETY, BOMBAY
FOR 1977-78

THE MINISTER OF INFORMATION
AND BROADCASTING (SHRI L. K.
ADVANI): I beg to lay on the Table—

(1) A copy of the Annual Report (Hindi and English versions) on the activities of the Children's Film Society, Bombay for the year 1977-78.

(2) A copy of the Audited Accounts (Hindi and English versions) of the Children's Film Society, Bombay for the year 1977-78.

[Placed in Library. See No. LT-4024/79].

NOTIFICATIONS UNDER SUPREME COURT
JUDGES (CONDITIONS OF SERVICE) ACT,
1958, HIGH COURT JUDGES (CONDITIONS
OF SERVICE) ACT, 1954 AND A STATEMENT
FOR NOT LAYING THE NOTIFICATIONS IN
TIME

THE MINISTER OF LAW, JUSTICE
AND COMPANY AFFAIRS (SHRI
SHANTI BHUSHAN): I beg to lay on
the Table—

(1) A copy of the Supreme Court
Judges (Travelling Allowance)
Amendment Rules, 1978 (Hindi and
English versions) published in Notifi-
cation No. G.S.R. 990 in Gazette of
India dated the 12th August, 1978,
under sub-section (3) of section 24
of the Supreme Court Judges (Condi-
tions of Service) Act, 1958.
[Placed in Library. See No. LT-
4025/79].

(2) A copy of the High Court
Judges (Travelling Allowance)
Amendment Rules, 1978 (Hindi and
English versions) published in Notifi-
cation No. G.S.R. 991 in Gazette of
India dated the 12th August, 1978,
under sub-section (3) of section 24 of
the High Court Judges (Conditions
of Service) Act, 1954.

(3) A statement (Hindi and English
versions) showing reasons for delay
in laying the Notifications mentioned
at (1) and (3) above.

[Placed in Library. See No. LT-
4020/79].

**Not recorded.

NOTIFICATIONS UNDER MINES AND MINERALS (REGULATION AND DEVELOPMENT) ACT, 1957, AND REVIEW ON AND ANNUAL REPORT OF STEEL AUTHORITY OF INDIA FOR 1977-78

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI KARIA MUNDA): I beg to lay on the Table—

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (1) of section 28 of the Mines and Minerals (Regulation and Development) Act, 1957.—

(i) G.S.R. 2(E) published in Gazette of India dated the 1st January, 1979 making certain amendments to the Second Schedule to the Mines and Minerals (Regulation and Development) Act, 1957. [Placed in Library. See No. LT-4027/79].

(ii) S.O. 265 published in Gazette of India dated the 20th January, 1979 specifying 31st December, 1980 as the date within which all mining leases granted before the commencement of the Mines and Minerals (Regulation and Development) Amendment Act, 1972 shall be brought into conformity with the provisions of the said Act and rules made thereunder.

(iii) G.S.R. 67(E) published in Gazette of India dated the 13th February, 1979 making certain amendment to the Second Schedule to the Mines and Minerals (Regulation and Development) Act, 1957.

(iv) G.S.R. 305 published in Gazette of India dated the 24th February, 1978 regarding exercising of powers under sub-section (4) of section 21 of the Mines and Minerals (Regulation and Development) Act 1957 by certain State Governments.

[Placed in Library. See No. LT-4027/79].

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Steel Authority of India Limited, New Delhi, for the year 1977-78.

(ii) Annual Report of the Steel Authority of India Limited, New Delhi, for the year 1977-78 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-4028/79]

REVIEWS ON AND ANNUAL REPORTS OF NORTH EASTERN ELECTRIC POWER CORPORATION LTD SHILLONG FOR 1977-78 AND NATIONAL PROJECTS CONSTRUCTION LTD. NEW DELHI FOR 1977-78.

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI JANESHWAR MISHRA): I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the North Eastern Electric Power Corporation Limited, Shillong, for the year 1977-78.

(ii) Annual Report of the North Eastern Electric Power Corporation Limited, Shillong, for the year 1977-78 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-4029/79].

(b) (i) Review by the Government on the working of the National Projects Construction Corporation Limited, New Delhi for the year 1977-78.

(ii) Annual Report of the National Projects Construction Corporation

Limited, New Delhi, for the year 1977-78 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-4030/79].

NOTIFICATIONS UNDER NAVY ACT, 1957.

THE MINISTER STATE IN THE MINISTRY OF DEFENCE (PROF. SHER SINGH): I beg to lay on the Table a copy each of the following Notifications (Hindi and English version) under section 185 of the Navy Act, 1957:—

(1) The Naval Ceremonial, Conditions of Service and Miscellaneous Regulations, 1979, published in Notification No. S.R.O. 26 in Gazette of India dated the 20th January, 1979.

(2) The Navy Leave (Amendment) Regulations, 1978, published in Notification No. S.R.O. 57 in Gazette of India dated the 24th February, 1979.

[Placed in Library. See No. LT-4031/79].

12.03 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:—

"In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 5th March, 1979, agreed without any amendment to the Working Journalists and Other Newspaper Employees (Conditions of Service) and Miscellaneous Provisions (Amendment) Bill, 1979, which was passed by the Lok Sabha at its sitting held on the 21st February, 1979."

12.04 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

STRIKE BY TAXI AND SCOOTER DRIVERS IN DELHI

SHRI P. M. SAYEED (Lakshadweep): I call the attention of the Minister of Shipping and Transport to the following matter of urgent public importance and I request that he may make a statement thereon:

"Reported strike by Taxi and Scooter drivers in Delhi causing hardship to the public".

THE MINISTER OF STATE IN CHARGE (OF THE MINISTRY OF SHIPPING AND TRANSPORT SHRI CHAND RAM): Under the Motor Vehicles Act, State Transport Authority, Delhi, which is a quasi-judicial authority constituted by Delhi Administration, has the power to fix fares to be charged by taxis and scooter rickshaws for the Union Territory of Delhi. The existing fares in Delhi were fixed by S.T.A. Delhi in March, 1974. Consequent on the increase in the price of petrol and mobil oil, following the presentation of the Union Budget on the 28th February, 1979, the Secretary of the State Transport Authority, Delhi, had convened a meeting of the Authority on Monday, the 5th March, 1979, to consider the demand for increase in the fares to be charged by taxis and scooter rickshaws. It is unfortunate that the taxi and scooter rickshaw operators did not wait for the decision of the State Transport Authority and have gone on strike with effect from 3rd instant. I deeply regret the hardship caused to the public, specially those who arrive from outside by trains, buses and planes, because of this strike.

In order to alleviate the hardship to the commuters, I had issued necessary instructions to the Chairman, D.T.C.

[Shri Chand Ram]

to ensure that additional buses are operated on routes where there is heavier demand due to this strike by taxis and scooter rickshaws.

The meeting of the STA was held yesterday and the STA has allowed the increase in the fares of taxis and scooters. The increase in the fares allowed averages 25 per cent over the existing rates to compensate for the increases in input costs since March 1974, when the rates were earlier fixed. I am happy to inform the House that the taxi and rickshaw operators have withdrawn the strike since yesterday evening.

SHRI P. M. SAYEED: Mr. Speaker, Sir, it was some years back when we happened to be on the other side of the House, the Minister and also most of the Members on this side of the House perhaps, you may be remembering that—and when the then Finance Minister, Shri Y. B. Chavan presented his budget in this House, if my memory is correct Shri Atal Behari Vajpayee and also Shri Lal Krishna Advani Ji, both of them, had happened to come on the bullock cart to the Parliament House. Because of the hike in the global petrol price in those days, the then Finance Minister had to increase the price of petrol. Now at that time they came on bullock carts; now that they are occupying the other side of the House, they have forgotten; the pinch of increasing petrol price has affected. . .

MR. SPEAKER: I did not see any bullock cart this time.

SHRI P. M. SAYEED: This is what I am saying; they had forgotten those days. I do not blame them. All this happened because of the bullock budget presented by the Finance Minister. I do not blame him because he had done justice at least to his political base. It is an unprecedented tax on common people, housewife, fixed income group. . .

MR. SPEAKER: This is addressed to the Minister of Transport. You are raising the question of taxation.

SHRI P. M. SAYEED: The whole thing arises because of that.

MR. SPEAKER: That will come up again.

SHRI P.M. SAYEED: I am giving the background to the hon. Minister. What can the taxi drivers and three wheelers do? On 28 February budget was presented here the very next day I think Thursday, all the items, were costlier, no item was left from the hands of the Finance Minister. He has beaten down all his predecessors in mobilisation as well as deficit financing; in both he has created a record. What can taxi driver and three wheeler do? His soap, his bidi, his coal and kerosene and cooking gas, tyres, tubes has been taxed and the price has increased the very next day, 1st March, 1979. Added to this the Administrator of Delhi has threatened the taxi drivers and three wheelers with dire consequences if they increased unilaterally the fares. Passengers were used to paying something to drivers and they used to accept it from 28th onwards upto 3rd, when they resorted to strike. Three clear days were there if they were serious enough to solve the problem; they could have called a meeting and decided as they say that 48 hours notice was necessary. Only yesterday, they met and decided on 25 per cent increase in fares. It is those very people who are in the Delhi Administration, they themselves are there, the bullock-cart strategists; they are ruling over the Delhi Administration, and they take no note of the serious difficulties that are caused to those people coming from various parts of the country by bus, plane and train. I want to draw the attention of the House to a very serious matter. Because of the increase in petrol price most of the persons who are travelling by taxis and three wheelers will now be going by bus. The Delhi Administration has got 1850 or so buses, half

of them stay in the middle of the road and block the road. I want to ask only two or three questions. Taking into account all the difficulties caused to the consumers, will the Government be serious enough to look into the hike on petrol and withdraw it?

MR SPEAKER: He cannot answer that question. That would be answered by the Finance Minister.

SHRI P. M. SAYEED: I do not think even the Finance Minister can do that.

MR. SPEAKER: I do not know that.

SHRI P. M. SAYEED: Considering the importance of the matter and the hardship it has caused all round will he at least recommend to the Minister concerned to withdraw this duty, or consider the matter afresh? Secondly, what are the arrangements that the Ministry and the transport authority are going to make in order to provide additional facilities to these passengers who are going to travel by bus on account of the enhancement of the price of petrol? Perhaps my third question also you will not allow me to ask. On account of this price hike, these 5,000 taxi drivers and 17,000 three-wheeler are not only not going to be off the roads but they will not be able to get any customers. They will become unemployed very soon, because many people will not be able to afford the new rates. Government have announced that within ten years they will solve the problem of unemployment. Now this measure will create additional unemployment. How are the Government going to tackle it?

SHRI CHAND RAM: Most of the points which the hon. Member raised could very well be raised in the discussion on the budget. So far as the arrangements for transport of passengers that we are making are concerned, we are going to increase the number of buses under operation. Recently we have increased the number by taking 600 buses from private operators. The figure which the hon. Member mentioned is wrong. We are not

plying only 1,000 buses, we are plying 2,100 buses. We are going to increase it by 236 buses during the course of the year.

Another point that he raised was that the public were inconvenienced by this strike. Now that the taxi and scooter drivers have consented to call off the strike, I think there is no question of any hardship.

So far as the question of possible unemployment is concerned, we will consider it.

SHRI P. M. SAYEED: Why was there a delay in fixing the revised rates? Why did you take five days?

SHRI CHAND RAM: The budget was presented in the afternoon of 28th February under the procedure laid down by the STA, 48 hour notice has to be issued before any change in the fares. The taxi and scooter drivers could not increase the fare before that. That would be illegal. When the representatives of the taxi and scooter drivers made a representation, the STA said that they should not increase the fares pending a decision by the STA. Some of them had assured. Now, the 48 hours' notice expired on the evening of 3rd. 4th was Sunday and there could not be any meeting held on that day. On 5th, the meeting was held and the decision was taken. They are satisfied.

SHRI VASANT SATHE (Akola): It is the callous handling by the Ministry of this entire question of fare hike resultant on the price increase of petrol which led to the sufferings, that the people had to undergo in the last five days. It is no satisfaction to hear from the Minister about what has happened. Although the budget proposals increased the price of petrol from the 28th, he was leisurely following the routine method of giving 48 hours' notice and then telling the taxi people and the scooter people that it was illegal and all that. He should have rather advised the Finance Ministry not to impose the rise from 28th and to wait for three days more or five days more, if he wanted that. The price of petrol

[Shri Vasant Sathe]

was increased from the 28th.

As far as the hardships of the people are concerned, they are not bothered. On 5th only, after a hue and cry was raised in the House that the Government woke up. Otherwise, it would have gone on leisurely, appealing and telling the taxi people and the scooter people that it is illegal and all that. You know the attitude of the employers towards taxi people and scooter people.

It is a general hardship and it is going to be caused to the public at large. Because of the price hike, everyone is going to be affected. Are they going to increase the bus fares also? That is also probably threatened. Then, they will say that buses cannot run. So, the common man will be made to suffer in every possible manner because of their attitude. He will be fleeced virtually.

As I said yesterday, the Minister has been taking this House for a ride. Yesterday, you fixed the Calling Attention at 5.30 P.M. You told us that the Minister had written to you saying that, as he was busy in the Rajya Sabha, he would not be able to come and, therefore, other Minister may be allowed to reply. You were patient enough to concede to that, on the basis that the Minister, Mr. Chand Ram, was busy in the Rajya Sabha at 5.30 P.M. I am told, subject to correction, that the Rajya Sabha adjourned at 5-12 P.M. He took the House for a ride he should have come to the House.

MR. SPEAKER: Much earlier than that, you had sent a letter asking me to postpone it.

SHRI VASANT SATHE: This was because I was told that the Minister also had written to you and, therefore, I wrote to you. But the point is this. We were told that the Minister could not come and, therefore, some other Minister was to reply. Because we could not get a satisfactory answer from a different Minister who was not dealing with the portfolio.....

MR. SPEAKER: If I may interfere, the reason given was that the House was very keen that it may be taken up the next morning.

SHRI VASANT SATHE: I am talking of the Minister's responsibility; I am talking about his misleading.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): He did not want petrol; he wanted audience.

SHRI VASANT SATHE: What we wanted was that the Minister concerned should reply, not Prof. Madhu Dandavate. Prof. Madhu Dandavate cannot reply. He can talk of railway hike. He cannot talk of bus fare hike or taxi fare hike. I say, the Minister concerned was absent. Why did he not come to the House? He will have to reply to that. Why did he not come here at 5-30 P.M.?

Another point is this. The Members of Parliament cannot go from home anywhere because, apart from the fact that the taxis and scooters are very costly, from home they are not available also for going to any function. I want to draw your kind attention to this. The Constitution Club organizes every Wednesday an evening function, and I have been requesting you to make some arrangement to collect Members from North Avenue, South Avenue, Meena Bagh and other places. Members cannot go there because, in the evening, after going home they do not get taxis. I have been requesting that a bus arrangement should be made for this. Tomorrow, on the 7th, they are going to have a very good 'Quawwali' function, and every one would like to attend that. But how can we go? Will you kindly make arrangement for buses in the evening also, not only for coming to the House but for going from home to the Constitution Club....

MR. SPEAKER: And to come back.

SHRI VASANT SATHE: Yes, Sir.

Then, what are you going to do about buses? Are you going to increase the bus fare? And how are you going to arrange additional buses to relieve the sufferings of the commuters?

SHRI CHAND RAM: So far as my absence from the House yesterday is concerned, I am only sorry....

SHRI VASANT SATHE: Where did you go after 5.12 p.m.?

SHRI CHAND RAM: I had first requested you, Sir to postpone the Call Attention. At that time I never expected that the Rajya Sabha would adjourn much earlier. Later when you insisted saying that you had given an assurance and because I had my Bill in the Rajya Sabha which could not be postponed, I thought it fit to request, and I requested, my hon. friend, the Minister of State in the Ministry of Home Affairs, Shri Dhanik Lal Mandal, to reply on my behalf, especially because he happens to be in charge of the Union Territory also.

As you know, this Transport of Delhi does not directly come under the Ministry of Transport and Shipping; so far as the STA is concerned, they are a quasi-judicial body and they have to determine these things.

So far as his question regarding increase in the bus fare is concerned...

SHRI VASANT SATHE: Where were you at 5.30 p.m.?

MR. SPEAKER: He had written much earlier. He need not answer this.

SHRI VASANT SATHE: Did he go home?

MR. SPEAKER: I don't think he should answer that.

SHRI VASANT SATHE: What was the special attraction to go home?

SHRI CHAND RAM: I had been given this impression that this Call Attention Motion would be taken up at 5.00 p.m....

MR. SPEAKER: Mr. Sathe is more interested in knowing whether you will provide a bus...

AN. HON. MEMBER: To go to 'Quawwali'

SHRI CHAND RAM: Whenever there is a request from hon. Members, we do...

MR. SPEAKER: Mr. Sathe, you send a request and he will do.

SHRI CHAND RAM: Otherwise, it may remain unutilised. I think he will not like the buses to lie idle, without any passenger.

So far as the question regarding his fear about increase in bus fare is concerned, we have done our little bit and we are not going to increase the bus fare further. I can assure him that.

SHRI BALWANT SINGH RAMOWALIA (Faridkot): The taxi and the three-wheeler business was already facing hardship due to increase in the cost of maintenance and in the prices of spare parts. The increase in the price of petrol has further added to their hardships. Now, mild and strong attacks have been made on the hon. Minister by the Opposition. I certainly appreciate the hon. Minister for his quick action in getting the problem solved. He intervened very quickly though he was late in coming to the House and he tried his level best to prevent it and to get the problem solved in consultation with other concerned bodies.

Now, so far as the situation regarding the taxi-owners and the three-wheeler owners are concerned, there is a 25 per cent hike in the fares. I would like to bring to the notice of the House through you the hardships faced by the public. One is: in the early hours of the morning when

[Shri Balwant Singh Ramoowalia] people come to the city and alight from the trains in the railway stations and also at the inter-state bus terminal when they come by the night buses, they have to stand in the queue to get a taxi or an auto-rikshaw. When you say, 'I have to go to New Delhi or to the Meena Bagh in New Delhi or North Avenue or South Avenue', they refuse to take the passengers and the cases of refusal are increasing both by the taxi-owners and the three-wheeler auto-rikshaw owners. I want to know, will the Minister help the people from these refusals?

Secondly, the existing norms are that only 2 persons are allowed in an auto-rikshaw. Now with the increase in the price of petrol, the fares have increased. So will the Minister allow the auto-rikshaw drivers to carry three persons in the auto-rikshaws so that some relief is there for them?

MR. SPEAKER: It does not arise. Yes...the Minister.

SHRI CHAND RAM: So far as the refusal to take the passengers to their destinations is concerned, we have been receiving complaints regarding that and we have taken steps in that regard and we have in fact directed our Traffic Police to look into this aspect... (Interruptions) They have created a cell and the Delhi Directorate of Transport also have created a cell to look into these complaints. Then through the Press and the TV they have told the public to take the assistance of the Traffic Police or inform the Directorate of Transport in case of such refusals and they have given the telephone number also...

SHRI K. GOPAL (Karur): What is the number?

SHRI CHAND RAM: And as soon as a complaint is received that a particular auto-rikshaw driver or a taxi driver has refused to take the passenger...

MR. SPEAKER: May I inform you, Mr. Minister, that in Bangalore they post a Policeman and he directs.

SOME HON. MEMBERS: Also in Madras.

SHRI CHAND RAM: In fact, even to-day I have consulted the Traffic Superintendent and the Delhi Directorate of Transport and they have assured me that they will see that these complaints do not recur.

His second question regarding allowing auto-rikshaws to carry three persons, that will be considered.

SHRI JYOTIRMOY BOSU (Diamond Harbour). At the outset, I would like the hon. Minister to take the initiative of calling a conference at Delhi of all Transport Ministers of States and also Finance Minister after the Parliament has cleared the Budget to decide as to what will be the real policy, as to what is the policy that should be adopted in order to save the people who are toiling and running the taxis and scooters and at the same time see what best can be done for the passengers and the users. I would like to have an assurance now on that from the hon. Minister.

Here, in this case, if the call attention had taken place yesterday, it would have been one thing. To-day I will have to cover what has happened before and what will happen tomorrow... (Interruptions). Complications have been created.

On 2nd of March, 1979, the taxi and scooter operators, after waiting for over 72 hours...

12.25 hrs.

At this stage some persons from the Visitors' Gallery shouted some slogans and threw some leaflets and a piece of black cloth on the floor of the House.

Sir, on 2nd of March, 1979, after waiting for about 72 hours, the taxi and scooter operators met the Chief

Executive Councillor... (Interruptions)

On 2nd of March the taxi and scooter operators after waiting for about 72 hours met the Chief Executive Councillor, Mr. Sahni and officials of the State Transport Authority and they expected an *ad hoc* increase in fare. They did not go on strike till 2nd March. They showed patience. When on 28th at 5 P.M. they took a decision that they are going to levy new imposition why on earth Mr. Chand Ram and his Ministry and State Transport Authority of Delhi could not convene meeting the same evening and decide the matter then and there. I must thank the taxi and scooter operators that they waited almost for 72 hours even when they were made to pay 25 per cent extra on the cost of petrol. They have been generally very peaceful. I do not know of any case of violence. The authorities without applying mind came with a heavy hand and warned drivers not to charge and ask for extra money although they had to pay about 20 per cent higher price for the petrol and lubricants. Through various media police were informing public to refuse payment of such increased fares and they wanted complaints to be transmitted to certain telephone numbers. For an emergent meeting of the State Transport Authority a 48 hours' notice is necessary. I would like to ask why notice was not served on 28th evening itself so that the meeting could have been held on 2nd evening and thus increase granted and thousands and thousands of people could be saved of utter harassment at the railway station, airports and hospitals.

Sir, over and above the price of petrol, price of cars has touched sky high level which is now about Rs. 45,000. So, taxi driving has become very unremunerative. In North Avenue now the total number of taxis available is not more than nine whereas earlier there used to be forty. They say that they cannot run taxis any more. The last fare hike was as early as 6th March, 1974 following a rise in price of petrol.

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Now, Sir, look at the comparison. At Calcutta the government intervention has ended the strike. At Bombay prompt action hardly created any problem. I must admire the Maharashtra government for prompt decision. Here the Director of transport, Mr. Fotedar taking shelter under the pretext he did not receive official information about the settlement in Bombay. Every paper carried news about it. It is foolish to say decisions taken at Delhi could not possibly be influenced by what happened elsewhere. It is fool hardy. The demand for increase in fare was purely *ad hoc*. If the Parliament decides to reduce the duty, the fare could be reduced simultaneously. But then, Sir, the high cost of the cars should not be lost sight of. Then there is also 30 per cent rise in prices of tyres and the quality of tyre has become sub-standard. It is the total inefficiency laziness and fool-hardiness on the part of authorities concerned that has caused immense hardship.

MR SPEAKER: Please put the question now.

SHRI JYOTIRMOY BOSU: In some of the today's newspapers it has been stated that night charges, that is, between 11 P.M. to 5 A.M. will be 10 per cent and in some other papers it is mentioned that it will be 20 per cent. The point is whether this will be on the fare shown on the meter or it will be over the meter fare plus 25 per cent. That has not been clarified. The definition of the word 'night' has not been clearly defined. What is the relevant time—the boarding time or alighting time or the journey time. The government should have given a press notification clarifying all these things. In some papers it is stated that there is a rise in the waiting charges and the luggage charges. In some other papers it has been stated...

SHRI VASANT SATHE: His taxi always goes off the road.

SHRI JYOTIRMOY BOSU: ... that the waiting charge has been increased to Rs. 4 an hour and the luggage charge to 50 paise per piece. But the dimension and weight of the luggage has not been shown.

MR. SPEAKER: Please come to the question. You have made a long speech.

SHRI JYOTIRMOY BOSU: Sir, the Ambassador car can easily take five if not six passengers, besides the driver. But, although I have been writing to the Home Minister for the last 3 or 4 months to announce this, he is sitting light over this. If the cost is more, by carrying more passengers, it is compensated in one way. But it is not being done. Shri Dhanik Lal Mandal is sitting tight over it. I would like to know what he is doing.

MR. SPEAKER: Mr. Bosu, please conclude. Please come to the question.

SHRI JYOTIRMOY BOSU: I am coming to the question. This rickety, tin-pot car called Ambassador...

MR. SPEAKER: No, no. You cannot go on like this. You cannot go into all these aspects. We are not on cars. We are only on the subject of strike. Please come to the question.

SHRI JYOTIRMOY BOSU: Taxi is what?

MR. SPEAKER: You cannot go on like this.

SHRI JYOTIRMOY BOSU: Is taxi bullock-cart, Sir?

MR. SPEAKER: I don't know about that. Please come to the question.

MR. JYOTIRMOY BOSU: I am coming, Sir.

MR. SPEAKER: You have taken more than 7 minutes.

SHRI JYOTIRMOY BOSU: Why have the tyre prices been raised? What is the profit figures of Dunlops in India?

MR. SPEAKER: Mr. Bosu, all those are matters not related to this. It does not arise, please. This subject does not arise. Please come to the question.

SHRI JYOTIRMOY BOSU: I am not referring to Rajdoot or Ambassador....

MR. SPEAKER: Now you go on to cultivation of rubber, cultivation of trees and so on. All that you will come to! No please. You have made your point all right. Now let the Minister reply.

SHRI JYOTIRMOY BOSU: I would like to have an explanation from the hon Minister. Let him give the explanation before the House, why Mr. Fotedar, a responsible authority connected with this matter. .

MR. SPEAKER: Yes, that is a valid point, when the Maharashtra Government had done it...

SHRI JYOTIRMOY BOSU: Why did he not convene a meeting immediately when the Budget was laid on the Table of the House. Why is it that within 48 hours a meeting was not held. And, why was the fare rise not accorded?

MR. SPEAKER: That is the only relevant point.

SHRI CHAND RAM: Sir, I have only clarified the legal provision. There is the legal provision under which the State Transport Authority could not unilaterally raise the fares, as demanded by the taxi drivers, without hearing all the interests concerned.

MR. SPEAKER: The point was made about ad hoc increase.

SHRI CHAND RAM: That was the legal provision. He knows that the Budget was taken up at 5 P.M. It must have been concluded at 8 P.M.

MR. SPEAKER: Later on.

SHRI CHAND RAM: So, it could not be held on that day. On the next day the necessary notice was issued. As I said 48 hours' time is required. And, as you know, 48 hours ended in the evening of the 3rd. 4th was a Sunday. And on the 5th, Sir, this meeting was held. So, these are the things which happened.

And so far as the increase in fare is concerned, we have taken into account....

SHRI JYOTIRMOY BOSU: But how could the Maharashtra Government do it?

SHRI CHAND RAM: Sir, according to the information supplied to me, till yesterday, Maharashtra had not increased the rates. This is the information that has been supplied to me.

SHRI K GOPAL: Two days back it appeared in the newspapers that the Maharashtra Government had already me say that the number of taxis has increased the fares....

SHRI CHAND RAM: An assurance may have been given. Here also an assurance was held out. The taxi drivers have their many unions. Their unions met the Director of Transport, Delhi and the State Transport Authority. They have been told that they should not increase the fares unilaterally without any backing of the legal provision. And, they undertook that they will not increase the fares....

SHRI VASANT SATHE: They have to pay for higher petrol. Who will suffer for that?

MR. SPEAKER: You please answer the other one. That point has been covered.

SHRI CHAND RAM: The legal provisions have to be complied with.

SHRI VASANT SATHE: They go on paying 25 per cent more for petrol. Don't give any gratuitous advice.

MR. SPEAKER: Mr. M. V. Chandrashekara Murthy—I have called the next Member—Shri Chandrashekara Murthy. You have answered the point.

SHRI JYOTIRMOY BOSU: Let him complete his reply.

SHRI CHAND RAM: Sir, Mr. Bosu made some point saying that the number of taxis have decreased. Let me say that the number of taxis has not decreased.

According to the information which has been supplied to me, the number of taxis has increased from 4900 to 5600. They have increased the number of taxis rather than decreased.

SHRI JYOTIRMOY BOSU: They have been registered, but have not come on the road.

SHRI M. V. CHANDRASHEKHARA MURTHY (Kanakapura): Sir, as you are aware, thousands of taxis and scooters went off the road for four days in protest against the rise in petrol price following the imposition of new duties in the Union budget presented to the Parliament on the 28th February. There was a lot of hue and cry throughout the country and Government had not taken note of it till yesterday evening. This is the most unfortunate and irresponsible behaviour on the part of the Government.

The Minister in his reply has stated that the State Transport Authority is empowered to raise the fares in respect of taxis and scooters. This is the most irresponsible reply by the Minister. Ultimately, the Government is responsible for all the hardship caused to the people.

After the announcement of the budget, immediately the Government should have entered into a dialogue with the taxi and scooter people and

[Shri M. V. Chandrashekhar Murthy]
proportionate increase in the fare should have been approved which would have avoided the strike.

I would like to know from the Government, why the Government slept over the matter for the last four days and whether the Government is prepared to withdraw the imposition of duties on diesel at least, otherwise rise in fares in buses would hit the commonman.

MR. SPEAKER: You need not reply to the last question; to the other questions, you have already replied.

12.43 hrs.

COMMITTEE ON PETITIONS EIGHTH REPORT

श्री हरि विष्णु कासत (होशंगाबाद) : वावस्पति, महोदय, मैं आपकी धन्यता से छठी लोक सभा की शान्ति समिति का अष्टम प्रतिवेदन (हिन्दी और अंग्रेजी दोनों संस्करण) रादन की सेवा से प्रस्तुत करता हूँ।

STATEMENT RE: APPOINTMENT OF A JUDGE TO THE DELHI HIGH COURT

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): Sir, during the course of discussion on the Special Courts Bill on 1st March, 1979, a reference was made to the 'Kissa Kursi Ka' Case and in that context an Honourable Member, Shri Vasant Sathe, made the observation that an assurance had been given to the District and Sessions Judge, Delhi, who tried that case, that if "You hand over the conviction, you will be made a High Court Judge". As this remark has cast a most unfortunate and false aspersion on the Judiciary as well as government, I have sought this opportunity to take the House into confidence at this stage itself and apprise the Members of the real facts.

Shri Vohra is the senior-most officer of the Delhi Higher Judicial Service. The proposal for his appointment as Additional Judge of the Delhi High Court was, in accordance with the procedure laid down, initiated by the Chief Justice of the Delhi High Court. At that time there were 20 Judges in position in the High Court and five appointments remained to be made. Although there is no legal requirement to this effect, an effort is made to keep the proportion of service Judges at one-third of the total strength of the High Court. At that time there were six service judges in the Delhi High Court and the Chief Justice of the Delhi High Court had mentioned that his recommendation to appoint Shri O. N. Vohra would be in keeping with the resolution of the Chief Justices' Conference regarding the desirable proportion of service judges in a High Court.

The Chief Justice of India who was consulted advised that Shri O. N. Vohra be appointed as Additional Judge, Delhi High Court. As Shri Vohra had an excellent record and the proposal to appoint him was in order in every respect, it was approved by the President.

When the recommendations of the Chief Justice of Delhi High Court and the Chief Justice of India had been received the proceedings in the 'Kissa Kursi Ka' Case were at an advanced stage and the recording of the prosecution evidence was almost complete. It was felt that it would not be in the public interest to elevate him till the case had concluded since any such step might necessitate re-examination of witnesses by his successor causing great inconvenience both to the defence and the prosecution. The Chief Justice of the Delhi High Court, with whom I discussed this aspect agreed with this view and was of opinion that while a decision on the proposal could be taken at that very stage, the actual notification might be held up till the conclusion of the 'Kissa Kursi Ka' Case.

This course was also approved by the Prime Minister and the President.

It will thus be seen that approval to the proposal to appoint Shri O. N. Vohra was accorded in the usual course and had no link whatever with the decision in that case. Indeed, it was accorded well before the conclusion of that case so that no suspicion should arise that the outcome of the Kissa Case determined or could determine the decision of the appointment of Shri O. N. Vohra as Judge. It is only the notification of his appointment that, for the reasons mentioned above, was held up for some time. This notification is now proposed to be issued.

I am sure Members of this House including those on the Benches of the Opposition will agree after this recital of facts that the imputation of any motives is most unfair to Government as well as the Judiciary.

12.48 hrs.

MATTERS UNDER RULE 377

MR. SPEAKER: Now matters under Rule 377.

(Interruptions)**

MR. SPEAKER: Nothing will be recorded. Now Mr. Dhondge.

(1) DAMAGE CAUSED TO THE STATUS OF
NETAJI SUBHAS CHANDRA BOSE AND
MAHATMA GANDHI IN ANDHRA PRADES

श्री कौशबराम धोंडगे (नांदेड़) : सदर साहब नियम 377 के द्वारा मैं एक सार्वजनिक और राष्ट्रीय महत्व के सवाल की तरफ ध्यान का ध्यान आकर्षित करता हूँ। आंध्र प्रदेश के धन्वर वर्गमम गोदावरी जिले में जलय की जगह पर 23 जनवरी 1979 को नेताजी सुभाष चन्द्र बोस का पुतला उनकी जयन्ती के दिन फोड़ दिया गया है। इसके साथ ही दिनांक 30 जनवरी 1979 को भाविलाबाव जिले में मधेरिस में महाराष्ट्र बांधी जी का पुत उनकी पुष्प स्तिथि के दिन तोड़ा गया है। ये

समाज विरोधी और देश विरोधी कार्यवाहियाँ एक चुनौती और बाह्यता है। समाज देश प्रेमी जनता मैं इन घटनाओं की वजह से तीव्र असन्तोष फैला हुआ है। इस प्रकार की कुप्रवृत्तियों के खिलाफ फौरन कार्रवाई करने की मांग मैं सम्माननीय गृह मंत्री महोदय से करता हूँ और इन राष्ट्र पुरुषों की विटम्बना बदनामी, और बेइज्जती के शय्यलों को खत्म करने की मांग करता हूँ। जय क्रांति।

(ii) MAHARASHTRA STATE ROAD TRANSPORT CORPORATION

SHRI R. K. MHALGI (Thana): Sir, under rule 377, I wish to raise the following matter:

According to the provisions of Section 23 of the Road Transport Corporation Act, 1950, the Government of Maharashtra and the Central Government provide capital contribution to the M.S.R.T.C.: in the ratio of 2:1. This capital contribution is provided to the Corporation in order to enable it to meet the expenditure of capital nature, such as purchase of chassis, lands and machinery, construction of depots, bus stations etc. The M.S.R.T.C. started incurring losses from the year 1970-71, and by 1974-75, the total accumulated losses were of the order of Rs. 1941 lakhs. The State Government took several measures to supplement the steps taken by the Corporation to put its finances on sound footing. One of the measures was to provide capital contribution of Rs. 500 lakhs in addition to the contribution of Rs. 100 lakhs already paid to the Corporation during 1974-75. The State Government also paid to the Corporation additional capital contribution of Rs. 100 lakhs in the year 1976-77.

The additional capital contribution paid by the state government in the years 1974-75 and 1976-77 thus comes to Rs. 600 lakhs and the share of the central government comes to Rs. 300 lakhs. The central government disowned their responsibility to pay the matching contribution of Rs. 300 lakhs on the ground that the ad hoc contributions amounting to Rs. 600 lakhs

**Not recorded.

[Shri R. K. Malgi]

made by the state government were over and above the ceiling filed by the planning commission and were in fact made for restoration of funds to the depreciation reserve fund. The state government has already pointed out to the Government of India how this view is directly in conflict with the view held by the Planning Commission in this regard. This issue was also taken up with the Minister of Railways and as desired by him certain information required by the Planning Commission to take a decision has already been forwarded to the Commission.

The central government, Ministry of Railways should therefore, immediately see that the arrears of capital contribution of the order of Rs. 350 lakhs be cleared to the Maharashtra State Road Transport Corporation before the close of the current financial year, that is 31st March, 1979. Since the hon. Minister is in the House, I should like him to make a statement on my 377.

(iii) SHORTAGE OF WAGONS FOR TRANSPORTING SALT

SHRI VASANT SATHE (Akola): It is reported in the Sunday Standard, Bombay dated 4-3-1979 that salt merchants along the western railway are facing a crippling shortage of railway wagons for transporting their products to consuming centres in various parts of the country and as a result the piles of salt packed in gunny bags are lying along the wharves. In February for example less than half the demands for wagons made by the traders and manufacturers was met by the western railway authorities. In fact the backlog of unmet demands has increased to one month. This is happening despite the fact that the zonal quota on a monthly basis has been fixed by the government salt department. The situation is getting critical and there is every possibility of shortage of salt at the consuming centres. Shri Dandavate is here and he can make a note.

THE MINISTER OF RAILWAYS
PROF. MADHU DANDAVATE: I am listening to what you say very carefully.

SHRI VASANT SATHE: In view of the above I urge upon the government to take immediate action in the matter and ensure that adequate numbers of wagons are provided to meet the situation. I hope the Minister will not become namak haram.

(iv) SETTING UP OF A PETRO-CHEMICAL
COMPLEX IN KERALA

SHRI K. A. RAJAN (Trichur): The Cochin refinery had submitted to the central government a proposal to instal a secondary procuring facility in the refinery for the conversion of the furnace oil into LPG and diesel oil. After the implementation of this facility the refinery can process hundred per cent Bombay High crude or imported crude or a mixture of Bombay High and imported crude. This project is estimated to cost Rs. 30 crores. It is highly remunerative also.

Once the proposed secondary processing facility is installed high octane value petroleum could be available with the coming up of the above mentioned catalytic cracking unit the entire straight run naphtha will be available for fertiliser and petrochemical production and the catalytic reformer and the naphtha desulphurication units will be available for more productive use for making valuable aromatics. In view of the above it is proposed a new aromatic complex should be set up, based on the naphtha available from the Cochin refinery and using the catalytic reformer and naphtha desulphurification mentioned above.

The Kerala Chief Minister had written to the Union Petroleum Minister forwarding a copy of the scheme and requesting for starting an aromatic complex in Kerala. The State government has also offered to invest Rs. 25 crores for down-stream project. Now pre-

paration of a project report for petrochemical complex is being entrusted with M/s. Engineers India Ltd. The establishment of the complex will help to diversify production at FACT, Cochin and also Hindustan insecticides. I request the Union Government to take urgent steps for sanctioning a petrochemical complex in Kerala.

(v) RETRENCHMENT OF THE WORKERS OF SIMPLEX CONCRETE PILES (INDIA) PRIVATE LTD.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Sir, under rule 377, I want to mention the following matter of urgent public importance.

The workmen of Simplex Concrete Piles (India) Pvt. Ltd. are under constant repression from December, 1978. The management has unleashed a reign of terror on the workers with the direct help from Delhi Police. The management of the above Company vindictively terminated the employment of 120 workers at Okhla site and Ashok Road-Windsor Place site on 20th December 1978 even without paying them their earned wages. On 8th January 1979 they again retrenched 60 workers at the R. K. Puram site. In all these attacks perpetrated on the workers, the Delhi police directly helped the management and terrorised the workers by carrying on arrests and dismantling the houses of the workers and preventing them from carrying on their protest movement. On 28th January 1979, 70 workers were arrested by the Delhi police in their attempt to suppress the movement against the Simplex management.

I strongly condemn the role of the Delhi Police and demand of the Delhi Administration that the police force be restrained from interfering with the legitimate movement of Simplex workers and take immediate steps for their reinstatement of 180 retrenched workers. I also urge upon the Minister to effectively intervene in the matter for reinstatement of the retrenched workers.

12.55 hrs.

RAILWAY BUDGET 1979-80— GENERAL DISCUSSION—contd.

MR. SPEAKER: We will now take up further discussion of the Railway Budget. Shri Mohanaragam will continue his speech.

SHRI RAGAVALU MOHANARAGAM (Chengalpattu): Mr. Speaker, yesterday I was discussing the passenger amenities, especially for long distance passengers. Before dealing with the various aspects of the difficulties felt by the passengers in the Southern part of the country, I would rather like to quote the budget speech of the hon. Railway Minister, Prof. Madhu Dandavate. In the concluding portion of his budget speech, he has sought the co-operation of all sections of the House and the people for the development of our country. There he has talked about the lofty peaks of the Himalayas and the sacred shores of Kanyakumari. I appreciate his respect for the development of the country from the Himalayas to Kanyakumari and his patriotism for our country. Because, whenever he comes down the Vindhyas, he talks of patriotism and of the area from Himalaya to Kanyakumari.

Yesterday an hon. Member was pointing out that when there is a will, there is a railway and when there is no will, there is survey only.

AN HON. MEMBER: It was mentioned by your voter.

SHRI RAGAVALU MOHANARAGAM: Yes, my voter, Shri O. V. Alagesan. On page 18 of the Budget speech it is stated:

"Surveys for a new broad gauge line from Karur to Madurai and gauge conversion from Madurai to Tuticorin in Tamil Nadu were approved in the supplementary grants obtained in January 1979."

[Shri Ragavalu Mohanarangam]

But, when there is no will, there is only a survey. I think our hon. Railway Minister is not having any will and that is why steps have not been taken to take up construction work on these lines. And for the past one decade we have been asking for the lines from Madurai to Tuticorin and Karur to Madurai and Madras to Erode.

MR. SPEAKER: The House stands adjourned till 2 O'Clock.

13.01 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Five Minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1979-80—
GENERAL DISCUSSION—contd.

MR. DEPUTY SPEAKER: Shri Mohanarangam; You may begin the third instalment of your speech

SHRI RAGAVALU MOHANARANGAM: Mr. Deputy-Speaker, Sir, my speech on the Railway Budget is a very lengthy speech. I started my speech yesterday evening at 5-20 P.M. and I am still continuing my speech.

MR. DEPUTY SPEAKER: It is the third instalment of your speech.

SHRI RAGAVALU MOHANARANGAM: Yesterday, I was discussing something about the passengers, specially the passengers by long-distance trains. Today, I am going to speak something about the passengers by short-distance trains.

MR. DEPUTY SPEAKER: I suppose, your speech also will be a short one.

SHRI RAGAVALU MOHANARANGAM: I am the only member speaking on behalf of the Anna DMK party.

MR. DEPUTY SPEAKER: All right.

SHRI RAGAVALU MOHANARANGAM: I hope, what I speak will be understood by our Minister of State for Railways here. I think, he has sufficient knowledge of the language in which I am speaking at present. I will speak in such a way that my hon. friend will also understand.

I am going to speak about the Madras city and what I speak about the Madras city will be applicable to all the leading cities of our country. There is a short distance railway line from Tambaram to Madras Beach. Thousands and thousands of passengers are travelling daily from Tambaram to Madras Beach. There are about 32 to 35 electric trains which are running on that line and more than 1,25,000 monthly season ticket holders are there. If a passenger starts from Tambaram, within 35 minutes he has to reach Madras beach. Most of the passengers travel hanging around windows and there are about half a dozen accidents every month. Adding to their difficulties, the hon. Minister of Railways has enhanced the rates of monthly season tickets. In the past 25,000 used to purchase first class season tickets. I understand something about the law of diminishing returns and increasing returns. Thinking we will get more revenue by increasing the first-class rates, he has increased it by three times. But, as I have told you already, about 1,25,000 passengers are travelling from the Madras Beach to Tambaram, out of which 25,000 people will be first-class season ticket holders. If you increase the rate for the first-class season tickets, it means that this 25,000 will be reduced to 5000 to 6000 and the balance will travel only by second-class and not by first-class—while already they are hanging at the doors and windows. Most of these 25,000 will travel only by second-class

and not by first-class as the Hon. Minister had said during his speech on the Railway Budget. Not only that: even milk vendors and vegetable vendors coming from Vivipuram, Chenglepet, Tambaram etc. are now travelling by first-class even though the first-class fare is higher than that of the second-class, for the simple reason that they can carry their milk etc. safely. But now one can expect them to purchase only second-class season tickets since the rate has been increased by three to four times. I would therefore request the hon. Minister to consider this aspect and reduce the rate to the old level. Moreover, we are talking of decentralisation now: we were going to shift some urban population to the rural areas. But if the season ticket rate is doubled or trebled, nobody will go to the rural areas: they will confine themselves to the city area. Already the population here is 25 to 30 lakhs and it will double itself in 10 to 15 years. I would therefore request the Hon. Minister to reduce the rates.

Now, I have already told you, both in person and through letters to the Hon. Minister about a very important Railway Station which is considered to be the gate of South India. Just like the Gateway of India, we have a gate for the entire South India, and that is the Egmore Railway Station. It was constructed years ago and the platform is only four to five feet. Passengers get down at this Railway Station in order to go to Tiruchi, Madurai and other parts of the country. Thousands and thousands of people are getting down at Egmore Railway Station and, after getting down, it takes fifteen minutes for them just to come out. I have already asked the Hon. Minister to re-model it or repair it or construct it afresh. I do not know why the General Manager of the Railways and other officer concerned and the Railway Minister and the Deputy Railway Minister are not in a position to look after all these small, petty things.

Now, I have told you with regard to the Madras City. You may think I am always talking about Madras, but that is because I can talk only about the place I come from and represent.

The Madras City consists of two parts, the north and the south. There is a Railway gate which divides the two parts. About 15 lakh people are staying in southern Madras City and about 15 lakhs are in north Madras City, but the entire city population is dependent on north Madras because lakhs and lakhs of people are working in north Madras only. We have industries, companies and Government offices mostly in north Madras City. But this Railway gate completely divides the city into two parts, and all the people going by car, cycle or otherwise, have to cross the railway gate to go to north Madras city. Unless and until they cross the railway gate people from south Madras cannot go to north Madras. But the people have to wait for hours together just for opening of the gates. Especially from eight to ten in the morning and during peak hours, for about one or two hours the gates are not open: they are closed, completely preventing people from going from the southern city to the northern city. It is not an exaggeration to say that there was a case of a lady in an advanced stage of pregnancy having to complete everything in the car itself because she was not in a position to cross the railway gate. I would request the hon. Railway Minister to have over-bridges and under-ground bridges constructed at least for the city area. For the past 25 years we have been representing for this. From Madras city to Guindy it is only 11 miles and from Guindy to Tambaram it is six miles; so, it is a question of only 17 miles and there are only seven or eight railway gates. If you spend Rs. 2 or 3 crores, you can easily have these seven or eight over-bridges or under-ground bridges constructed. By this, the problem of the entire city

[Shri Ragavala Mohanaragam]
population, 35 to 40 lakhs of people, will be definitely solved.

Two or three days ago the Minister for Energy has pointed out that they have coal in abundance. Our Minister of Railways was also saying something about wagons; he was saying that he was having thousands and thousands of wagons and that if anybody wanted wagons, he could give. In Madras, the brick industry, the textile industry and the salt industry are suffering a lot because of the shortage of coal. Singareni and Chand are prepared to send 150 wagons of coal. When I asked our Railway Minister he said that he had wagons. But we have received replies stating that at present they have no wagons and that, unless and until they get the wagons, they are not in a position to send coal from Singareni and Chand to Madras area. The entire south is suffering because of this. The salt industry, the textile industry and the brick industry are depending on the coal which comes from the northern part of the country. I do not know why our Railway Minister is not in a position to give the wagons. I want to be intimated of the exact stage at which the matter stands at present with regard to wagons. I hope the Minister of State in the Ministry of Railways will give a proper reply as to why they have failed to give wagons for being sent to the southern part of this country.

I have already spoken for the travelling public, the passengers. Now, what about the railway employees? They have been asking for bonus, but the Government say that Railways is not at all an industry; it is only a government department; that is why they are not in a position to give bonus to the railway employees. What are the rules on the basis of which bonus is given to the employees of the Life Insurance Corporation? There are also some government undertak-

ings where the employees are given bonus. I would like to know why Government have failed to give bonus to the railway employees. That may be one of the reasons why accidents occur very often in the Railways.

A person who joins the Railways as a clerk has to retire only as a clerk. He is not getting promotion. 20 years before, if a father of a girl asked a boy as to where he was working and if the boy replied that he was working in the Railways, without any hesitation he was giving his daughter in marriage to the person working in the Railways. But now if anybody says that he is working in the Railways, no father of a girl would come forward to give his daughter in marriage to him, because, whatever may be his position in the Railways, once he enters the Railways in any capacity, he will retire only in the same capacity in which he entered. I know; some of my class-mates are still working as Clerks in the Southern Railway General Manager's office, in the Accounts Department; they entered as Accounts Clerk in 1958 and they are still working as Accounts Clerk. They say that they are not getting any promotion.

Mr. George Fernandes used to talk about railway employees. He was the champion of the railway strike in 1974. He was the person who was demanding that an employee, after serving continuously for ten years in a particular post, should automatically get the promotion. I can show thousands and thousands of employees who are working for the past 20 years in the same scale of pay; they are still waiting for promotion. What Mr. Fernandes said in 1974 is still in existence; the position is still the same. Prof. Madhu Dandavate and Mr. George Fernandes have not been in a position to solve this problem. So, I request the hon. Minister to do something here. After reaching a certain stage or at least the maximum, even though they may not be given

promotion, they should at least be given the next scale of pay. This should be so not only in respect of employees working in the Railways but also those working in other Central Government Departments. This request has been there for the last two years from our side of the Benches.

Next, Sir, I come to claims. 'We are just settling claims within 37 days and we are going to reduce the time lag to 2 to 3 weeks only.' This is what the Railway Minister has said. Sir, that is not the case. Settlement of claims is completely dependent upon the person's approach. There is a relationship between the persons who claim and the persons who settle the claim. If the person is somewhat an influential man, then settlement will be done within 3-4 days and if the person does not have such an influence, it will take years to settle it. So the average he can show as 37 days or 25 days or 24 days. Sir, that is the pitiable condition of our Indian Railways.

Then he talks high of the Railways. He talks about the unification of the nation and he is seeking co-operation from all sections of the community. He was pointing out something about the lofty peaks of the Himalayas and the sacred shores of the Kanyakumari. 'The entire area, the length and breadth of the nation is common to me. I am an Indian citizen. I do not belong to Gujarat or Maharashtra. I am the man who looks after the entire thing. The entire 650 million people of this country are completely dependent upon me.'—this is what the Railway Minister says. As I already told you, if you just see the railway Budget, our State of Tamil Nadu has been completely neglected. All that he is pointing out is about some surveys but there is no implementation. Where is the Madras-Trivandrum route? Where is the Madras-Tuticorin route? What about the bridges? What about new lines? He has opened only

6 new lines in the whole country. Has he given at least one new line to the southern part of the country? I come from the South. There is such a discrimination. Sir, I am not talking about the north and the south, but that may be talked about—North and South. That discrimination is shown in the railway budget. But I hope....

SHRI RAM MURTI (Bareilly): Tamil Nadu has already too many.

SHRI RAGAVALU MOHANARANGAM: No, Sir. You are imagining impossibilities. Let us not imagine impossibilities. I come from the deep southern part of this country. I am speaking from my heart. I am not speaking from my lips. I am not speaking on the basis of regional feelings. Sentimentally I am speaking. If you come to the south, can you show me after Villupuram any broad gauge line? You cannot show....

SHRI RAM MURTI: Why do you want broad gauge?

SHRI RAGAVALU MOHANARANGAM: That is not the case. You are here only. You have not crossed the Vindhyas. You, Members, spoil the unity of the nation—not the Ministers. They just listen to me properly. I am representing 25 million people from my part of the country and it is my bounden duty to represent my constituency people. I know where to say, what to say, to whom to say and how to say. I told about the hon. Members. They are imagining impossibilities. Let not our hon. Minister imagine impossibilities. They are creating all sorts of complications. There is a hue and cry especially in the southern part of this country. The southern part has been completely neglected and even though they have included something in the Railway Budget, I hope in the Supplementary Budget they will have some new lines for the southern part of this country, especially for the place I represent; not only that, from Madras to Kanya-

[Shri Ragavalu Mohanarangam]

kumari they have to do a lot and I hope they will do it and I also hope they will double the performance.

With these words, I thank you, Sir.

AN HON. MEMBER: Any way he has made a good speech.

श्री डी० एन० तिवारी (गोपालगंज) : रेल मंत्रियों ने बहुत प्रयत्न किया है कि रेलें ठीक से चलें, लोगों को सुविधा हो। इस ठेठु इन्होंने नई गाड़ियां चलाने का फैसला किया है और स्पीड को बढ़ाने का भी फैसला किया है। साथ ही कहा है कि डिब्बे भी बड़ाए जाएं ताकि अधिक सफा में यात्रियों को ले जाने की गंजाइश हो सके। यह सब होते हुए भी जो ये लोग करना चाहते हैं शायद उसको कर नहीं पाएंगे क्योंकि इनकी जो थार्फिंगर क्लास है वह इनके माथ को प्रोप्रेट नहीं कर रही है। मैं धाने चल-पर बनाऊंगा कि क्या-क्या ये करना चाहते थे लेकिन वह नहीं हो पा रहा है और मैं इनको गलत एडवाइस मिलती है।

बजट स्पीच देते हुए रेल मंत्री जी ने धपने को शबाशीरी दी है कि वह तीन साल से सरप्लस बजट पेश करते आ रहे हैं। दो साल तक तो इन्होंने सरप्लस बजट पेश किया यह ठीक बात है लेकिन इस साल का बजट सरप्लस रह पाएगा यह सन्देहजनक है। अभी रेल कमिश्नरी बोनास के लिए प्रयत्न कर रहे हैं और उन्होंने स्ट्राइक का नोटिस भी दे दिया है। मुश्किल हमारी सरकार में यह है कि लोगों ने यह समझना शुरू कर दिया है कि अगर उनके पास लाईन है, अपनी बात को मनवाने की ताकत है तब तो वे सरकार को झुका सकते हैं धन्यथा नहीं। होना तो यह चाहिये कि उनकी मांग जायज है या नाजायज इसको देखा जाए और बिना को थार्फ स्ट्रैन्थ और बिना कनफ्रेंशन के अगर उनकी मांग सही हो तो मान ली जाए और अगर जायज न हो तो उसको रिजेक्ट कर दिया जाए। लेकिन ऐसा नहीं होता है। इसका नतीजा यही होता है कि धानोलनकारी लोगों के विचार में यह बात घर करती जा रही है कि गवर्नमेंट को अगर प्रेसराइज किया जाए तभी वह कोई चीज देती है धन्यथा नहीं देती है। मैं यह कहूंगा कि अगर रेलवे ऐम्पलाईज की बोनास की मांग सही है तो उसको भीष्ट से भीष्ट मान लें। कनफ्रेंशन की बात न धाने दें। और जब थार्फ बोनास देंगे तो यह सरप्लस बजट डेफिसेंट में परिणत हो जायगा। इसलिये थार्फ कमप्लेसेंट न होइये कि धपने सरप्लस बजट पेश किया है।

इन्होंने एक किताब सर्कुलेट की है इंडियन रेलवेज बुक 1978-79 उसको देखने से पता लगता है कि हर फ्लट पर गिरावट आयी है। पंचवर्षीली गिरी है। 59 पेज पर दिया हुआ है कि पेंसेजर ट्रेन्स और गृहस ट्रेन्स की पंचवर्षीली कम हुई है। ऐक्सीडेंट्स भी बढ़े हैं। 1977 में जो 800 कुछ ऐक्सीडेंट्स थे वह बढ़ कर 835 हो गये हैं। इसलिये ऐक्सीडेंट्स बढ़े हैं, रेलवे डेविलस कुछ अधिक अनवेक हो गया है पहले से। 1977

में जो इन्होंने प्रयत्न किये उसके नीचे गये थे, लेकिन न मालूम क्यों, शायद इनके अधिकारी कोमपरेट नहीं कर रहे हैं, 1978 में सब चीजें बढ़ गई हैं—पंचवर्षीली भी गिरी है, ऐक्सीडेंट्स भी बढ़े हैं और सुविधायें भी कुछ कम हुई हैं। थार्फ धपने पेपर के पेज 59, 80, 89 को देखेंगे तो पायेंगे कि डिटोरियोरेशन हुआ है। गाड़ियां घंटो सेट चलती हैं, मिनटो ही नहीं। थोरिजि-नेटिंग स्टेशन से ही नहीं, बीच में भी धा कर पता नहीं क्या हो जाता है कि उसका पहिया नहीं चलता है। पटला में गाड़ी 1 घंटा सेट आती है तो दिल्ली पहुंचते पहुंचते डार्ड घंटा सेट हो जाती है। ऐसे हर बात का जवाब हो सकता है, लेकिन पडित नेहरू कहा करते थे :

"I am not interested in explanations, I am interested in work being done".

तो ऐक्जप्लेनेशन से हमारा पेट नहीं भरेगा। हम चाहते हैं कि थार्फ ठीक से काम करे।

कुछ गूढ़ा हुआ है जिसमें इनकार नहीं किया जा सकता है और उसके लिये मैंने थार्फको बंधाई दी है। लेकिन रेलवे बोर्ड का डिरेक्टर ठीक नहीं है। क्योंकि रेलवे में हाउट स्टेशन बनने हैं, उनमें एकतरह की नीति नहीं बरती जाती है। कुछ गान्ट स्टेशन पर सरबाज होता है, और कुछ पर गनार्ज नहीं होता। क्योंकि जो रेलवे अधिकारियों को खुश कर सकते हैं, और खुश करने के माने थार्फ समझ सकते हैं, उनको सरबाज नहीं लगना है। और जिन स्टेशन के गनार्जपाक खुश नहीं कर सके उनको सरबाज लगना है। मेरे एक फनस्टार्ड क्वेश्चन के जवाब में माननीय राज्य मंत्री ने कहा था. यह ठीक है कि कुछ स्टेशनों पर जहा नफा हो रहा है वहा भी सरबाज लगा हुआ है, और जहां नफा नहीं हो रहा है वहा सरबाज नहीं है। नफा होने वाले स्टेशन पर भी सरबाज है। ऐसा क्यों है? जो स्टेशन कामदा दे रहा है उस पर सरबाज लगा दिया, उनको बर्दन कर दिया, और जो स्टेशन घाटे में चल रहे हैं उन पर सरबाज नहीं है। यह पेपर में उनको दे रहा है, जो जवाब दिया था, इसको देख लेंगे।

मैं एक स्टेशन का नाम लेता हूं थोर हाउट स्टेशन कोशिश कर के हार गया कि वहां का सरबाज हटा दीजिये। लेकिन नहीं हुआ है। हालांकि थोर हाउट भूमाफा दे रहा है। तो यह कामच में इसलिये दे रहा हूं कि यह समझ लेंगे कि फीसे इनका रेलवे बोर्ड और थार्फिफर्स एफर्ट्स को नाकाम करते हैं। यह इसका एक नमूना है।

दूसरी बात में यह कहूंगा कि रेलवे बोर्ड ही नहीं, इनके जनरल मैनेजर्स भी मनमाना बिहेव करते हैं। कुछ ट्रेन्स भी ०एम० गोरखपुर ने रिजर्वेशन बाज लगा दिया, हालांकि गाड़ी में रिजर्वेशन नहीं दिया जाता है। लेकिन महीनों तक रिजर्वेशन बाज लिया गया। पेंसेजर कहते हैं कि जब रिजर्वेशन होता ही नहीं तो रिजर्वेशन बाज क्यों? हम लोगों को पास जवाब नहीं होता। लोग यात्रियां देते थे। हमने इसके बारे में पार्लियामेंट में क्वेश्चन किया। उस क्वेश्चन पर रिजर्वेशन बाज हटाया गया। लेकिन मैं यह जानना चाहता हूं कि जो इस-नीयस रुपया पेंसेजर्स से बचल हुआ, उसका

क्या हुआ ? जिस जी०एम० ने बगैर रेलवे बोर्ड की सहमति के रिजर्वेशन चार्ज लगाया उसका क्या हुआ ? आपके ही आफिसर्स गलती करते हैं, उसको कभी आप देखते नहीं हैं। मालूम होता है कि इस पर किसी का बस नहीं है, जो मनमानी चाहे कर सकता है।

अभी रेलवे में एग्जिस्टिंग की ट्रेनिंग हुई। उनके बारे में तय किया गया कि रिक्त स्थानों में से 50 परसेंट इनमें से एम्पाइन्ट किया जाये। रेलवे बोर्ड का सर्कुलर हर जी०एम० के यहाँ गया और सविम कमीशन में भी गया कि 31 मार्च 1979 तक उनको बहाल करना है लेकिन वह मारे-मारे फिर रहे हैं। कोई पूछता नहीं है। उनको ट्रेनिंग तो दे दी लेकिन एम्पाइन्ट नहीं कर रहे हैं। मैंने मिनिस्टर को चिट्ठी लिखी, लेकिन कुछ होता नहीं है। हमारी कोशिश बेकार जाती है। यह देखिये यह मैं आपको देता हूँ।

इनके यहाँ एक सुपरवाइजरी स्टाफ है, जिसके बारे में पे-कमीशन में बहुत एनोमलीज रह गई थीं। वह बेचारे कोशिश कर के हार गये, जी०एम० ने और सब ने रिकमेंड किया, लेकिन रेलवे बोर्ड वाले मुनते ही नहीं हैं। मैं मिनिस्टर से मिला, उन्होंने कहा कि संबंधित आफिसर्स से बात कर्हो। उन्होंने बात किया, लेकिन फल कोई नहीं निकलता है। जब वह स्ट्राइक करेंगे, तब उनका मामला सिद्ध होगा। तो क्या आप चाहते हैं कि उनकी स्ट्राइक कराई जाये ? ट्रांसपोर्ट आफिसर्स ला-एवाइडिंग हैं, डिस्प्लिन्ड हैं, वह नहीं चाहते हैं कि स्ट्राइक हो, लेकिन क्या आप चाहते हैं कि वह स्ट्राइक करें ? केवल इन्वॉन्स से ही रेल का चक्का बन्द नहीं होता है और भी कर्मचारी हैं जिनसे चक्का बन्द हो सकता है। आप लोगों को कम्प्लेन न कीजिये कि वह स्ट्राइक करें। उनकी जायज मांग को मान लीजिये, नहीं तो मरता क्या न करता वाली बात हो सकती है। इसलिये मैं यह कागज भी ट्रांसपोर्ट आफिसर्स के बारे में मंत्री जी को देता हूँ, राज्य मंत्री जी उनकी मीटिंग में गये थे, इन्होंने कहा था कि जो जायज बातें होंगी, वह करेंगे। यह भी कागज इनको देता हूँ।

अब मैं आता हूँ इस बात पर कि कैसे गलत एडवाइस दिये जाते हैं। मैंने कई सालों से प्रति वर्ष वजट पर बोलते हुए कहा था कि सोनपुर में जी०एम० आफिस हो। 1977 में मैंने इस सदन में भाषण दिया था। इसका मई 1977, में क्या जवाब मिला—न तो कार्यभार के आधार पर और न ही परिचालित आवश्यकताओं के आधार पर सोनपुर में पूरे स्तर का मंडल बनने का कोई ओब्लिव है। मई में कहते हैं कि नहीं, क्योंकि इसको पेश करने वाले हमारे जैसे आदमी हैं जो कि आपके मिनिस्टर के दल के नहीं थे, उन्होंने पेश किया था। लेकिन कुछ हमारे सोशलिस्ट पार्टी के मित्रों ने जून में जब कहा तो आपने उनकी बात को मंजूर कर लिया और यह कार्यालय वहाँ खोल दिया। मैं जानना चाहता हूँ कि यह डिस्क्रिमिनेशन क्यों ? वहाँ दफ्तर खोलना अच्छा था, लेकिन यहाँ के मेम्बर्स और मेम्बर्स में इस तरह का डिस्क्रिमिनेशन क्यों करते हैं, क्या हमारा चेहरा ऐसा है जिससे डिस्क्रिमिनेशन किया गया है ? या मेरे चेहरे

में कोई ऐसी बात है या मेरा व्यवहार ऐसा है, जिस से आप भड़क जाते हैं और वे लोग शायद ऐसे हैं या उन के चेहरे आप को इतने प्रिय हैं कि आप उन की बात को मान लेंत हैं

रेल मंत्रालय में राज्य मंत्री श्री (शिवनारायण) : खूबसूरत ह।

श्री डी० एन० तिवारी : यह चिट्ठी मैं आप को दे रहा हूँ यह। मई की लिखी हुई है और जून में आप सेशन करते हैं।

श्री शिव नारायण : अब तो खोल दिया गया है।

श्री डी० एन० तिवारी : खोला गया है, लेकिन यह डिस्क्रिमिनेशन क्यों ? क्योंकि आप को गलत एडवाइस मिली।

श्री शिव नारायण : यह बात नहीं है, आपका चीफ मिनिस्टर ने हिट्स किया था।

श्री डी० एन० तिवारी : हिट्स तो पीछे हुआ था, उस वक्त नहीं हुआ था।

श्री शिव नारायण : वह हम ने खुलवाया है।

श्री डी० एन० तिवारी : आप इस को देख लीजिये—मैं सब डाक्यूमेंट्स आप को दे रहा हूँ।

अब मैं इनके जनरल मैनेजर्स के बारे में बतलाता हूँ जिस से आप को मालूम होगा कि वे लोग कितनी मनमानी करते हैं। एन०ई०आर० के छपरा स्टेशन के पास रेलवे की कुछ जमीन थी, उस का बन्दोबस्त नहीं करना चाहते थे। पहले जो बन्दोबस्त हुआ था, उस को कन्सिल कर के उस जमीन का ले लिया गया। एक आदमी ने एप्लाई किया कि हम को वह जमीन दे दी जाय, उन को लिख दिया कि यह नहीं हो सकता है, उस जमीन को सुरक्षित रखा गया है, हम जमीन का बन्दोबस्त नहीं करेंगे। लेकिन एक ही महीने के बाद सारी जमीन का बन्दोबस्त हो गया और वह बेचारा उस के लिये एप्लाई भी नहीं कर सका। मैं समझता हूँ, आप ने उस को घोखा दिया, जनता को घोखा दिया और मनमाने ढंग से बन्दोबस्त किया। यह चिट्ठी भी आप देख लीजिए।

उपाध्यक्ष महोदय : तिवारी जी, सब चिट्ठियाँ आप इकट्ठी दे दीजिये।

श्री डी० एन० तिवारी : अगर मैं उन के बारे में कहूँगा नहीं, तो काम नहीं चलेगा। इन से ही तो पता चलता है कि ये लोग किस तरह का व्यवहार कर रहे हैं। इस में कोई शक नहीं, हमारे मंत्री लोग बहुत मेहनत करते हैं, लेकिन जब तक इन को इन के अफसरों से कोआपरेशन नहीं मिलेगा, तब तक कोई काम नहीं हो सकता है। पहले इस हाउस में अक्सर यह डिमाण्ड होती थी कि रेलवे बोर्ड को एवालिश कर दिया जाय लेकिन हम कहते थे कि नहीं, उस को रहना चाहिये, वह अच्छा काम करता है। लेकिन अब मालूम होता है कि वे लोग किस तरह से काम करते हैं, अब हम लोग

[श्री डी० एन० तिवारी]

भी यह विमाण्ड करना शुरू कर देंगे कि इन को एवा-
सिल करो। जब इन के अफसर ही इन को कोषापरेशन
नहीं देंगे, तो कैसे काम चलेगा...

एक मालमीय सदस्य : ये लोग कह रहे हैं कि इन
को कोषापरेशन मिल रहा है।

श्री डी० एन० तिवारी : भ्रातृ इन के आफिसरों का
बिहेवियर देखिये—मैं एक और पक्षा इन को दे रहा
हूँ, पक्ष में यह बहुत भड़ा लगेगा। भ्रातृ के सोनपुर के
भूतपूर्व डी०एस० श्री गोरखपुर के अनरल मैनेजर
का इस में कच्चा-बिट्टा है...

श्री शिवनारायण : उन को हटा दिया है।

श्री डी० एन० तिवारी : उनको इप्टी के क्षण में
की सुरा और सुन्दरी की बहुत चाह रही है—यह
पक्षा उसी सम्बन्ध में है। मैंने कहा था—यदि हिम्मत
हो तो उन पक्षा छपवाने वालों पर केम करो, लेकिन
कुछ नहीं हुआ। इन की भी भ्रातृ देख लीजिये।

भ्रातृ मैं कैजुअल लवर के बारे में कहना चाहता हूँ।
मिनिस्टर साहब ने घोषणा की है। मैं कुछ मांग नहीं
करता हूँ—इन से। मैं इन के यहाँ जो खामिया चले
रही हैं उन्हीं का उल्लेख कर रहा हूँ। त्रिम में ये लोग
चल जायें, अन्यथा रेल की पट्टी कब बन्द हो जायेगी,
का कोई ठिकाना नहीं है।

SHRI P. M. SAYEED (Laksha-
dweep) Can the hon. Member pass
on papers directly to the hon. Minister?

MR DEPUTY-SPEAKER: I have
not taken cognisance of any passing
on of the paper.

श्री डी० एन० तिवारी : उपाध्यक्ष जी, कैजुअल
लवर के सम्बन्ध में मिनिस्टर साहब ने घोषणा की कि
जो चार महीने तक लगातार काम किये हैं, हम उन को
अस्थायी रूप से रेलवे में बहाल कर लेंगे—लेकिन कितने
लोगों को बहाल किया गया। वहाँ से कहा जाता है—
इतना पैसा दो, तम को बहाल कर देंगे, नहीं दोगे, तो
नहीं करेंगे। भ्रातृ वह भ्रातृ मारा फिरना है और कहीं
कोई मुनवाई नहीं होती। मैंने कई चिट्ठियाँ कई लोगों
के बारे में लिखीं।

श्री पी० एम० साहब : जवाब भ्राता।

श्री डी० एन० तिवारी : जवाब भ्राता है कि हम देख
रहे हैं। भ्रातृ ही मैंने एक केस भेजा है, जिस में वह
भ्रातृ कैजुअल लवर पर या और कमी 20 दिन, कभी
25 दिन उस ने काम किया। चार महीने उसे काम नहीं
करते हैं, बीच में चार, छः या दस दिन की मांग कर
-दें और फिर कहें कि एक सप्ताह चार महीने काम नहीं

किया। पबरोका का वह केस है। उस ने चार महीने के
अधिक काम किया है लेकिन वह मारा मारा फिरता है।
भ्रातृ की घोषणा के अनुसार उस को काम मिलना
चाहिए लेकिन उस को मिलता नहीं है। भ्रातृ घोषणा
के अनुसार भ्रातृ काम नहीं कर सकते, तो घोषणा करना
बन्द कर देनी चाहिए। घोषणा कर के लोगों को दोष
में मत रखिये। जो भ्रातृ की नीति है, उस का कार्यान्वयन
होना चाहिए।

उपाध्यक्ष महोदय : भ्रातृ अधिक समय ले रहे
हैं, इसलिए भ्रातृ भ्रातृ समाप्त कीजिए।

श्री डी० एन० तिवारी : हमारी पार्टी का जो कोटा
है, उस में 5 मिनट का समय दे दीजिए।

उपाध्यक्ष महोदय : भ्रातृ और बहुत से लोगों को
बोलना है, इसलिए भ्रातृ भ्रातृ समाप्त कीजिए।

श्री डी० एन० तिवारी : मैं यह कहूँगा कि मैंने
बहुत सा फट फार कन्सिडरेशन दे दिया है, बहुत से कायम
भ्रातृ को दे दिये हैं। इन पर भ्रातृ विचार कीजिए और
यह देखिये कि भ्रातृ को गलत मलाह न मिले। मैं शायद
मेन्शन करता हूँ और जो कायम मुझे इन तरह के मिनट
हैं, उन के बारे में सूझावनी करना है और उन को पकना
हूँ और मैं भ्रातृ के यहाँ पेज करता हूँ। मेरा कहना यह है
कि रेलवे कर्मचारियों की मांग न मिलान पर उतना रोक
नहीं होता। जिनका मद्दब्यवहार के प्रभाव पर। होना क्या
है कि भ्रातृ किसी के फेवर में काम करना है, तो एक
सर्कुलर इस हो जाता है, एक भ्रातृ के सम्बन्ध में एक
सर्कुलर इस हो जायें और जब उस का काम हो जाता
है तो वह सर्कुलर रिट्रैक्ट हो जाता है और इन तरह से
दूसरी का काम नहीं होता है। इस तरह का डिस्क्रि-
मिनेशन लोगों को फिर बन्ता है। जो भी होना चाहिए,
वह न्याय पर आधारित होना चाहिए। इस पर नहीं
होना चाहिए कि कौन क्या कहता है पर इस पर होना
चाहिए कि क्या कहा जाता है और जो कहा जाता है,
वह सही है या नहीं। शिव नारायण जी भ्रातृ कह दें,
तो काम हो जाएगा और द्वारकानाथ तिवारी कहें, तो
नहीं होगा। जो भी हो वह मद्बुद्धि से होना चाहिए।
तभी भ्रातृ का गडमिनिस्ट्रेशन ठीक से चल सकता
है इन शब्दों के साथ मैं समाप्त करता हूँ।

श्रीमती अहिस्था पी० रंगबेकर (बम्बई उत्तर-
मध्य) : उपाध्यक्ष महोदय, भ्रातृ हमें भी भी शिव
नारायण के पास चले हो कर भाषण करने की भ्रातृ
इजाजत दें, तो हम भी उन को बहुत से पेरस दे देंगे।

श्री द्वारकानाथ तिवारी : भा जाइए इधर।

श्रीमती अहिस्था पी० रंगबेकर : रेलवे के बारे में
सब से बड़ा सवाल यह है कि हमें यह बोलना चाहिए
कि हमारी ये रेलवे कर्मचारियों कम्पन हैं या पब्लिक
यूटीलिटी कम्पन हैं। इस के बारे में जब तक हम एक
कृतिमाही एजेंस नहीं लेते तब तक क्वार डेप्रीसिड
या क्वेक्वा, तो लोगों के ऊपर ही उस का डेप्रीसिड

होगा। इस के लिए एक कम्पेन्सन्स कमेटी एपाइन्ट की गई है और अभी तक उस की रिपोर्ट नहीं आई है। उन को यह व्याख्या देकर दिया गया है कि रेलवे इन्फ्रस्ट्रक्चर कम्पन है या पब्लिक यूटीलिटी कम्पन है। इस के बारे में कुछ सोचना चाहिए। कमेटी का जवाब अगर जल्दी आ जाएगा, तो भ्रान्ते भ्रान्ते वाले दिनों में कुछ बदल हो जाएगा और फेट बाजेंज का बोझ भी लोगों पर कम हो जाएगा और कई नये सुधार हो जाएंगे। हमारे रेलवे मंत्री जो ने जो नये तरीके का नया विचार दिया है, उस में किसी को कोई भ्रान्त का नहीं है और इसलिए उन्होंने जो अच्छा काम किया है, उस के लिए मैं उन को धन्यवाद देती हूँ। कोकन रेलवे जैसी बहुत सारी चीजें उन्होंने की हैं और मैं उन को बोलना नहीं चाहती हूँ क्योंकि उसके लिए टाइम नहीं है। उन्होंने कहा है कि जो बाढ़ आई, उस के लिए उन को 30 करोड़ रुपये खर्च करने पड़े, रेलवे एम्पलाइज को 125 करोड़ रुपये देने पड़े और 64 करोड़ रुपये को लेवी देनी पड़ी और फिर भी 38 करोड़ रुपये का सरप्लस उन्हें बनाया है। इतना सरप्लस होते हुए भी कोई नया भार जनता के ऊपर डालने की कोशिश करना गलत है। और यह करने की जरूरत नहीं है। मैं देखती हूँ कि एक तो हमारी रेलवे इकोनोमी स्टेगनेट हो रही है। पिछले दस साल का हम देखते हैं कि वस साल में दस हजार किलोमीटर नयी रेलवे लाइन डाली गयी लेकिन पिछले डेढ़ साल में केवल 73 किलोमीटर ही नयी रेलवे लाइन डाली गयी। रोड ट्रांसपोर्ट इतना बढ़ गया है लेकिन रेलवे ट्रांसपोर्ट उतना ही रह गया है। रेलवे ट्रेफिक को भी आपकी बढ़ावा चाहिए। रेलवे इकोनोमी में दूसरी महत्वपूर्ण बात है रॉनिंग स्टाफ का। ये नहीं बढ़ाए जा रहे हैं। जो प्रोडक्शन कमेटी बैठी थी उस कमेटी ने अपनी रिपोर्ट दी है कि 1-1-78 तक 3 हजार 4 सौ कोचिज बूटे हो गये हैं, ग्रावर एज्ड हो गये हैं। हम उन कोचिज को भी रूपायल कर रहे हैं। इस कमेटी ने यह भी कहा है कि 74 से 80 हजार तक 6 हजार 30 कोचिज और नाकाम हो जाने वाले हैं। इन कोचिज से हमारा इतना मुकाम हो रहा है। ये कोचिज पुराने हो गये हैं और जब वे आप चलाते हैं तो उनमें एक्साइड भी हो जाते हैं। अगर आप नये कोचिज नहीं बनयेंगे और धीरे से काम चलायेंगे तो आपकी प्रोडक्विटिटी नहीं बढ़ेगी और आपकी आमदनी भी नहीं बढ़ेगी। हमारा ट्रेफिक इतना बढ़ गया है, अगर उसे ट्रेफिक को भीट करने के लिए आप उतनी ही सख्या में कोचिज नहीं बसाते हैं तो रेलवे में एक आईसिस आ जाएगा। इस बात को आपकी ध्यान में रखना चाहिए।

फेट का बारे में आप देखिये। 50-51 से 77-78 तक 268.8 परसेंट फेट किलोमीटर में बढ़ा है। इतना धीरे धीरे है लेकिन उसके मुकाबले में बेस 90 परसेंट बढ़ी है। यह आपकी इतर बुक में दिया गया है। जब फेट इतना बढ़ जाए और बेस इतनी ही बढ़े तो आप कैसे मेकअप करेंगे। इस चीज को भी आपकी देखना चाहिए।

हम देखते हैं कि हमारी गवर्नमेंट के कोल, स्टील और रेलवे डिपार्टमेंटों में हमेशा झगड़ा रहता है।

बैंगन किस को देने चाहिए, किस को नहीं देने चाहिए इस बारे में हमेशा झगड़ा चला करता है। हमारे महाराष्ट्र में कोयले की कमी के कारण घरमस स्टेशन बन्द पड़े हैं। महाराष्ट्र में इससे बहुत तकलीफ हो रही है। यह बात महाराष्ट्र में ही नहीं है और दूसरी जगह पर भी है जिसके कारण बुरा नतीजा हो रहा है। यह सब इसलिए हो रहा है कि हमारी रेलवे इकोनोमी में स्टेगनेशन भाया है।

लोकोमाटिव्स की एक कमेटी बैठी थी। उसने कहा था कि हमें स्टीम इंजन बंद कर देना चाहिए और दूसरे इंजन लगाने चाहिए। उसने कहा है कि जब तक हम ऐसा नहीं करेंगे तब तक हमारी कंपेसिटी नहीं बढ़ेगी। इसके बारे में भी आपको सोचना चाहिए। जापान और दूसरी कन्ट्रीज में जहा डीजल और पावर नहीं है, वहां उन्होंने तीन हजार होस पावर के नये स्टीम इंजन बनाये हैं। इसके बारे में भी आपको सोचना चाहिए। हम देखते हैं कि हमारे यहां जो इंजन बने हैं उनमें कुछ मिर्केनिकल फाल्ट है। उसके कारण ये ज्यादा दिन नहीं चलेंगे। इसमें बारे में इकवायरी होनी चाहिए और उस फाल्ट को दूर करना चाहिए।

हमारे यहां जा कोचिज है उनमें हम देखते हैं कि वे जल्दी खराब हो जाते हैं। मेन को जा कोचिज हम देते हैं उनो 1.5 परसेंट से ज्यादा बैंगन महीने में दुरुस्त करने पड़ते हैं। इस तरह से तो जो बोझा है वह आपकी बजट के ऊपर खाना पड़ेगा। आपका चाहिये कि आप इस तरीके को बदलें। इससे नुस्मान होता है। तीन बार लाख से ज्यादा का नुस्मान होता है। इस नुस्मान को कम कर देंगे, दूसरा गलम कर देंगे तो आपकी आमदनी बढ़ जाएगी और सॉजल टिक्टा के ऊपर, गरीब लोगों के ऊपर आपकी बोस डालना नहीं पड़ेगा। इन पर आप गम्भीरता से सोचें।

इंडस्ट्रियलस्ट्स को ट्रांसपोर्ट नॉर्म देते हैं। इसका आप जांच करा कि इन बटेनर मावना न डड-स्ट्रियलस्ट्स का गिनना मनापा मिनना है। तब यह कि आप उनका इन से कंसेशन देंगे। यह जो बड़े लोगों को आप फायदा पहुंचाते हैं उनका कंसेशन देते हैं इनको आप बन्द करो। इस तरह की चीजों को आपने कम किया या बन्द किया या आप देखेंगे कि आपकी आमदनी बढ़ जाएगी और आम जनता के ऊपर बोझ डालने की आपका बहुत कम जरूरत पड़ेगी। आप कहते हैं कि पैसा कहां से आएगा अगर इन दरों को न बढ़ाया जाए। मैं कहती हूँ कि यहां से पैसा आएगा और आप ठीक तरीके से देखेंगे तो आपकी पैसा मिल जाएगी। और भी बहुत से खर्च हैं जिन को आप बन्द कर सकते हैं।

आपने फेट और सॉजल टिकटों की वरें बढ़ाई हैं। लेकिन आप यह भी देखें कि आप ने कितनी सहायितयें उनके लिए भुईया की है। 1965-66 से से कर 1977-78 तक के बाइंडे आप देखें। पैसंजर इनको बढ़ाई है 335 परसेंट यह आपकी रिपोर्ट कहती है लेकिन इसके मुकाबले में पैसंजर लेवे की भी कपडेटि

[बीमती बहिष्वासी ० रायनकर]

है इनस्पेक्टिंग स्टेशन, खड़ा रह कर भी वह खाली सतरा प्रतिष्ठित बड़ी है। क्या वेगे आप यात्रियों को? बम्बई की हालत को आप देखें। प्रो मधु बडवते ने वहाँ रेल से यात्रा की है। वह जानते हैं। माननीय शिव नारायण की अगर वहाँ ट्रेन में जाए तो इनको भन्दर जाने के लिए जगह नहीं मिलेगी, इतनी भीड़ वहाँ होती है। फर्स्ट क्लास में भी ये नहीं जा पाएंगे। अगर किसी तरह से इनको भन्दर जाने के लिए जगह मिल भी जाएगी तो इनको एक पाव पर खड़ा रह कर यात्रा पूरी करनी पड़ेगी। जब उतरना होगा तो उतरने तक को जगह नहीं मिलेगी और किसी तरह से उतर भी गए तो ऐसा हो नहीं सकता है कि बिना हाथ पाव कीचर करवाए ये उतर जाए। इस तरह से लोग बहा गाड़ियों में यात्रा करते हैं। औरतें जो यात्रा करती हैं उनकी भी इसी तरह की हालत होती है। एक औरत का मुँह मालूम है। वह आफिस जाती थी। वह चढ़ने की कोशिश कर रही थी लेकिन चढ़ नहीं सकी और गिर गई और वही खम हो गई। इस तरह के एक्सीडेंट बड़ा रोज होने रहते हैं। क्या एग्जिनेटिज आप वहाँ यात्रियों को दते हैं। पीक घाउज में जितनी कैपेसिटी एक डिब्बे को होती है उससे फाउव टाइम्स उस में भरे होते हैं, पाच गुना लाग उस डिब्बे में होते हैं। खड़ा रहने तक के लिए जगह नहीं मिलती है। एक डिब्बे में 750 हावने के लिए जगह नहीं मिलती है इस वास्ते दो डिब्बों के बीच में खड़े हो कर लाग यात्रा करते हैं, पिछवाले को साथ लटक कर यात्रा करते हैं। छन पर बैठ कर यात्रा करते हैं और अगर उनको कुछ लग जाता है ता वे मर भी जान है। बीमती को पता नहीं होता है उनको भरासा नहीं होता है कि उनके पति जिन्दा भी वापस घर जा गमग या नहीं। यह हावना बहा कम्प्यूटर्स का है।

और भी आप देखें। शाम की सात बजे जब कम्प्यूटिंग स्टेशन पर आते हैं उनको कई बार थोड़े लगा हुआ मिलता है कि ट्रेन बँसल हो गई है। कई बार तो प्लेटफार्म बंदन दिया जाता है और उनको बड़ी ही कठिनाई का सामना करना पड़ता है। कुछ उनको एग्जिनेटिज नहीं दी जाती है। सीजन टिकटों की दरें आपने बढ़ा दी है।

आप देखें कि आपकी घागदनी कहा से होती है, किस क्लास से होती है। क्लास तीन और क्लास चार को जो कर्मचारी हैं वे ज्यादातर सैकिड क्लास में यात्रा करते हैं। अप्रमर 10 24 परसेंट फर्स्ट क्लास में और 2 46 परसेंट सैकिड क्लास में जाते हैं। अगर सब आप देखेंगे तो आपको पता चलेगा कि वकिंग क्लास, हाकर, फार्मर की सख्या कुल यात्रियों की सख्या का बम्बई में 90 37 होता है। कलकत्ता में 99 31 परसेंट, और मद्रास में 96 22 परसेंट है। इसका मतलब यह है कि रेल से जो कम्प्यूटर्स चलते हैं मैमोरीटी में वह सैकोड क्लास से जाते हैं। यहाँ आपने घागदनी दी है 1 रु. से लेकर 250 तक और 251 से लेकर 500 रु. तक जिनकी घागदनी है वह 75 परसेंट कम्प्यूटर्स हैं। 1 से लेकर 250 तक 19.83 परसेंट, 251 से 500 तक 46 परसेंट और जिनकी कुछ नहीं मिलता है उनका 10 परसेंट है। जिसका

मतलब यह हुआ कि मैमोरीटी में 1 रु. से लेकर 500 रु. तक 75 परसेंट सैकोड क्लास से जाते हैं। आपने कहा है कि मालिक लोगों को कहेंगे। लेकिन इनमें से बहुत से घनघागनाइस हैं, कम्प्यूटर्स में नहीं जाते हैं, कैबिनेट बर्कस हैं, औरतें सबकी और मछली बेचने के लिये ले कर जाती हैं, उनका कोई ऐम्प्लायर नहीं है। छोटे छोटे धंधे करने वाले, 1 रु. या डेढ़ रु. कमाने वाले को हैं उन पर 100 से 120 परसेंट तक आपने बोझ डाला है। यह धन्याय है और आपको इस बोझ को पूरा का पूरा वापस लेना चाहिये क्योंकि आपका बजट डेफिसिट बजट नहीं है। जो 88 करोड़ का सरप्लस है उसमें से अगर यह बोझ आप पूरा वापस भी ले लेंगे तो भी 36 करोड़ का फिर भी सरप्लस रहेगा। इसलिये आपको डेली कम्प्यूटर्स पर पड़ने वाले बोझ को पूरा वापस लेना चाहिये।

आपने एग्जिनेटिज कोई नहीं दी है। सरप्लस में कोई बर्क नहीं पड़ता है। इसमें से 20 करोड़ धकेले बम्बई का है। और बम्बई की जनता ने पूरी लोक-शाही को रक्षा के लिये माथ दिया है। लेकिन आपने इन्हीं का गना काटा है। बम्बई, कलकत्ता और मद्रास की जनता मदा प्रागे रही है, उनका आप गना काट रहे हैं जो सर्वथा अनुचित है।

लेबर रिलेशन्स के बारे में आपको ध्यान रखना चाहिये। आपका जो वर्कर है वह सब स कमपेउट है पब्लिक एंटरप्राइजेस में। इन्डियनियरिंग इंडस्ट्री में 510 रु मिलता है, जूट में 475 रु बी.एच.ई.एल में 484, सोमेट में 485, टैक्मटारल में 440 रु टी में 449 रु कोन में 437 रु रेनव में 308 रु मिलता है। इतना ही नहीं आपने कुछ नये काम का बोझ रखा है, वह तो ठीक है। लेकिन नई मर्ती किस की है? काम का बाझी प्रिंजिप जिलोमीटर के हिसाब से आप तय करने हैं। लेकिन स्ट्राफ की स्ट्रैन्थ आपने कितनी बढ़ाई है? आफिसर्स ग्रुप ए, बी में 44 परसेंट और क्लास तीन ग्रुप (मी) में 20 परसेंट और क्लास चार में 3 परसेंट। इसका मतलब साफ है कि अधिकारी लोग बढ रहे हैं। इसको बचलना चाहिये और रेरावे कर्मचारियों पर जो काम का बोझ बढ़ रहा है उनको कम कीजिये।

आप इतनी कम तनखाह देते हैं फिर भी बोनस नहीं देते हैं। माननीय फर्नान्डोस हर 15 दिन बाद ऐलान करते हैं कि पी.एंड.टी. और रेल कर्मचारियों को बोनस मिलने वाला है। आप ऐसा ऐलान न करो। देना ही तो दो। नहीं दोगे तो लड कर ले लेंगे आप से। इतना ही मुझे आपसे कहना है।

बी बीमतीबाई आर० बीमती (बनासकाठा): उपध्यक्ष महोदय, भारत का घाम घागदनी की नजर में रखते हुए हर साल जो रेलवे बजट हम पेश कर रहे हैं, इस के प्रति सारे देश में हर जगह पर सब लोग खुश हैं। संसद में भी सभी पक्ष के लोगों ने किसी न किसी प्रकार से इस बजट की सराहना की है। मैं भी अपनी ओर से रेल सारी की धन्यवाद बजट पेश करने के लिये धन्यवाद देता हूँ।

इतना बड़ा देन है और बहुत लम्बी रेल लाइनों में और भी बहुत सुधार की जरूरत है। समय पर गाड़ियां चलती नहीं हैं और सुरक्षा का प्रबंध करने की भी जरूरत है। पिछले क्षेत्रों में नई रेल लाइनों को चलाने के लिये बहुत काम करना बाकी है। वह सब इन की नजर में है, फिर भी हम सब बातों में जल्दी हो और इस मारे में अच्छे से अच्छे सुधार होते रहें, ऐसा हमारे रेल मंत्री मोचते होंगे, ऐसी मैं आशा करता हूं।

आस कर जहाँ रेलवे स्टेशनों के नजदीक बिजली है, वहाँ सभी स्टेशनों को बिजली देने का प्रावधान इस बजट में दिया है। इसलिये मैं रेल मंत्री को फिर से इस के लिये बधाई देता हूं और आशा करता हूं कि जिन तरह से सब स्टेशनों को बिजली देने की बात कही गई है, उसी तरह से कई रेलवे स्टेशनों पर ऊपरी पाव पुन की बहुत आवश्यकता है। उस की ओर भी वह ध्यान देंगे। इस मामले में होता यह है कि जब हमारी ओर से इस की मांग होती है, तो रेल विभाग से जवाब दिया जाता है कि लोकल बाबीज या स्टेट गवर्नमेंट्स पैसा देने की तैयारी ही तो हम फुट ओवर ब्रिज बनाने की तैयार हैं। यह बात ठीक नहीं है। हर साल सैकड़ों की संख्या में लोग मर जाते हैं रेलवे एक्सीडेंट्स में और रेल के कारण यानवान में अवरोध होता है। इसलिये इन फुट ओवर ब्रिज को बनाने पर पैसा रेलवे की ओर से ही खर्च होना चाहिये। कुछ हजार रेलवे स्टेशनों में से 500, 700 में ज्यादा ऐसे रेल स्टेशन नहीं होंगे जहाँ कि फुट ओवरब्रिज की जरूरत हो और एक ब्रिज पर 3, 4, 5 लाख से ज्यादा खर्च भी नहीं होगा। तो सभी स्टेशनों पर ओवरब्रिज बनाने के लिये मेरे ख्याल में 5, 10 करोड़ से ज्यादा की जरूरत नहीं होगी, रेलवे के लिये यह रकम ज्यादा नहीं है, फिर भी यह रकम इस के लिये नहीं दी जाती है। हर साल रेलवे के ओवर ब्रिज न होने में एक्सीडेंट्स होते रहते हैं और सैकड़ों की संख्या में लोग मरते रहते हैं। और इन ओवर ब्रिजों के लिये रेलवे की ओर से एक भी पैसा नहीं दिया जाता है, यह अच्छी बात नहीं है। जिस तरह से बिजली के बारे में प्रबंध किया गया है, कि सब जगह पर बिजली दी जायेगी, उसी तरह से जरूरी सभी रेलवे स्टेशनों पर ओवर ब्रिज के लिये भी प्रबंध रेलवे की ओर से होना चाहिये, ऐसा प्रावधान हो, इस पर मंत्री महोदय सोचें। पालनपुर स्टेशन पर फुट ब्रिज जल्दी किया जाए यही मेरी मांग है।

हर जगह रेलवे में रिजर्वेशन में अफ़्फ़ाधार व्याप्त है। लेकिन स्पेशल ट्रेन के बारे में ट्रेवलिंग एजेंट रेलवे अधिकारियों के साथ साठ-गाठ करते हैं। उसी वजह से ज्यादा अफ़्फ़ाधार हो रहा है। रेल मंत्री ने किसानों को नए तीर्थ धाम जाने के लिये रेलवे में रिजर्वेशन दी है लेकिन जब स्पेशल ट्रेन में जाने के लिये सड़ियों की जरूरत है तो उन को स्पेशल ट्रेन समय पर नहीं मिलती है। ट्रेवलिंग एजेंट जो होते हैं वह सारे बर्ष बिप्राजित जमा कराते रहते हैं और अधिकारियों से मिल कर स्पेशल ट्रेन की सब रिजर्वेशन अपने पास ले लेते हैं। जब स्पेशल ट्रेन में किसानों को, विद्यार्थियों को, असल जरूरत होती है तब भी धाम पर जाने की तो उन को स्पेशल ट्रेन नहीं मिलता है क्योंकि ट्रेवलिंग एजेंट सब रिजर्वेशन अपने हाथ में पहले से ले रखते हैं। वह सब लगे अधिकारियों के साथ साठ-गाठ होने पर वह अफ़्फ़ाधार

बलता है और किसान असली उपभोक्ता को स्पेशल ट्रेन की जरूरत होगी तो वह उस को समय पर नहीं मिलेगी। इस तरह से आप की ओर से रियायत का लाभ जो इस बजट में दिया गया है वह उन को होने वाला नहीं है। इसलिये मैं चाहता हूं कि स्पेशल ट्रेन के बारे में देखा जाये और जो विद्यार्थी और किसान लोग ऐसी ट्रेन चाहते हैं उन को समय पर मिला दिया जाना चाहिये। इस के बारे में पूरी पूरी तपास होनी चाहिये।

सब से पहली मांग मैं यह कर रहा हूं कि कोयले की वजह से जो ट्रेन बन्द हुई हैं और सभी तक चालू नहीं हुई हैं। उन को फौरन चालू किया जाय। यह हमारे लिये बड़े नर्म की बात है। रेल मंत्री जी ने इस संसद में आश्वासन दिया था कि सभी रेल गाड़ियों को जो कोयले की वजह से बन्द हुई हैं, उन को चालू किया जायेगा, लेकिन सभी की बहुत सी ट्रेन चालू नहीं हुई हैं। इसलिये ऐसी सभी गाड़ियों को चालू किया जाये। आप जितना अच्छा काम कर रहे हैं, उस से यह कलंक की बात है—इसलिये इसका जल्द से जल्द निवारण होगा, ऐसी मैं आशा करता हूं।

कई सांठों से हम ने एक नई रेलवे लाइन की आपसे मांग की है। कांसा से भिलडी लाइन का 1966 में सर्वे हुआ था, इस में सिर्फ 20 किलोमीटर का फासला है। इस लाइन के बन जाने से गुजरात और राजस्थान के साथ जोड़ने वाली एक समानान्तर लाइन मिल सकती है। इस समय जो रेलवे लाइन अहमदाबाद से अजमेर, जयपुर हो कर दिल्ली जाती है—इस में बहुत ज्यादा भीड़ भाड़ होती है। जिस तरह से बड़े बहुरों के साथ उस के उपनगरों से जो गाड़ियां जाती हैं, उन में जितनी भीड़ होती है, सोम लटकते हुए उन में यात्रा करते हैं, बड़ी हासत इस लाइन की है। यदि आप इस 20 किलोमीटर की लाइन की बना दें तो यह भीड़ कम हो जायेगी और न केवल एक समानान्तर लाइन आप को मिल जायेगी बल्कि राजस्थान और गुजरात का पिछड़ा हुआ क्षेत्र, जैसे हमारे गुजरात का बनासबाड़ा क्षेत्र है, और राजस्थान का सांभर और जैसलमेर जिला है वह मिल सकता है। इतना ही नहीं, डिफेंस की दृष्टि से भी यह लाइन बहुत महत्वपूर्ण है, क्योंकि गुजरात और राजस्थान का जो बांडेर एरिया है, जो पाकिस्तान के साथ जुड़ा हुआ है, यह लाइन उस को जोड़ने वाली है। इस दृष्टि से यह डिफेंस के लिये भी बहुत महत्वपूर्ण है। मेरा अनुरोध है कि इस के लिये जल्द से जल्द सोचा जाय।

अहमदाबाद से दिल्ली की लाइन को ब्राउजेज में बदलने के लिये बहुत दिनों से सोचा जा रहा है। पिछले साल इस काम के लिये 10 लाख का प्रावधान किया गया था और इस साल कुछ अधिक प्रावधान किया गया है और दिल्ली से रिवाड़ी तक उस की बदलने की बात कही गई है। लेकिन जैसा मैं पहले निवेदन कर चुका हूँ—यह बहुत भीड़ भाड़ वाली लाइन है, साथ ही गुजरात तथा राजस्थान के मुख्य शहरों को जोड़ने वाली लाइन है, इस लाइन के नजदीक नई सीमेंट फैक्ट्री बन रही है इस लिये इस लाइन को बीस ब्राउजेज में बदलने की जरूरत है—लेकिन ऐसा हो नहीं रहा है, साथ ही इस वजह से इस पर डबल लाइन का काम भी नहीं हो पा रहा है, वहाँ सुपर-फास्ट

[श्री मोती भाई धार० चौधरी]

ट्रेन्च भी नहीं खलाई जा सकती है, क्योंकि लाइन की कंफेसिटी नहीं है। इस सम्बन्ध में हमारे गुजरात और राजस्थान की ओर से बहुत जोरों से मांग की गई है, मैं आप से अनुरोध करता कि इस को जल्द से जल्द ब्राड गेज में बदलने का प्रावधान किया जाय। मैं यह भी निवेदन करना चाहता हूँ—जिस तरह से आप ने दिल्ली से रिवाड़ी तक की लाइन को बदलने का प्रावधान किया है, उसी तरह से प्रहमदाबाद की ओर से भी इस काम को हाथ में लिया जाय, ताकि इस को जल्द से जल्द ब्राडगेज में बदला जा सके।

मेहसाना तक इस समय बबल-लाइन है, दूसरी तरफ कलोल से बोड़ी दूर तक ब्राड-गेज है, मैं चाहता हूँ कि मेहसाना से पालनपुर तक ब्राडगेज का काम हाथ में लिया जाय। इफको का जो कारखाना है, वहाँ तक तो ब्राडगेज धाया है, वहाँ से कलोल जंक्शन स्टेशन का कुल दो किलोमीटर का फासला है; यदि इस को बढ़ा दिया जाय, तो साबरमती में जो ट्रांशिप-मेंट करना पड़ता है और जिस में ज्यादा समय लगता है, उस में सुविधा हो सकेगी। और कलोल जंक्शन होने की वजह से माल और रेलवे पैसेन्जर्स के यातायात में और सुविधा हो सकेगी। दो किलोमीटर के फासले का समाप्त है। इस को जल्दी से जल्दी पूर्ण किया जाएगा, ऐसी मैं आशा रखता हूँ।

दूसरी बात हम कई सालों से यह मांग कर रहे हैं, लेकिन इस तरह ध्यान नहीं दिया जाता है, कि बीसा से पालनपुर तक जो गाड़ी चलती है, उस को राघनपुर तक लम्बाया जाए। रेल की पटरी है और वहाँ पर डिब्बे भी हैं, इंजिन भी है और कुल 28 किलोमीटर का यह फासला है। अगर इस को आप बढ़ा देते हैं, तो तीन, चार और तहसीलों के जो लोग हैं, उन को बिला हैडक्वाटर में घाने में सुविधा हो सकती है। दिन में चलने वाली कोई दूसरी गाड़ी नहीं है और सुबह को सिर्फ एक गाड़ी चलती है। अगर बीसा-पालनपुर बीच चलने वाली ट्रेन को आप राघनपुर तक बढ़ा दें, तो बहुत से लोगों को इस से सुविधा मिल सकती है। इस और ध्यान नहीं दिया गया है। वहाँ पर रेलवे लाइन है, इंजिन भी है और डिब्बे भी हैं और राघनपुर में इंजन बदलने की सुविधा भी है। इस को पूरा किया जाए, ऐसी मैं आशा रखता हूँ।

हमारी और एक मांग बहुत सालों से चली आ रही है कि पश्चिम रेलवे का जो हैडक्वाटर बम्बई में है, उस को वहाँ से हटा कर किसी बीच के स्थान पर ले जाया जाए। धरेबों के जमाने से वह चला आ रहा है और यह न्यायसंगत बात नहीं है। वहाँ से हैडक्वाटर क्यों नहीं बदला जाता है। और सब प्रन्सी बातों की जाती है लेकिन इस बात की ओर सरकार की नजर नहीं जाती है। कहा यह जाता है कि वहाँ पर कर्मचारियों के रहने के लिए घर हैं और दूसरी सुविधाएँ वहाँ पर हैं। आप जानते ही हैं कि बम्बई में बहुत भीड़-भाड़ रहती है और वैसे हमारी बहुत भीमती रंगनेकर ने बताया कि वहाँ पर लोगों को घर नहीं मिल रहे हैं और इसलिए वे उपनगरों में जा कर छुट रहे हैं। अगर हैडक्वाटर बीच में, गांधीनगर, बड़ीवा

या रतनाम, जो भी प्रमुक्त जगह हो और वहाँ पर भी ज्यादा सुविधाएँ प्राप्त हों, ले जाया जाएगा तो इस से बम्बई में जो भीड़-भाड़ रहती है, वह खत्म हो जाएगी और लोगों को भी बहुत सुविधा होगी कर्मचारियों की सुविधाओं को देख कर चलने की बात है यह ठीक नहीं है। लोगों की सुविधा को देखना चाहिए। इनको ब्रामता देनी चाहिये। आप क्या हो रहा है, वह आप देखें। उन को दूसरी जगह भी सुविधा हो सकती है। इसलिए मैं यह कहूँगा कि पश्चिम रेलवे के हैडक्वाटर को जो बीच के किसी स्थान पर लाने की मांग वर्षों से चली आ रही है, वह बहुत न्यायसंगत है और इस पर आप को ध्यान देना चाहिए। इस पर जल्दी से जल्दी निर्णय किया जाएगा, ऐसी मैं आशा रखता हूँ।

एक बात और कहना चाहता हूँ। छोटे उद्योगों और छोटे लोगों की ओर सरकार की नजर है। फिर भी जो छोटे लोग हैं, उन को रेलवे बेगनों की जो सुविधा मिलनी चाहिए वह उन को नहीं मिल पाती है। मैं आप को बताऊँ कि सांतलपुर रेलवे स्टेशन है और वहाँ पर छोटे पैमाने पर बहुत से लोग नमक पका रहे हैं लेकिन रेलवे के बेगन न मिलने की वजह से उन को कोई फायदा नहीं होता है और जो दाम उन को उन के माल का मिलना चाहिए वह नहीं मिल पाता है। इस तरह के जो छोटे लोग हैं, जो नमक को पका रहे हैं, उनको जल्दी से जल्दी और पूरी मात्रा में रेलवे के बेगन मिलने चाहिए जिस से उन को पूरा लाभ मिल सके।

आधीर में मैं एक बात और कह कर समाप्त करता हूँ। ब्रोड गेज और मीटर गेज में जो दूध ले जाने के लिए रेल के टैंकर होते हैं, उन के फेट एक जैसे हैं। ब्रोड गेज के एक टैंकर में 20,000 लीटर दूध ले जाया जा सकता है और मीटर गेज में केवल 10,000 लीटर ही दूध ले जाया जा सकता है और रेट समान है। इस से उन लोगों को बहुत नुकसान होता है जो दूध रेल से बेचना चाहते हैं।

माननीय उपाध्यक्ष जी, हम को ऐसा बताया जाता है कि मीटरगेज बनाने में ज्यादा खर्चा आता है। बमिस्पत ब्राडगेज बनाने के जिससे ससान रेट रखा जाता है। तो इसलिए हमारी मांग है कि आप मीटर गेज लाइन को ब्राडगेज लाइनों में जल्दी से बदल दीजिए। मीटरगेज लाइनों पर जो दूध ले जाया जाता है उसका भी उतना ही भाड़ा लिया जाता है जितना ब्राडगेज लाइनों पर लिया जाता है जब कि ब्राडगेज लाइन के एक टैंकर में 20 हजार लीटर दूध आता है और मीटरगेज लाइन के एक टैंकर में वस हजार लीटर दूध आता है। भाड़ा दोनों लाइनों पर बराबर लिया जाता है। जब तक आप मीटरगेज लाइन को ब्राडगेज लाइन में नहीं बदल देते तब तक आपकी मीटरगेज लाइन पर दूध का भाड़ा कम करना चाहिए। यह हमारी मांग है।

मैं अपने रेल मंत्री जी को बधाई देता हूँ कि उन्होंने बहुत से आम आदमी के प्रति नजर रखी है। महात्मा गांधी ने हम सब को यह बताया था कि हमें आम आदमी की तरफ नजर रखनी चाहिए। मैं रेल मंत्री जी की इसके लिए बधाई देता हूँ।

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Mr. Deputy-Speaker, Sir, first and foremost I would like to state that while everybody has been welcoming this Railway Budget and been paying compliments to the Railway Minister, I would like to say that the one thing in which the Railways have improved is in the PRO work particularly in the publicity that the Minister gets himself and that the Railways also get. But apart from that, when he is talking about surplus budget, I am rather surprised because I would like to know where is the operational efficiency, where is the report about that and where is there any mention in the Minister's speech about the action on the various recommendations of responsible committees of this Parliament, the Public Accounts Committee and the Estimates Committee.

Let me take just one point and that is with regard to pilferage. You are today wanting to raise the suburban fares though till now you yourself said it was a social burden. At the time of the strike in 1974, I would like to remind Prof. Madhu Dandavate that speaking from this side of the House he said that these social burdens should go, that Government should bear the social burden as is done in other countries. And particularly with regard to the suburban fares what did we say? Those who travel, the commuters of the suburban railways, are precisely employees of big business houses, employees of the Departments of Government, and employees of big business firms. The burden should go on those employers and not on the railways and on the tax-payers. And today what are you doing? You are going outside all limits in order to inflate your profit. You want now to place the burden precisely on those employees. Who are they? They are the hard working employee population of this country and that is why as Shrimati Ahilya Rangnekar said, today you are having trouble in Bombay, in Calcutta and

in Madras, genuine distress, genuine difficulty, genuine opposition of the commuters of the suburban railways. Therefore, first and foremost, if you want to mop up your profit, if you want to inflate your profits—and every year you say: “Here am I, Madhu Dandavate, come to the salvation of the Indian railways, giving you a surplus budget.” Somebody called it a hat-trick. Why he mixes cricket with Physics and Railways, I do not know. But any way, you want to do that. Don't do it by burdening the hardworking employees who are commuting in the crowded conditions that Shrimati Rangnekar has already described. Why is it that you cannot do face saving and have your surplus from at least checking the pilferage, from at least checking the wastage that is there by clearing the various claims that are there, as the Estimates Committee has pointed out? I would like to read what has been said:

“The Committee have already drawn the attention of the Ministry of Railways to the fact that in 45 to 49 per cent of the cases during the last 5 years Railways have been held liable for the loss and damage caused to goods while in their custody for which they had to pay a compensation of Rs. 12 to 15 crores per year.”

This Report was presented to the Lok Sabha on 25th April, 1978 and what is there in this well dressed up speech with a very poetical ending as to what you are doing about that in order to see that your surplus is maintained? Instead of that, you run after suburban commuters. Is this moral? It is a totally immoral act that the Railway Minister is trying to perpetrate on the public and on the poor commuters of the crowded suburban railways.

Since I do not have time, I cannot go further into details of performance.

The other thing is that the Minister is never tired of telling me is that he

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will make a constant endeavour to keep a constant eye on integrated transport policy. Where is that? Again, I would like to draw the attention of the Minister to what the Public Accounts Committee has said about it. And they have pointed out—it is not only one or two Members who have stated that road transport is taking away business from the Railways because they are cheaper, more efficient, this, that and the other. That is not the only reason. The reason is also because you are not courageous enough to have an integrated transport policy to see that where you have got good roads and where you have got certain goods that need to go by roads, they go by road.

Some smoke is coming from somewhere.

MR. DEPUTY-SPEAKER: You continue speaking. We will take care of the smoke.

SHRI K. GOPAL (Karur): She is making a fiery speech, that is the reason.

SHRIMATI PARVATHI KRISHNAN: The Public Accounts Committee has said:

“The Committee find that there is not only lack of co-ordination at the national level between the two modes of transport but as a matter of fact there is a severe competition between the two. The road transport has certain inherent advantages over rail transport such as . . . As pointed out in paras above over the years the Railways' share of the total freight has continuously gone down and with the diversion of short distance and high profit-yielding traffic to the roads, the Railways have virtually become carriers of only bulk commodities and other long distance freight which the roads do not find profitable to transport or which cannot be conveniently transported by road.”

The two things link up—pilferage and integrated transport policy. For that, gauge conversion is necessary, and that is also recommended here. You are refusing Gauge Conversion to Tamil Nadu. We are served mainly by the metre gauge. Except for the Southwest Broad Gauge. Shri Mohanarangam and Shri Alagesan have already talked about it. I am not going to repeat it because I talked about it last year, the year before, year after year. Your pilferage on Southern Railway is tremendous because you come up to Salt Cotaurs by meter gauge, and while you are waiting for transshipment, pilferage takes place. So, on the one hand you are paying claims; on the other hand you are losing freight traffic because why should those who can send their goods by road safely send them by rail and have them pilfered?

Since the Minister my dear friend Shri Sheo Narain is sitting here I now come to catering. You state that you are going to departmentalise catering. In October I wrote to you that on the Tinsukia Mail which had departmental catering was now being given to a contractor. I have still got your reply. “I am having the matter looked into”. While you are looking into the matter the contractor is minting money. And the same thing with the Katihar Refreshment Room. A commitment was made that it would be departmentalised. What happened? It is still going on. I do not have the time to go into further details but you know them.

One thing I want to say about this PRO work. In this connection I was very pained at what happened when I earlier raised the fact that the Railway Minister or the Railway Ministry or the Railway Board or somebody there sent me something with the Railway Minister's smiling visage on it. It was in Hindi, I did not know what it was about. What did he say? He said: “Oh, you are a Member of the Language Committee.” So,

it was sent to you." But where was the English translation of the covering letter, that was my question. He did not bother to answer my question, but he gave some footling assurance, and he told everybody in the Lobby, the Speaker and everyone; why did she object, she is a Member of the Language Committee? Is this the way to treat a Member of Parliament?

May I read out what your report says about the Publicity?

"The P. R. Directorate was instrumental in the production of a documentary....During the year under review, 15 press conferences and briefings ..

—I think that beats you Mr. Vajpavee and Mr. Kaushik—

" addressed by the Minister for Railways, Chairman and other Members of the Board..

—God knows why they need a press conference.—

" ..were arranged to apprise the general public of the improvements brought about in the working of the Indian railways."

One of the press conferences was in Patna where the Railway Minister made a statement about Hindi. There was a tremendous feeling of disturbance in Tamil Nadu over it. I raised it with him, and he promised that a clarification would be given. The clarification has not come to this day in spite of 15 press conferences. Is this the way to treat the people in the South? After that, may I point out, because the Minister was so valient in defending the whole process, I am now getting letters in Hindi? I do not know what is happening to my representation. Is that right that I should get replies without a translation? Is this the way to treat us, to write to us in a language that we do not understand? Is that the way to

implement the Official Languages Act? Here I am getting replies after replies in Hindi. Why? That is because the Minister treated this issue in a shabby and shoddy manner on the floor of the House and outside in the lobby also. I take great exception to this. I am very much hurt by it also.

My last point is about the workers. Shrimati Ahilya Rangnekar was very eloquent about Mr. George Fernandes giving promises and statements, but she did not say a word about the Minister of Railways making such statements. He is the person who is responsible, he is the Minister of Railways, he has made a statement that bonus is coming, and that a sub-Committee has been appointed. I was there in Secunderabad before the parliamentary by-election, where he goes and says to the Railway Workers "Vote for Janata because we are giving you bonus in the next Budget." The Budget has come. The only bonus you have given is to yourself, a bonus by increasing the suburban fares, but no bonus has been given to the Railway workers. On the sub-Committee, Shri George Fernandes is also there, the Minister of Labour is also there. They are ear-biting the new Finance Minister, trying to brain-wash the new Finance Minister, but he has got his tilt towards the colleagues of Mr. Raj Narain and the green turbans. I do not know what is going to happen to bonus to Railway Workers.

I warn you, Mr. Minister, the workers are on the march. In spite of all the activity of the chamcha organisations that you may have, the railway worker is not going to stand by without getting his bonus. In respect of wages. I was astonished to receive a letter from the Minister of Railways, who was here on our side in 1974 when we were on strike demanding an industrial wage for the Railway workers, which reads:

"As you are aware, the wage structure of Railway employees is determined alongwith other Cen-

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tral Government employees by pay commissions appointed by Government from time to time."

He has become more loyal than the king, more loyal than Mr. Stephen used to be when he was on that side, more loyal than many of those who are on this side were, he is becoming more loyal....

"...Consequently the question of wage structure for Railway employees alone being determined separately from other Central Government employees does not arise"

Where is my friend, Mr. Fernandes? He was there in jail saying "we want an industrial wage". I continue to say that we want industrial wage. On the top of all that he says—(he probably thought that I would not read this letter, but because it happened to be in English, I read it, thank God it was not in Hindi)—

"In addition to the wages, railway employees are also entitled to a variety of benefits, such as free medical facilities, free and concessional travel, recreation facilities, holiday homes, scholarships, etc. etc. taking into account the monetary values of these additional benefits, it cannot be said that railway employees are by any standards under-paid."

This is really a shocking statement, for Madhu Dandavate to make as the Minister of Railways. How can we expect bonus from him?

Therefore, in addition to what Shrimati Ahilya Rangnekar has said about wages, I would like to say one more thing, that this concept is the most ill-conceived one and a prehistoric concept. The fienkeys sitting in Railway Board have written this and he has signed it. I do not know why he has signed it. In Railways, the minimum scale is Rs. 196—232. The other scales

have been read out by Shrimati Ahilya Rangnekar. But what she has not pointed out was that the disparity is even sharper in respect of other categories like fitters, turners, carpenters, chargemen and foremen.

Children's educational allowance, which has been referred to in this letter has been worked out at Rs. 4 per child whereas in other public sector undertakings, it works out to Rs. 23/- per child.

The only benefit that accrues to the Railwaymen is in respect of leave and travel concessions which flow from the conditions of service. Railwaymen have been enjoying this concession as a part of their services. Airline staff—Mr. Kaushik knows—get similar concessions and they get fabulous pay scales, one must note that the cost of passes is not debited to the railway account. As regards the privilege ticket orders, the railwaymen pay one-third of the fare and the rest two-thirds is not debited to the railway account.

I wonder how Prof. Madhu Dandavate could write that letter. It was not Prof. Madhu Dandavate who wrote it. It was Prof. Madhu Dandavate, the Minister of Railways, who has written it.

Now, the Minister of Railways, Prof. Madhu Dandavate is here. I would like to repeat that the demand is that, firstly, you drop this absolutely atrocious idea of raising the suburban fares. Probably, there is some move on that he will do it. Little birds have been whispering various things. May be, the person to whom you have given this assurance will also add her voice to my request....

SHRIMATI MRINAL GORE (Bombay North): This is not fair. How does she know? I protest it. She should not say that.

MR. DEPUTY SPEAKER: How do you conclude that she was referring to you?

AN HON. MEMBER: The cat is out of the bag.

SHRIMATI PARVATHI KRISHNAN: Apparently, the shoe pinches.. (Interruptions)

SHRIMATI MRINAL GORE: Naturally, she refers to either myself or to Shrimati Ahilya Rangnekar.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Will you yield for a second?

SHRIMATI PARVATHI KRISHNAN: I can look after myself.

PROF. MADHU DANDAVATE: You referred to "she". I can give an assurance to this House that at the end of this debate, whatever I have to say, it will not be addressed to one "she" but to all the "she's".

SHRIMATI PARVATHI KRISHNAN: Unfortunately, Shrimati Gore was not present yesterday. If she had waited for me to finish my sentence, she would have been wiser. Yesterday, Mr. Alagesan was talking about meeting his wife. I had other people's wives in mind also. That is all. There was no need for all this heat beating generated.

In conclusion, I would tell Prof. Madhu Dandavate, to kindly fulfil his promise of bonus to the railwaymen.

बीमती मृणाल गोरे (बम्बई उत्तर) : उपाध्यक्ष महोदय, आज के इस रेलवे बजट पर बोलते समय मेरे मन में सम्मिश्रित भावनाएँ हैं। जैसे कि एक आधा अच्छा चित्र कलाकार की तरफ से देखा हो जाये, उसमें रंग संगति अच्छी है, डेप्थ जिते सहाराई कहते हैं वह अच्छी है, हम कहना चाहते हैं कि वह सुन्दर चित्र है लेकिन काश उस पर कोई एक स्पाही का बम्बा लन जाये, उसी तरह से रेलवे बजट में सारी बातें अच्छी रहकर भी एक बराब चीख होने वाली है।

यह रेलवे बजट कई मामलों में, जिसके बारे में लोग कह सकते हैं कि अच्छी बजट है वह कहेंगी कि 1924 से लेकर आज यहाँ की कैपिटल एक्सपेंडीचर को लेकर रेलवे के बारे में मनुष्य ने बुनियादी तौर से सोचने का काम शुरू किया है। जो एक्सपेंड कैपेटी नियुक्त की है और इसके जरिये दो बड़ी बातों का जिक्र उन्होंने अपनी स्पीच में किया था। पहली तो वह

है कि पूरी डिबीटेंड देने के लिये जो सोमस बनरल रेवेन्यू से लेना पड़ा वह इसके आगे नहीं होगा।

"The accumulated interest portion of the loan liability under Revenue Reserve Fund amounting to Rs. 93.95 crore's will be written off."

तो यह दो चीजें बनने से हम जरूर यह अपेक्षा रखते हैं कि अब कैपिटल इन्वेस्टमेंट के लिये कुछ ज्यादा स्कोप रहेगा और इसके आगे पूरे देश में असंग-असंग जो रेल की नई सुविधाएँ होनी चाहिए, उसके लिये जो इन्वेस्टमेंट चाहिये, उसके लिये रास्ता खुल जायेगा, ऐसा मैं मानती हूँ। यह 1980 का एनुअल प्लान है 650 करोड़ रुपये का। इस के बारे में मैं यह जरूर कहना चाहूँगी कि इस में जो नई लाइनों के लिए, उन के सर्वे के लिए और पूरी रेलवे के विकास के लिए जो बजट रखा गया है, वह उद्योगों के विकास की दृष्टि नहीं बल्कि ग्राम विकास की दृष्टि है और इस देश के पिछड़े हुए जो भाग हैं, उन के लिए जो बजट रखा गया है, उसके लिए मैं मंत्री की सराहना करती हूँ। किसानों को भी सुविधाएँ दी गई हैं और कोई यह कह सकता है कि यह सिर्फ विधानों के लिए किसानों के लिए ऐसा कर रहे हैं लेकिन मैं समझती हूँ कि देश में प्रोडक्शन बढ़ाने के लिए, किसानों को एक नई दृष्टि से काम करने के लिए प्रेरित करने का एक अच्छा तरीका बजट में रखा गया है।

दूसरे दर्जे के यात्रियों के लिए जो सुविधाएँ दी गई हैं उन के बारे में मैं नहीं बोलूँगी क्योंकि मंत्री जो खुद उस के बारे में बोले हैं और सभी लोगों इन को जानते भी हैं। असल में बजट की अच्छी चीजों के बारे में आपोजीशन के लोगों ने जितना कहा है और श्री अल्लेखन ने बजट की अच्छी बातें जो हैं, उन के बारे में कहा है, इस कारण मैं समझती हूँ कि उन के बारे में ज्यादा बोलने की जरूरत नहीं है। क्वालिटी ट्रेन्स के बारे में कई सालों से जो नया तरीका शुरू किया है, मैं समझती हूँ कि इस से दूसरे दर्जे में जाने वाले सामान्य यात्रियों के मन में एक विश्वास पैदा करने का काम शुरू हुआ है।

रेलवे कर्मचारियों का काफ़ी काम हुआ है और 1974 की हड़ताल को से कर उस वक़्त के जो काफ़ी सवाल पड़े हुए थे, उन सवालों को हल करने का काम भी शुरू हुआ है लेकिन फिर भी मैं यह बकर कहना चाहूँगी कि हम लोगों की यह उम्मीद रही है कि रेलवे के कर्मचारियों को बोमस देने का काम जो आरंभ रहा है, उस को तुरन्त पूरा करना चाहिए। मैं जानती हूँ कि रेलवे के मंत्री महीनय अफ़ने इस काम को नहीं कर सकते हैं। सब-कमेटी कैबिनेट की इस के लिए नियुक्त हुई है और वह अच्छा होता अगर बजट के समय से पहले ही इस का फैसला कर लिया जाता। अभी भी मैं यह कहूँगी कि अच्छी से अच्छी इस का फैसला कर के रेलवे के कर्मचारियों को बोमस देने का काम आप के जरिये से हो जायगा, ऐसी उम्मीद हम करते हैं। यह बात भी सही है कि अगर आप इस को पूरा नहीं करीं तो रेलवे कर्मचारी चुप नहीं बैठे रहेंगे, वे तो इस को ले ही लेंगे। वे अज़ाबूयन ला कर इस को ले लेंगे, इस में मुझे शक

[श्रीमती मृणाल घोरे]

नहीं है लेकिन मैं धाज भी यह धासा करती हूँ कि मधु बंधनते जी इस को पूरा नहीं भूल गये हैं और वे इस को बिलाने की पूरी कोशिश करेंगे।

सेफ्टी के बारे में गये दो माल में मैं देख रही थी कि काफी एक्सीडेंट्स होते रहे हैं और एक्सीडेंट्स को कम करने के लिए रेलवे प्रोटेक्शन फोर्स को कम करने का प्रच्छा काम धाप ने किया है। सेफ्टी प्राटोमेटिक बालिंग सिस्टम जो रेलवे के इंजीनियर्स ने दिया है, उस पर कार्य-बाही बनने के लिए धाप ने तुरन्त कुछ न कुछ कदम उठाए, उस के लिए मैं धाप की धन्यवाद देना चाहूँगी क्योंकि कि जिस प्रकार से दो, तीन बड़े एक्सीडेंट्स हुए हैं उन को हम भूल नहीं सकते हैं। जब एक ट्रेन दूसरी ट्रेन पर चली जाती है तो किस तरह से 40, 50, 60 और 70 लोग मारे जाते हैं। किस प्रकार से बस ई, मलाइ और मटोग में एक्सीडेंट्स हुए हैं, उन सब जगहों पर आ कर हम ने देखा है। इसलिए मैं यह कहूँगी कि सेफ्टी बालिंग के लिए जो काम धाप ने किया है, वह बहुत प्रच्छा है और ऐसा करना बहुत जरूरी था।

इन सब बातों के कहने के बाद, मैं उप-नगरी की रेल सेवाओं और उन के किराये के बारे में कुछ कहना चाहूँगी। इसी प्रच्छी बातें करने के बाद धाप ने जो प्रसह्य बोझा डाल दिया है उप-नगरी के रेल बालियों के ऊपर, उस के लिए मैं मंत्री महोदय से यह कहना चाहूँगी कि बम्बई के लोगों को जो धाप के बजट में प्रच्छी चीजें हैं, वे दिखाई नहीं पड़ रही हैं और वे इस विचार में हैं कि यह बोझा कैसे वहन करें।

मैं यह भी कहना चाहूँगी कि बम्बई में कोई भी धावमी केवल धातन्त्र के लिए प्रवास नहीं करता है। उन्हें मजबूरी है, रोटी कमाने की मजबूरी है। इसी मजबूरी के लिए उन्हें जाना पड़ता है। बम्बई की भौगोलिक परिस्थिति ही ऐसी है कि बहा रेल से सफर करने के सिवाय दूसरा धारा नहीं है। रेल में चलने से समय भी कम लगता है इसलिए लोग रेल से चलते हैं।

मैं धाप से कहना चाहती हूँ कि पराजये कमेटी ने जो प्रांकडे दिये हैं उनके अनुसार रेलवे में सफर करने वाले यात्रियों में से 68 परसेंट यात्री 1 रुपये से 500 रुपये तक की धामवनी वाले लोग हैं। ऐसे लोगों की मजोर्ति है। इस कमेटी ने डिस्टेंस का एवरेज निकाला है वह 18 किलोमीटर एवरेज डिस्टेंस है। करीबन 38 से 40 लाख लोग हर दिन रेलों से प्रवास करते हैं।

बम्बई के बारे में मैं एक बात धाप से कहना चाहती हूँ कि एक जमाने में मजबूर और कष्टकारी लोग सेन्ट्रल बोम्बे में रहते थे। धाव ज्वादा मजबूर सेन्ट्रल बोम्बे से हटा कर उपनगरी में भेज दिये गये हैं। बम्बई में जहाँ कहीं मकान गिर जाता है, बरसात के समय में धक्कर ऐसा होता है और हजारों मकान गिर जाते हैं, उन मकानों में रहने वाले लोगों को दूर-दूर बसे उपनगरों में भेज दिया

जाता है। बिराड़ तक आ कर लोग धाव रहने गये हैं। वहाँ रह रहे लोगो को काम के लिए बम्बई तक धाने में पहले बस का किराया देना पड़ता है, उसके उपरान्त रेल का किराया देना पड़ता है। रेल के किराये को भी धापने गुना कर दिया है। 128 कीमती बोझा धापने उन लोगो पर डाल दिया है। वे लोग इसे सहन करने की स्थिति में नहीं हैं। यह बोझा उन पर ज्वादा है। उन रेलों में केवल बड़ी कम्पनियों के बड़े-बड़े अधिकारी ही सफर नहीं करते हैं, उनमें स्माल स्कैन इन्डस्ट्रीज के, छोटे उद्योगों के मजदूर और हाकेंस भी सफर करते हैं। वे लोग इस बोझो को सहन नहीं कर पायेंगे। कृपा करके ऐसी कल्पना न कीजिए जो व्यबहार में न धाये। यह वैसी ही कल्पना है जैसा कि धापने कहा था कि बम्बई शहर में जो नये उद्योग लगायेंगे उनमें काम करने वाले मजदूरों के लिए मकान बनाने की जिम्मेदारी उनके एम्प्लायर पर होगी। धाज तक बम्बई में एक भी इन्स्ट्री ऐसी नहीं दिखायी पड़ती जिनके एम्प्लायर ने धापने बर्कस के लिए मकान बनाये हो। इस प्रकार के कानून धरा धाप बनाते हैं जिनका इम्प्लीमेंटेशन न हो ता उसका क्या फायदा है। इस सम्बन्ध में मेरा कहना यही है कि धाप इन पेशेजस पर इतना बोझा न डालिये जो कि धाप वसूल न कर सके।

दूसरी बात मैं यह कहना चाहती हूँ और मधु जी भी उसे प्रच्छी तरह से जानते हैं कि यह बात नहीं है कि बम्बई में सिर्फ बड़े लोग ही रहते हैं, जैसा कि कई लोग कहत हैं। इकोनोमिक एण्ड पोलिटिकल रीफली में प्रो. राजकृष्ण जी ने प्रांकडे दिये हैं कि करल एरिया में 48 परसेंट लोग बिजो पावर्टी लाइन हैं और शहरो में 41 परसेंट लोग बिजो पावर्टी लाइन हैं। बम्बई में भी काफी लोग बिजो पावर्टी लाइन रहते हैं जो रोटी कमाने के लिए रेलों से प्रवास करते हैं। ऐसे लोगो के उपर धरा धाप यह बोझा डालते हैं तो यह उनके लिए धरा होगा। धाप बढोतरी को देखें। 18 किलोमीटर तक का तो मैं ने धापको बडा ही दिया है। धाव धाप प्रागे देखें। 20 किलोमीटर के लिए धाव तीन महीने का पास 22 रुपये 65 पैसे में बनता है। धाव 51 रुपये में बनेगा। प्रांजये कमेटी ने जो सुझाव दिया था, उस में मंत्री जी ने जो स तोघन किया है, सुधार किया है उस के बाद इसकी वृद्धि होगी। यह कहना कि धाम यात्री एवरेज 18 किलोमीटर ही प्रवास करते हैं और उससे दूर जो रहते हैं उन में पचास परसेंट से ज्वादा यात्री धाम यात्री नहीं हैं ठीक नहीं होगा। आंदेरी के लिये 23 रुपये 40 पैसे के स्थान पर 63 रुपये का पड़ेगा। मलाइ के लोगों को 28 रुपये 65 पैसे के बजाय 69 रुपये देने पड़ेंगे, बसीन के लिए 42—90 के स्थान पर 93 रुपये देने पड़ेंगे और बिरार के लिए 45 50 के स्थान पर 102 रुपये देने पड़ेंगे। ये तीन महीने के पास के हैं। बिरार से एक धावमी जो आत है और आ कर पाच सी तक कमता है क्या वह 55 रुपये की बढोतरी सहन कर सकता है अपने बजट में। धाव एक घर में दोस्तान दो-से पाच रहते हैं। कोई बच्चा हो सकता है जिस की आँखें खल

होता है और बुकिंग पास में कालेज नहीं है इस वास्ते उसको भी पास बनवाना पड़ता है। अस्पताल में कोई बीमार है तो अस्पताल में जाने के लिए और कोई कारा नहीं सिवाय गाड़ी से जाने के। पास ले कर ही उसको जाना पड़ता है। इस तरह से हर घर में एग्जेंट दो पास रहते हैं। उनके बजट में एक महीने में इस तरह से 30—35 रुपये की बढ़ोतरी प्राप्त कर रहे हैं। सामान्य मजदूर जो तीन चार या पांच सौ कमाता है इतना भार महन कर सकता है? दूसरी चीजों की जो कीमतें बढ़ीं और उस कारण से जो उस घर और पड़ेगा वह पलक है। आपने तीन महीने के पास की कुछ सलूलियत दी थी। इसको भी प्राप्त बापस लाना चाहते हैं। हर महीने जाकर उसका पाम बनवाने के लिए अब कम में बढ़ा होना पड़ेगा। इस के लिए आपकी काफी स्टाफ बढ़ाना होगा। हर महीने हर व्यक्ति घर पर पास बनवाने के लिए जाएगा तो काफी स्टाफ आपकी इस काम के लिए बढ़ाना होगा। मुझे मालूम नहीं आपने इसका हिसाब जोड़ा है या नहीं। आपकी तो चाहिये था कि आप तीन महीने के बजाय छः महीने का पास बन सकें इस प्रकार की सलूलियत उसको देते। इससे हो सकता है उतने ही स्टाफ में या उससे भी कम स्टाफ में आपका काम हो जाता। हम रिट्रैन्समेंट के विरुद्ध हैं। हां आपकी ज्यादा स्टाफ लगाने की जो आवश्यकता पड़ती वह नहीं पड़ेगी।

उपनगरीय ट्रेवल में जो कठिनाइयां होती हैं उसका निवारण देने की जरूरत नहीं है। आप स्टैंडिंग रेक्स निकालने की सोच रहे हैं। उन में तो गाय भैंस को डिब्बों में भर कर ले जाते हैं। बिरार से चर्च गेट तक जाने में पीने दो घंटे लगते हैं। आप चाहते हैं कि सब लोग उस में खड़े हो कर जाएं। वह घाबरती जो खड़े खड़े जाता है कचहरी में या फैक्ट्री में जा कर क्या काम करेगा। आपकी चाहिये था कि बैठने की जगह कैसे बढ़ाई जा सकती है इसको आप देखें। उसके बजाय आप बैठने की जगह को निकालने की बात सोच रहे हैं। हिलर के जमाने में हम इसकी पिक्चर देखा करते थे कि किस तरह से स्टैंडिंग रेक्स में लोगों को भर भर कर कंसेंट्रेशन कैम्प में ले जाया जाता था। इन में घबराने के बाद लोग बाहर नहीं आ पाएंगे। पिक पाकेटिंग अधिक होगी। यह बिजुल गलत चीज है। रेलवे यूनज कंसल्टेंटिव कमेटी ने एक राय से इसका विरोध किया है। इसके बावजूद आप स्टैंडिंग रेक्स ला रहे हैं। कृपा करके इसकी न जाएं नहीं तो उपनगरीय रेल लाइनों को डेरा ले कर बढ़ा होना पड़ेगा। कि तरह से बैठने के साथ साथ स्टैंडिंग एकमोडेशन बढ़ाने की बात हो सकती है इसके बारे में बाक्स वैगन में कम्पनी का एक लैटर आपके पास पड़ा हुआ है। उस नए तरीके से उसी डिब्बे में किस प्रकार से जगह बढ़ा सकती है यह बताया गया है। महाराष्ट्र की स्टेट ट्रांसपोर्ट ने सिगल डीकर के साथ ड डबल डीकर कैसे लगा सकते हैं इसका पता लगाया है और इसके बाहर भी बायोड्री बर्कबाप को दिए हैं और बहा काम हो रहा है। आप भी क्यों नहीं इस प्रकार की कोशिश करते हैं। आपकी ऐसा उपाय करना चाहिये था कि

स्टैंडिंग की जगह कम न हो लेकिन उसके साथ-साथ सिटिंग एकमोडेशन बढ़ जाए।

मैं जानती हूँ कि आपने सबरवन यूजर्स पर इतना सब कुछ बढ़ाया है लेकिन फिर भी इनको कोई नई सुविधा नहीं दी, न रनिंग टाइम के बारे में और न ही अन्य दूसरी सुविधाओं के बारे में। प्राप्त कहे कि यह करिये, वह करिये। लेकिन उससे हमारी हालत सुधरने वाली नहीं है। एक भी नई रेक्स नहीं आ रही है 1982 तक अगर आप चाहते हैं कि बम्बई में जिस प्रकार आज तक शक्तिपूर्ण जीवन चलता आया है उसी तरह से चलें तो नुरन्त आपकी रेक्स बढ़ाने के लिये कुछ करना चाहिये। नहीं तो आप भली भांति जानते हैं कि कम्प्यूटर्स जब प्रस्तुत हो कर अनकली हो जाते हैं तो सबसे पहले उनका गुस्सा रेलवे प्रापर्टी पर ही उतरता है। आपने 6 करोड़ रु रखा है लेकिन 1982 तक यह रेक्स आने वाली नहीं हैं। फिर आप बताइये कि कैसे काम चलेगा। इसलिये इस तरह रेक्स बढ़ाने के बारे में आपकी नुरन्त ध्यान देना चाहिये।

मैट्रोपॉलिटन ट्रांसपोर्ट के लिये आपने 1 करोड़ 60 लाख रु रखा है। इतनी बड़ी योजना पर इतना कम रुपये रखेंगे तो पता नहीं इस गति से हमारे पीते भी उसको देख पायेंगे कि नहीं। धंधेरी से बांदरा तक जो नई लाइन को कहा था, कबल बांदरा में प्लार्ड और बनाने से क्या फायदा है? जमीन आपका पाम है इसलिए नई लाइन डालने का काम आप नुरन्त कर सकते हैं। 25 करोड़ की योजना है। अगर आपकी पास एकदम नहीं है तो ऐम्प्लायर्स धीरे-धीरे लेने के बजाय आप एक दम उनसे इकट्ठा पैसा ले कर यह काम कीजिये। ताकि बम्बई के रेल यात्रियों की तकलीफें दूर हों। उनकी तकलीफों को दूर करने के लिये हम योजनाओं को आपकी हाथ में लेना चाहिये। बिना इसके काम नहीं चल सकता है।

आपके यहां प्रार.पी.एफ. और जी.प्रार.पी. है। उनका यह हाल है कि जब कोई गुंडा पिक पाकेट करता है, हमला करता है और पुलिस वालों से कहते हैं तो प्रार.पी.एफ. वाले कहते हैं कि यह उनका काम नहीं है, जी.प्रार.पी. का काम है। और जब चोरी होती है, देखते हैं पुलिस खड़ी है और छोटे-छोटे लड़के भा कर के सामान चुराकर ले जाते हैं पुलिस खड़ी है और हम कहते हैं कि पकड़ते क्यों नहीं तो वह कहते हैं कि यह प्रार.पी.एफ. का काम है तो इन दोनों में कोऑर्डिनेशन होना चाहिये तभी जा कर के कुछ काम होगा और चोरी से रेलवे को जो काफ़ी नुकसान होता है वह भी रहेगा। इसी तरह स्क्विड डिस्पोजल में काफ़ी नुकसान होता है। अगर सही ढंग से डिस्पोजल हो तो आपकी काफ़ी पैसा मिल सकता है। इसलिये इस तरह आप ध्यान दें।

पेंसजर ऐमेनिटीज के लिये आपने कुछ खर्च कर दी लेकिन अभी तक नये प्लेटफार्म बनाने हैं, नए ब्रिज बनाने हैं, नई बिजलीय लाइनों हैं, बाज बहुत कुछ ठक कर दिया है, लेकिन वह पूरा ठक नहीं हुआ है। वास्तव में जिनको ऐमेनिटीज कहा जा सकता है वह

[श्रीमती मुनाल गौर]

कौन सा काम किया है, वह हमें मालूम होना चाहिये। रेलवे यूजर्स और सर्वेन्स यूजर्स अवेनिटीज में कौन सा काम किया है इसका ठीक ढंग से बिबरण होना चाहिये। मैं सर्वेन्स यूजर्स के बारे में इतना ही कहूंगी कि आपको सर्वेन्स यूजर्स की भावनाओं का ध्यान रखना होगा, नहीं तो बहुत बड़ी लोपों की प्रति-क्रिया होगी। लोग कहते हैं कि 100, 125 व. बढ़ गया, लेकिन एक भी नई गाड़ी उनकी सुविधा के लिये नहीं बढ़ी है। तो क्या रेल मंत्री जी बम्बई को भूल गये हैं? मुझे लगता है कि आप नहीं भूलेंगे, इसको रीकॉर्डर करेंगे और अपने उत्तर में इसके बारे में कुछ कहेंगे। इतना कह कर मैं अपनी बात समाप्त करती हूँ।

श्री श्री० एन० विजय (छिदवाड़ा) : उपाध्यक्ष महोदय, जब मैं ने रेलवे का यह बजट पढ़ा तो मुझे ऐसा लगा कि हमारे समाजवादी मंत्री श्री मधु जी सिर्फ इस बात के लिये ज्यादा प्रयत्नशील हैं कि मुनाफे का बजट बनायें। यही एक इच्छा उनकी मालूम पड़ती थी, पर यदि सन् 1978-79 के रिवाइज्ड बजट की धोर रेखें तो दिखाई पड़ेगा कि रिवाइज्ड बजट के एक्सीडेंट्स में 65.48 करोड़ की अपेक्षा 27.73 करोड़ की ही बचत होनी चाहिये। धानवनी वाले वातावात में 17 मिलियन टन की कमी हुई, यानी 120 करोड़ रुपये की कमी हुई। बाढ़ के कारण 30 करोड़ रुपये का नुकसान हुआ और करीब 90 करोड़ बजट की मर्यादें दिखाया ही नहीं गया था, लेकिन खर्च हुआ, क्योंकि जनरल बजट कुछ विलम्ब से आया था।

इस प्रकार लगभग 230 करोड़ का पिछले बजट का घाटा था, वह पूरा हुआ या नहीं हुआ और मंत्री महोदय ने इस वर्ष का मुनाफे का बजट ऐसा कर दिया। यह कौन सा जादू है, वह खुद समझें, लेकिन कुछ जादू जरूर किया है।

श्री मधु बंडवले : धाकड़े दिये हैं।

श्री श्री० एन० विजय : धाकड़ों में ही तो कुछ न कुछ किया जाता है। इतना भारी घाटा भरने के लिये क्या धाकड़ों से आयेगा, समझ में नहीं आता। यदि पिछले वर्ष का ही मुनाफे का मामला था, तो इस वर्ष 178 करोड़ ज्यादा उगाहने की जरूरत कहां पड़ गई?

[Shri N. K. SHEELWALKAR IN THE CHAIR]
16.00 hrs.

जैसा श्रीमती गौरे ने कहा सीजन टिकटधारी, जो जनगणरीय मंत्री हैं, उन पर इतना बड़ा बोझ डालने की क्या जरूरत थी? 50 किलोमीटर के डिस्टीव जेपी के बासियों पर क्यों इतना बोझ डाला गया? जो कन्सीजन पिछले करीब 20 वर्षों से दिया गया था इसकी धारणा हटा दिया, इसकी आवश्यकता

कहां थी जब कि आपके पास मुनाफा आ रहा था, कृपा कर यह ध्यान दें। इसका मतलब यह है कि जो धाकड़े दिये हैं, इनमें कहीं न कहीं कोई ट्रिक या जादूगरी है। यह आपने अपना प्रोफेसर वाला हिस्सा फिट किया।

श्री मधु बंडवले : मनेमेटिक्स गलत नहीं है।

श्री श्री० एन० विजय : आप तो किबिक्स वाले हैं, मनेमेटिक्स में गलती कर सकते हैं।

सही मायनों में जो यह पिछला घाटा है, जो पिछली रकम कम हो रही है, इसको आपने घगले वर्ष के लिये ढाल दिया और बजट को मुनाफे वाला बनाने के लिये जो मेन्टीनेन्स का खर्चा है आपने उसको घटा दिया। इसका मतलब यह होता है कि अगर आपका ट्रेक मेन्टेन नहीं होगा, पुल, कोचमेन्टेन नहीं होंगे, तो उनकी रिपेयर नहीं होगी और इससे एक्सीडेंट्स बढ़ेंगे।

आज ही देखिये एक्सीडेंट्स की संख्या कितनी है? आपने बहुत कम बनाया है, लेकिन दरसल आपके आंकड़े कहते हैं कि प्रतिदिन 30 एक्सीडेंट्स आपके यहां होते हैं। यह गलत नहीं है, इस किताब का पृष्ठ 3 देख लीजिये, इसमें 30 का एचरेज आता है प्रति दिन का। अब आप कहते हैं कि कार्यक्षमता बढ़ गई, लेकिन हमारे मित्रों ने कहा है कि रेलों की क्या हालत है।

रेलें सेट चलती हैं, अधिकांश ट्रेनें आपने बन्द कर दी हैं। बन्द इसलिये कर दी हैं कि कोयला आपके पास नहीं है। कोयला इसलिए नहीं है कि आपकी ट्रेनें कोयला ला रही हैं। ऊर्जा मंत्री कहते हैं कि खदानों में कोयला पड़ा हुआ है, लेकिन बैगन नहीं मिलने के कारण कोयले का उठाव नहीं हो रहा है। इसलिये ट्रेनें बन्द हैं। यह जादूगरी और गोरखधन्दा कुछ तो समझाये। आप में यह भी कहा कि मेनटेनेंस का जो नुकसान हुआ है, वह आप के कार्यकाल में बहुत कम हो गया, आंकड़े कहीं न कहीं गलत हैं, मैं यह कह सकता हूँ। गत वर्ष सिर्फ नार्थ ईस्टर्न जोन में ही करीब 2,000 मेनटेनेंस का नुकसान हुआ था, आप पता लगाइए। यदि यह गलत हुआ, तो मैं अपनी गलती मंजूर कर लूंगा।

16.00 hrs.

अष्टाचार किस सीमा पर पहुंच गया है, उस के बारे में हम क्या कहें। आप कभी रेल में मंत्री का ताम-शाम छोड़ कर एक साधारण मुसाफिर बन कर पता लगाएँ, ऐसा करना जरूरी भी है। आप तो समाजवादी हैं और आप की इस तरह से सफर भी करना चाहिए और भ्रमना चाहिए और वह सब देखना चाहिए। हम ने आप को एम्प्लोईजन्स की दिया था कि आप हमारे यहां आई और मेरे यहां आ कर छोटी लाइन की गाड़ी देखें। आप ने 'हो' कहा था, लेकिन बाव में लिख दिया कि समय नहीं है। समय होने के बाव भी समय नहीं है तो कहीं होगा कि आपसे हुए भी तो रहे हो, उसे उठाया नहीं जा सकता। अष्टाचार की क्या हालत है, यह आप जान-रख में आ कर देखिये, लेकिन आप नहीं जाते हैं। नहीं बिना बसिना चिन्ने हुए सारजन नहीं होता है। बैगन क्यों नहीं मिल रही है? बैगन भीखवाले हैं

लिए एकोटमेट के लिए खपता लगता है। घास खानते हैं और नहीं खानते, जो घास को खानना चाहिए। जहाँ तक रेलवे की प्रोपर्टी का सवाल है, रेलवे के सामान के बिकने का मामला है, रेलवे का कोयला वहाँ भी बड़े स्टेशन हैं, बड़े धड़न्ने से बिक रहा है और कोई रोक-टोक नहीं है। रेलवे प्रोटेक्शन फोर्स, जिस को रेलवे पिलफरेज फोर्स कहते हैं, घास भी बेसी है और वह इस पर निगाह नहीं रख रही है। घास रेलवे का सामान बलेघाम बिक रहा है और ऐसा सगता है जैसे भ्रष्टाचार और रेलवे समस्त हो गये हैं, एकरंग हो गये हैं। मुसाफिर लुट रहे हैं, डाके डाले जा रहे हैं और सामान चोरी हो जाता है, और महिलाओं की इज्जत चली जाती है। ये सब चीजें चल रही हैं।

एक सामान्य सवस्थ : यह पहले की बात कर रहे हैं या अब की ? (अव्यवधान)

श्री जी० एल० मिश्र : पहले की नहीं, पहले घास यहाँ पर नहीं थे। घास की बात कर रहा हूँ।

श्री मधु बंडवते : पहली सरकार में हम नहीं थे, यह हमारा सौभाग्य रहा है।

श्री जी० एल० मिश्र : सच में सौभाग्य रहा और हमारा दुर्भाग्य यह है कि घास की सरकार में घास है।

रेलवे का एक विशेष उत्तरदायित्व है समाज के प्रति। उप नगरों में जो श्रमिक बसे रहता है या शहर में जो रोजी रोटी कमाने आता है और दिन डलते फिर वापस चला जाता है, उन्हें सुविधाएँ देना रेलवे की जवाबदारी है, यह उस की सामाजिक जवाबदारी है। सुबह घाना और शाम को लौटने वाले लोगों की संख्या रोजाना सफर करने वालों लोगों के मुकाबले में पाँच, सात गुना है। वे लोग गाड़ियों में इस तरह से भर भर कर सफर करते हैं कि बहुत से प्रति दिन अपनी जान संबा देते हैं। इस पर उन के ऊपर आर्थिक बोझ डालने का कोई प्रीचिन्स नहीं है। 50 किलोमीटर द्वितीय श्रेणी के मुसाफिरों को जो विशेष छूट दी गई थी, उनको बन्द करना सर्वथा मलत है। सुन लीजिए ये सुविधाएँ कांग्रेस पार्टी के शासन में बीस वर्ष पहले दी थीं। आपने दो वर्ष में उनको छीन लिया। इसी प्रकार भ्रान्त, फटिलाइजर और जाने के तेल आदि के ट्रेजिक को बार वर्ष पहले जो रेट ट्रेजिक के रूप में मंजूर किया गया था। उसको भी आपने बन्द दिया। घास किसानों की बात करते हैं। आपने फटिलाइजर पर गेट ब्यादा लगा दिया। उस गेट में घास पाँच से दस प्रतिशत की वृद्धि कर रहे हैं। इसका सारा बोझ किसान मध्यम वर्ग और कमजोर वर्ग पर पड़ेगा। यही आपका वर्गबिहीन समाज होना, यही आपकी वर्गबिहीन समाज की कल्पना है। कार्ल मार्क्स का समाजवाद का एक मन्त्र उद्घोष है। लेकिन रेल मंत्री जी ने कार्ल मार्क्स तो नहीं अपने आप की रेल मार्क्स बना दिया है। जो कार्ल मार्क्स नहीं कर सके वह रेल मार्क्स ने कर दिया। सावकल सम्पूर्ण जनता गांधी की बात कही जाती है। जनता गांधियाँ जो

पहले भी चलती थीं लेकिन अब आपने उनका नाम बदल दिया है। आपने उनको वर्गबिहीन कह दिया है।

जहाँ तक मुनियन का सवाल है, घास AIRF मुनियन को तो खुद चला ही रहे हैं लेकिन जिन ईमानदार कर्मचारियों ने घासका हड़ताल के समय साब दिया था, उनकी हालत आज क्या है ? उनके साथ ज्यादातया हो रही है। घास श्रमिकों के प्रति बड़ी सहानुभूति की बात करते हैं। 1974 में बीमस देने के प्रश्न पर आपने बहुत कुछ कहा था। अब आपको उस पर ध्यान देना चाहिए। आजकल तो घास का बजट भी मुनाफा दे रहा है।

साबो कर्मचारियों के पास रहने को मकान नहीं है। आपने कहीं कोई ऐसा प्रोग्राम नहीं बनाया कि मास स्कैल पर घास रेलवे कर्मचारियों को मकान बना कर दे सकें। यह आपको करना चाहिए। यह जो घास उनके प्रति लिप सिम्पेथी, जवानी प्रेम दिखाते हैं, उससे काम नहीं चलेगा। मजदूरों के लिए घास कुछ काम कीजिए।

एक बात मैं बेटों के बारे में कहना चाहता हूँ। आपने शायद उनकी हालत को नहीं देखा होगा क्योंकि घास तो एयर माइन्ड है, घास तो हवाई जहाज से ही यात्रा करते हैं। कभी रेल से जाकर भी देखिये।

प्रो० मधु बंडवते : मैं रेल से जाता हूँ।

श्री जी० एल० मिश्र : आपके धाकड़े में बताऊंगा, घास ज्यादातर हवाई जहाज से जाते हैं। उन बेटों के पास ठण्ड में पैरों में जूते नहीं हैं।

एक सामान्य सवस्थ : इसके लिए घासको मुबारकबाद मिलनी चाहिए।

श्री जी० एल० मिश्र : आपने क्या बात कह दी, जूतों के लिए मुबारकबाद दे दी। बड़ी प्रशोन्नतीय बात आपने कही है। घास तो जूता समझते हैं—गरीबों की परेशानी को समझ नहीं सकते।

मैं आपको बता रहा था कि उनके पास ठंड में गले कपड़े नहीं होते, जूते नहीं होते। गले पैर, सूती कपड़ों में हम उन्हें देखते हैं। बेटों को जाने का सामान घास आदि लेकर सुबह ठण्ड में बीड़ना पड़ता है। आपने दो इंचिन वाली लम्बी लम्बी गांधियाँ चला दी हैं। आपको इस बात को भी सोचना चाहिए। मैं यह बात मजाक में नहीं कह रहा हूँ, बड़ी संजीवनी से कह रहा हूँ। मैं यह नहीं कहता कि यह घास कटे-जगल्ली कर रहे हैं। यह आपकी नजर से रह गया होना। घास इसे करिये।

एक बात मुझे यह कहनी है कि घासकी कचरी और कचरी में बड़ा विरोधाभास है। घासकी यह पुस्तिका, यह बुटक जो आपने हमें देया है, यह हमारे पास है।

[श्री जी० एस० मिश्र]

इस में पहला पाठ और दूसरा पाठ नई लाइनें बिछाने और कनवर्शन का है। इस में आप कहते हैं—

"Where the new line will provide infrastructure for the economic development of the area—and

when gauge conversion is needed for providing speedy and uninterrupted means of communications to areas which have potential for growth"

वहां नई लाइनें या कनवर्शन आप करेंगे। लेकिन हमने और कुछ बात देखी है। पालियामेंट की दो दो कमेटियों ने सिफारिश की है, एक इनफ्रानोमिकल ग्रांथ लाइन कमेटी ने 1969 में सतपुड़ा रेलवे लाइन साउथ ईस्टर्न रेलवे की मैरो-सेज कोबाइ-सेज में कनवर्शन करने की और उसके बाद 1976 में नवम्बर महीने में कमेटी ग्रान् पेंटीगंज ने अपनी 34वीं रिपोर्ट के पृष्ठ 84 पर

"The Committee hope that the work of conversion of the narrow-gauge lines of Jabalpur Gondia section into broad-gauge will be completed by the Ministry of Railways on a priority basis within the period of four years envisaged by them."

आपके भाषण में या बजट में कही मूल से, मलती से भी इसका उल्लेख नहीं है। यह लाइन महाराष्ट्र और मध्य प्रदेश दोनों ही प्रान्तों में से हो कर गुजरती है। दूसरी उसकी सिफारिश यह है

"The Committee also recommend that a time bound programme may be drawn up by the Ministry of Railways (Railway Board) for conversion of the entire narrow-gauge system in the Satpura range so that the economic development of this backward and undeveloped area may be accelerated. The Committee hopes that the considerations of return on capital investment will not be the sole criteria in determining the priority of this project and the special needs of this backward region will be given due consideration in the matter."

यह आदिवासी इलाका है, आदिवासी बहुत जिलों में से हो कर यह गुजरती है। आदिवासियों के प्रति आप बड़ी सहानुभूति दिखाते हैं। इसको आप कृति में भी कहीं उल्लेख करें। जबकी सहानुभूति कोई भी रख सकता है। इससे कोई फायदा नहीं होता है।

नई रेलवे लाइनें बनाई जा रही हैं। एक आपदा है। मेरे बयान में यह आपकी कंस्टिट्यूएन्सी के कहीं आसपास है। इनफ्रानोमिकल ग्रांथ की वहां कितनी जरूरत होगी? मंत्रियों की कंस्टिट्यूएन्सी की सीमा होती है तो सब बन जाता है और अपोजीशन—के किसी सदस्य की होती है तो कुछ नहीं बनता है और बना हुआ भी बिगड़ जाता है।

प्र० मधु बंडवले : ज्यादातर ये नान जनता गवर्नमेंट स्टेट्स में हैं। एक केरल की है, एक मैसूर की है और तीसरी बंगाल की है।

श्री जी० एस० मिश्र : मैं सतपुड़ा की बात कर रहा हूँ।

प्र० मधु बंडवले : यह पॉलिटिकल नहीं है।

श्री जी० एस० मिश्र : यह पोलिटिकल नहीं है लेकिन इकोनोमिक ट्रिक है, इसको तो आप मंजूर करें।

प्र० मधु बंडवले : यह सरपलम का हैट ट्रिक है।

श्री जी० एस० मिश्र : ट्रिक है आप मजूर करते हैं। मैरोसेज में जो यातायात होता है उस में जो आप्रेशनल कास्ट होती वह माइनेज से पांच गुना अधिक होती है, इसलिए वासिस होते हैं, इस और आपका शायद ध्यान नहीं मया है। आपका ध्यान तो आपदा की तरफ या सतपुड़ा की तरफ कहां था। किसानों की सुविधा की आपने बात कही है। आप बताइये कितने किसान आपकी नुमाइशें देखने आयेंगे? यह आप संज्ञा बता दीजिये क्योंकि पिछला आपको मालूम होगा? कितने किसान आश्चर्यानगल देखने जाते होंगे? मैंने मांग की थी कि परासिया, ग्रामना-भोमाल एक प्रथम-कम-स्टीय ओपी स्लीपर ५५ कोच बलायी जाय। लेकिन आपने कहा कि असम्भव है क्योंकि 15 साल पहले ट्रेफिक कम था। लेकिन आज तो यह रिपति नहीं है। आज 8 बसेज चलती हैं। इसी तरह से टिखवाड़ा शहर में रेलवे लाइन पर चार फाटक पर रोक बिज बनना चाहिये। उसकी आप मना न कीजिये। मैरो सेज गाड़ियों की स्पीड 9, 10 मील से ज्यादा नहीं है। आप उनकी स्पीड बढ़ाइये, एक्सप्रेस गाड़ियां बलाइये। आपने नई गाड़ियां लैकड़ों की ताबाद में बला दीं। हरजनस में ऐसा है कि इन गाड़ियों के अपोजीजस कई साल पहले किये गये थे और केन्द्र प्रोग्राम में बला रहे हैं। आप बताइये कि आपने कितने अपोजीजस किये, उनका क्या हल है?

प्र० मधु बंडवले : मैंने तो रेलवे मुक करने का फैसला अपोजी ने किया था।

श्री जी० एस० मिश्र : गेस्टफार्म और मुसफिर-जानों की बात आपको कई बों 50, 60 लाख कहेंगे

दने से। सब से पांच गुना ट्रेफिक बढ़ गया है इसको देखते हुए वह मुसाफिरखानों में नहीं है। कम से कम आप एक रात उन मुसाफिरखानों में रेल मंत्री की हैसियत से नहीं बल्कि मनु दंडवते की हैसियत से गुजारिये और देखिये वहाँ क्या हाल है। कम से कम सुबह बहाने की संभास का धानन्द लीजिये और फिर बताइये कि आपने बर्ग बिहीन समाज के लिये क्या क्या किया है? फिर हम आपकी तारीफ करेंगे। संभास ही हो आइये किसी दिन सुबह।

खाने पीने की वस्तुओं को लीजिये। यह सब है कि रेलवे बोर्ड के स्तर पर टेकें दिये गये हैं। आप टेकेंदारों की लिस्ट पेश कीजिए टेकेंदार क्या कर रहे हैं? कांटेन्बरमिप सब-कांटेन्टर, पेटी कांटेन्टर करके दी जाती है और हाकरो से महीना बांध लिया जाता है। उन में खाना अच्छा नहीं मिलता है। चाय का क्या कहना? बूक प्राइ और लिपटन ब्रान्ड प्रलग है, लेकिन रेलवे की चाय का ब्रान्ड कुछ प्रलग ही है। इसी तरह से पीने के पानी की बात है। वह कर्तई पोटेबिल नहीं है। रेल का पीने का पानी गन्दा है। आपने दो मालो में बुरी हालत कर दी है। आपने अब सुराही देंगे, लाम देंगे। हमारा तो अनुभव यह है कि जब खालियर स्टेशन पर पानी भरने को उनसे तो सुराही का ऊपर का हिस्सा हाव में और नीचे का हिस्सा जमीन पर गिर पड़ा। अब आप गाड़ी में पानी का मटका रखेंगे, और जहाँ आपकी गाड़ी बसो और घड़ा उलट गया तो सारे डिब्बे में पानी ही पानी होगा। यह तो आपने अपने दोस्त माननीय फर्नांडीस के कहने पर किया। और वह कर रहे हैं कि बाहर के प्रोजेक्ट में वेस्ट जर्मनी से कोलेबोरेशन कर लीजिये वह भी आपको करना पड़ेगा। आप करेंगे।

घसल में आपको चाहिए कि रेलवे पिलफरेज फोर्स जो है, जैसा कि आप पहले कहा करते थे कि रेलवे प्रोटेक्शन फोर्स नहीं बल्कि रेलवे पिलफरेज फोर्स, उस पर बोझा प्रकुल लगा दीजिये। मैं तो उसे रेलवे प्रोटेक्शन फोर्स ही कहने आया हूँ।

आज बोरी हो रही है, बाँकेजनी हो रही है और और आपका रेलों का सामान सब कुछ बाजारों में बिकता है, उस पर आप कहीं प्रकुल लगाइये मैं आप से इतना ही कहना हूँ, फिर आप देखेंगे कि आपका बजट जैसा आप चाहते हैं, जैसी आप अपेक्षा रखते हैं कि आपके आफिसर्स बनाकर दें, उससे कहीं अच्छा बनेगा, उसमें 4 बाँध लग जायेंगे।

इन बातों से मैं रेल बजट का विरोध करता हूँ।

PROF. DILIP CHAKRAVARTY
(Calcutta South): I offer my thanks to Prof. Dandavate for presenting the

railway budget for 1979-80. There are many points in this budget which deserve to be commanded. I do not agree with what my hon. friend Shrimati Parvathi Krishnan has said, I have noted down the speech of the hon. Member, to quote Prof. Dandavate, 'charming lady of this House'. She made out that on public relations Prof. Dandavate has set a new standard. What has her complaint? No complaint generally about the railways, but complaint only about receiving letters in Hindi. Then there was another remark, rather irrelevant, she made out a wrong allegation about Mr. George Fernandes, he never gave the type of assurance that she sought to make out in this House. If one glanced through her speech, one would realise that she really had very little to make out against the budget itself. I need not dilate on this. Then she said that Prof. Dandavate had held 16 press conferences. A minister or ministry holds a press conference when there is something to communicate. I do not know whether Prof. Dandavate held all these press conferences himself but ministry had definitely something to communicate, so that explains the need for all these press conferences. I need not dilate further on this point. About bonus I agree with Mrs. Parvathi Krishnan that something should be done expeditiously.

I congratulate the hon. Minister for having a 16 point development programme, particularly with regard to West Bengal. I represent an urban constituency, Calcutta South, I consider it my duty to record that the present Railway Minister took note of the various points made out from time to time by the representatives of West Bengal and has thought of possible ways to include 16 such projects, so far as West Bengal is concerned people would be happy to see me conveying my gratitude to Prof. Dandavate for taking a decision on doubling of the railways between Dum Dum junction and Barasat, 15.24 km. and in taking up the extension of the railway line from Kalyani to Kalyani township. Recently, I had visited the area and I

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had seen after enquiry that work is proceeding there according to schedule. May I make a special request to Prof. Dandavate? Let him set a target for himself, let him not announce it to the House, let him do the task. Let him complete the task at least one month earlier. I know this is his move.

PROF. MADHU DANDAVATE: We are doing it one month earlier.

PROF. DILIP CHAKRAVARTY: It is the Janata Government which met one grievance which was persisting for long 18 years to have two Railway Stations in my Constituency. So with that background I would request him now to do it at least one month earlier.

About metropolitan projects, Calcutta is having one. These are really outside the Railway plan and I have some inkling that the Planning Commission seems to be hesitant to sanction the necessary quantum of money as speedily as expected. I can tell you, all M. Ps. from West Bengal tried hard to see that this work is speedily completed. Last year there was allotment of Rs. 15 crores for the whole of the country on this head. This year there has been an increase to Rs. 18 crores. I do not think it is a welcome increase. I expected more of this Rs. 16 crores have been allotted for Calcutta and the rest for Bombay. We need more, not only for Calcutta but also for the entire country. This aspect needs special attention of the Railway Minister.

Now I would like to make a special case for the city of Calcutta. I would invite members from other parts of the country kindly to pay a visit to the city of Calcutta, a city of debris, so much so that the system of transport has been completely disrupted.

PROF. MADHU DANDAVATE: Traditional Calcutta likes underground work.

PROF. DILIP CHAKRAVARTY: Yes, Starting from 1905. So, I would like the work of the MTP in Calcutta to be speeded up. All the main roads leading to the office areas in the city of Calcutta are not communicable. Buses and trams cannot ply on many of the roads in the city. So, this requires an urgent solution, speedy solution and work must be speeded up.

I would like to point out about another part of the State of West Bengal Purulia which is a transferred territory to the State of West Bengal. It was transferred from Bihar as a result of the recommendations of the States Reorganisation Commission. I have seen the area so many times. It needs its metergauge lines to be converted between Purulia and Ranchi via Muree, which is only about 23 kilometres. Representations have been made so many times to the Minister. This conversion would result in boosting up the economy of the District. The District of Purulia contains a large percentage of the Scheduled Castes and the Scheduled Tribes population. Recently our Minister of State Shri Sheo Narain had been to this District. People submitted a Memorandum and he did not exactly commit, I shall not wrongly quote the Minister. But he did say that he would be considering it. The Railway Minister would be considering. I draw the attention of Prof. Madhu Dandavate to this long standing demand of the particular area in West Bengal.

I congratulate him as I have seen the promising extension of work in Bihar, Assam and other areas—conversion of Barauni-Katihar from meter gauge to broad gauge. There are many others to be converted. I am not quoting.

Assam also needs special attention from the Railway Ministry. I find that a provision has been made for additional traffic facilities on Chama-

gram—New Jalpaiguri—New Bongaigaon section. Further there has been a commitment for the construction of a new broad-gauge line from Gauhati to Burnihat. That will be nearly 28.21 kms. There has also been a commitment to have a conversion between New Bongaigaon and Gauhati. These are much awaited things which the Railway Minister has thought fit to include in his programme for the year. I congratulate him for this. I know the grievances of the people of Assam. I had been there for 14 years. So, I would like to make a special plea for the problems of the backward areas, backward regions of the State of Assam. Likewise, I would like to draw his attention to see that Arunachal Nagaland, Mizoram Sikkim including Tripura need special attention. I have seen all these areas. In Tripura, there has been a semblance, an apology for a railway connection from Cachar District to Dharamnagar. But Tripura also needs special attention from the Minister. What are the systems of communication? I have seen all these areas. These require a special consideration from Delhi including the Railway Administration.

I would point out certain general grievances of the poorer sections of the people. I would urge upon the Minister to have some facilities for reservation for return journey particularly for second class passengers from the starting station. What is the thing prevailing now? If I go from Calcutta to Bombay, I purchase a ticket from Calcutta for the same and in Bombay I have to stand in a long queue, wasting time. I am a poor man. I have to waste my time for quite a few hours to get reservation during my return journey. Let there be a quota fixed for second class passengers for return journey particularly in all long distance trains. That will save time of the passengers. Possibly it can quite easily be done. This practice prevails in Rajdhani Express. I believe there is a quota for Rajdhani Express for different parts of the

country. So, I would urge upon him to fix up a quota for second class passengers particularly for long distance journey.

I would mention a few more commendable things for the benefit of my friends, opposite. The Minister has assured that private contract system will be abolished. I welcome the assurance. Along with it, I would like to point out that I have one apprehension in my mind. Whenever good things are attempted to be done, there are officials, bureaucrats, who would come up to scuttle these things because this will take away the area of their power and jurisdiction. So, I would like to utter a word of caution to the Railway Minister and request him to announce a timebound programme with regard to the abolition of private contractors. From what I know of Prof. Dandavate, his imagination his power of execution, let us hope it will be possible for him to do this within six months.

A word about the Catering Corporation. I welcome this suggestion but at the same time, I cannot help pointing out this. This must be everybody's experience, may not be the experience of Members of Parliament but experience generally of the passengers, long distance passengers. The *khanas* which are brought from the pantry car or taken from the particular stations, are kept, deposited near the lavatory. If you once have a look at the point from which these are served to the passengers, nobody would like to have them. My friend, Shri Sheo Narain, is not here. We all appreciated him last year for introducing the *Janata Khana*. We would like to see that things are improved, qualities are well looked after and things are offered in a clean way.

Then I would suggest that when the Catering Corporation is set up, let it combine tourism within its fold. Presently, private entrepreneurs earn lakhs and lakhs of rupees as profits. If tourism is also organised under the aegis of the railways, then they will

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promote internal tourism and offer them good food and other facilities for travel, which will benefit the tourists, pilgrims, students, farmers and others, not to speak of the licensed railway porters, who are not organised and whose problems nobody bothers about. It will benefit even this sector of the population.

I would welcome the double-engined trains that have been introduced between Madras and New Delhi. I congratulate the Minister for this. I tried to understand what problem it solves. Previously, there were 13 coaches in the Tamil Nadu Express, including two generator cars and one pantry car which left 10 bogies for passengers including first class. Now there are 21 bogies in the double engined train, giving 8 more bogies for the second-class passengers. So, more than double the number of passengers would be carried by this train. I learn, —I do not know, I speak subject to correction—that this has done away with waiting lists and the attendant corruption has also disappeared. So, I would request the Minister to consider whether such double engined trains can be introduced between Delhi-Calcutta, Delhi-Bombay and other distant areas. This will help the passengers because then they need not stand for long hours in queues for getting either tickets or reservation.

Shrimati Mrinal Gore has dealt with the structural changes in great detail. One of my friends, who is no longer here, regrets to see Professor Madhu Dandavate as the Railway Minister.

PROF. MADHU DANDAVATE: He said it in fun.

PROF. DILIP CHAKRAVARTY: Then I also say it in fun. The railways were ushered in this country in 1853. In 1924 the railway budgets were separated from the general budget. From 1924 upto 1976 nobody thought of effecting any structural

changes in the railway finances. Prof. Dandavate has started doing it. I refer to page 10 of his budget speech, which gives out five points on which this change has already been effected. That is why I started by commending the Railway Minister for presenting this budget.

I would like to point out another aspect. We all should be proud of this that the Indian Railways have started offering consultancy services abroad. It cannot be smiled away, it is a thing for which every one of us—I, you and everybody—should feel proud. Indian Railways have undertaken a complete takeover of the management of the Nigerian railway system. I consider it to be a feather in the cap of the Indian railways. (Interruptions). The Indian Railways are sending a management team to supervise the construction of 540-kilometre railway line in Iraq. We have submitted our tender for a contract to construct the railway line in Iraq, but we did not get it. Brazil got it for other extraneous considerations. But still the Indian management has been referred by the Railways in Iraq. That also adds another feather to our cap. So, I congratulate not only the Minister, but through the Minister our experts in railway management.

Suburban services improvement has been talked of. Some improvements, I appreciate, are going to be effected. I would like the Minister to consider whether frequencies of services can be introduced without any further delay.

I must add a point of criticism before I conclude. It is good that the Railway Minister has not increased the railway fares for long distance trains. It has been appreciated. But why lay all the burden for improvement in railway amenities on only the passengers who are the monthly ticket-holders?

MR. CHAIRMAN: You must conclude now.

PROF. DILIP CHAKRAVARTY: I will just take one or two minutes. Why lay the entire burden on the suburban passengers who are monthly ticket-holders? From Seaidah and Howrah more than 20 lakhs of people come to the city of Calcutta every day for working in the Government Departments and in different establishments. Who are they? They do not belong to the top income brackets of the country. They are the poorer sections. My sister, Mrs. Mrinal Gore says that in Bombay city 41 per cent of the city population live below the poverty line. In Calcutta and suburbs it will be nearly 60 per cent. Is it fair to increase the fares of the monthly ticket-holders? The increase in the fares of suburban passengers in a way has been done. I could appreciate the thinking of Prof. Dandavate because he wanted some resources, he thought of giving some additional amenities and his predecessors up to the year 1976 left all these accumulated problems for him. They thought it wise to play to the gallery, and not to find out resources in order to introduce amenities. It is good that he has started thinking of amenities and he assured us of the same, but I would like him to consider by what other methods he can find out the money, not in the way he has suggested in the Budget. While saying this, I have the backing of the Chief Minister of West Bengal whom I met only this morning. He has also either sent the communication to the Railway Minister or he will do it shortly.

PROF. MADHU DANDAVATE: I met him yesterday, you met him today.

PROF. DILIP CHAKRAVARTY: Yes. He told me that he met you and talked to you. Last year while presenting the Railway Budget, Prof. Dandavate made a commitment which I communicated to the college and university teachers, a commitment of extending single fare double journey facilities to college and university teachers. But unfortunately some-

thing happened thereafter. I need not dilate on that. I would like to remind him of the necessity of extending the facilities to college and university teachers.

A lot of pressure is being brought on the Railway Minister by some friends making it appear that they are the only people who are for bonus to the railway people. It is not a fact. I would like Prof. Dandavate and other friends in the Cabinet to arrive at an equitable decision, not any decision, but a decision in favour of granting bonus to railwaymen. Do not force them to launch a movement to secure this.

Before I conclude, I would like to say that there is a lot of wastage of money year after year through pilferage and ticketless travel. There is a saying in the country that if pilferage and other loopholes can be checked, the railways can be built with gold, not to speak of steel. This may be an exaggerated statement, but if one makes a calculation, it will be in the neighbourhood of Rs. 200 crores that we lose year after year, may be more. He must be knowing more than myself, being the Minister. So, let him try to plug the loopholes and see that there is a genuine all-round improvement in the railway administration.

SHRI V. M. SUDHEERAN (Alleppey): I would like to express my hearty thanks to the hon. Railway Minister for making provision in the Budget for the construction of the Ernakulam-Alleppey railway line in Kerala, for which there has been a strong demand. It is a fulfilment of a long cherished dream. The people of Kerala as a whole welcomed the announcement of the Minister. This railway line will definitely promote all-out development of Alleppey. To the south of Alleppey there is a long belt of valuable mineral sands and proposals to exploit the deposits in a big way have been formulated. In due course, by extension of the rail-

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way line from Alleppey by an industrial siding, it will give considerable advantage to the exploitation of the mineral resources. The coastal railway line will be a reality only when it is extended from Alleppey to Kayankulam. So, I request the Minister to take necessary steps for the extension of the proposed line to Kayankulam.

As far as railway development is concerned, Kerala has been neglected in the past. A State-wise study of the route K.Ms. of railway lines shows the clear discrimination in this regard. Out of a total of 60,693 route K.Ms. of railway lines at the close of 1978, Kerala's portion is only 887 K.Ms. I hope the Railway Minister will do justice to Kerala by taking up new projects, i.e., mainly the Trichur-Guruvayur-Kullippuram and the Tellicherry-Mysore lines. Priority should be given for the construction of the coastal line connecting Mangalore with Bombay which will reduce the distance to Bombay from Kerala. Kerala's demand for electrification of railway lines has also to be taken into consideration.

The long-awaited Trivandrum Division has not come into existence. No final decision has been taken so far in this regard. I do not know why this question is being dragged by the Railway Ministry. I do not know why the Railway Ministry sticks to its prescribed length of railway line needed for a Division. Why not relax the question of the length of the railway line and take an immediate decision about the Trivandrum Division? Otherwise, the people of Kerala will genuinely suspect that it is a motivated attempt on the part of the Railway Ministry to create confusion. I would request the hon. Minister to talk to all concerned and take an immediate decision acceptable to all. I think he is visiting Kerala on 16th April. He can utilise that occasion to have detailed talks.

The general budget presented to this House by the Finance Minister is an onslaught on the middle class. The railway budget will also definitely upset the family budget of the urban middle class. The rise in the season tickets for suburban and non-suburban travel and in freight rates plus supplementary charges on the latter are enough to cause sufficient harm to the national economy.

The Minister should realise that the commuters who use season tickets will be hard hit. The increase proposed will make the monthly fares almost double. They will find it very difficult to balance their family budget. The rise in freight rates is equally bad. The prices of all essential commodities will increase as a result of it. The grains, pulses, oils, manures and allied materials that the farmer needs, petrol, coal and cement will cost more. There is a rise in prices of all essential commodities, about 10 per cent, as a result of the general budget. So, I request the Minister to withdraw these anti-people proposals.

Better catering and amenities were proposed in the past and are again proposed, but in actual practice however, they have remained on paper. Although departmental catering is preferred, unless there is strict supervision, it is bound to stagnate and even deteriorate. I do not want to question the Railway Minister's claim that the Government maintains better relations with the railway employees. But majority of the employees are not at all satisfied. The Government's commitment to give bonus for railwaymen has not been implemented so far. Some of my friends also have pleaded for this and I hope the Minister will take this aspect into consideration.

The Station Masters are not provided with suitable uniforms. I would request the hon. Minister to make on the spot study to see what kind of uniforms are supplied to them. It is not at all suitable for them. When they

wear that, they look like clowns. Last year this provoked a strike, but even now it has not been settled. I would request the hon. Minister to see that this problem is solved.

Even small problems of the employees should be heard and solved promptly. Then only better relations can be maintained. Railways should be treated as an industry. There should be a pay revision for the railway employees. The existing wage structure is unsatisfactory and out-dated. I request the hon. Minister to appoint a separate Pay Commission exclusively for Railway employees so that they can submit a report on pay revision.

During 1977-78 alone, 172 passengers were killed and 425 passengers were injured due to railway accidents. This figure is very high compared to that of the earlier 14 years. Earnest efforts should be made so that the safety of the passengers are ensured. I hope the Minister has taken some steps in regard.

I welcome all the good proposals of the Minister to improve the efficiency of the Railways. The Minister of Railways is a Minister of good intentions. Let his good intentions be fruitful. Once again, I request him to withdraw all the anti-people proposals like rise in season tickets, freight charges, etc.

श्री आनू कुमार शास्त्री (उदयपुर) : सभापति महोदय, आज पहली बार इस रेलवे बजट पर बोलने का अवसर मिला है। मेरे मित कांग्रेस पार्टी के विरोध सदस्य ने रेलवे के विकास के बारे में जो कुछ कहा मैं यदि उस के बारे में पूरा कहना चाहूँगा तो अपनी बात नहीं कह पाऊँगा। इसलिए मैं उस के बारे में कुछ नहीं कहना चाहता। इस के बारे में नीति शक्त का एक ग्लोब है :

"नीयको यदि पश्यते यदि विना

सूर्यस्य कि वृषणम्"

एक पक्षी है, दिन को उसे सूर्य नहीं दिखाई देता तो उस में सूर्य का क्या दोष है? रेलवे का जितना विकास हुआ है वह उन को कुछ दिखाई नहीं देता तो उस के बारे में क्या कहा जाय?

रेलवे बजट प्रस्तुत करते हुए माननीय रेल मंत्री जी ने जिस सहृदयता, कुशलता और कार्यक्षमता का परिचय दिया है, उस के लिए मैं उन्हें धन्यवाद दिये बिना नहीं रह सकता। मैं एक बात कहना चाहूँगा—सरकारें आती हैं, नये टैक्स बढ़ा कर कर, किराये बढ़ा कर, रिसोर्सेज जोड़ कर कुछ नये कार्यक्रमों का आयोजन करती हैं। लेकिन इस के साथ-साथ यह भी विचार करने की बात है कि ये सरकारें इस बात पर भी विचार करें कि हमारी कार्य-क्षमता, हमारी कार्यकुशलता पहले से बढ़ी है या कम हुई है? आज हमारी रेलों में घामवनी का जो सब से अधिक खोत है, वे मुश्किल ट्रेन्स हैं, मालगाड़ियाँ हैं। मैंने आप की किताब में देखने का प्रयास किया, मुझे मिला नहीं, हो सकता है, इस में कहीं पर होगा, मालगाड़ी का एक डिब्बा, हमारे देश में लगभग 4 लाख डिब्बे हैं, एक दिन में पहले कितने चन्टे चलता था और आज कितने चन्टे चलता है। यदि हम अपनी एफिसियेंसी बढ़ा कर उस डिब्बे का चलना 5 प्रतिशत भी बढ़ा दें, तो हमारी घामवनी अपने आप बढ़ जायगी। इस का एवरेज मुझे इस किताब में मिला, लेकिन वह इस में ज़ार कहीं पर होगा, उन से घामवनी का पता लगाया जा सकता था। आज स्थिति यह है कि यदि कोई मालगाड़ी से माल मगाये, तो मान लीजिये माल से या कोषीन से कोई डिब्बा रवाना होता है तो एक महीने के बाद राजस्थान के दूसरे कोने में पहुँचता है। इस लिये मेरा अनुरोध है कि डिब्ब की गति को बढ़ा दिया जाय, तो उस से हमारी घामवनी बढ़ सकती है हमारी एफिसियेंसी बढ़ सकती है और टैक्स लगाने या साधन हथ को जुटाना नहीं पड़ेगा :

हमारे मंत्री महोदय ने बजट प्रस्तावों में लिखा है कि 500 किलोमीटर तक माल ढोने के कर-भार में हम 5 प्रतिशत की बढ़ोतरी करते हैं। इस सम्बन्ध में मैं यह कहना चाहता हूँ कि 500 किलोमीटर तक तो कोई भी व्यापारी या कोई भी व्यक्ति अपना सामान रेलगाड़ी से भेजना पसन्द नहीं करेगा, वह तो लम्बी दूरी के लिये ही रेल से भेजना पसन्द करेगा। इस लिये 500 किलोमीटर तक के लिये जो आपने बढ़ाया है, मैं समझता हूँ इस से आप को कोई ज्यादा लाभ नहीं होगा। 500 किलोमीटर तक तो साधारणतया वह रोड-ट्रांसपोर्ट से माल भेजना पसन्द करेगा, जो उस के घर से माल उठायेगी और दूसरी जगह उस के घर पर माल को पहुँचा देंगी, रेल द्वारा भेजने में उसे कोई लाभ नहीं है।

एक बात मैं मीटर गेज गाड़ियों के सम्बन्ध में मंत्री महोदय से कहना चाहता हूँ—सारे देश में जितनी भी मीटर गेज गाड़ियाँ छाई हुई हैं, मंत्री महोदय उन के लिए एक मास्टर प्लान बनाये और उस मास्टर प्लान के आधार पर आप योजना बनायें कि किस प्रकार से जरूरत से जरूर उस उन लाइनों को ब्राड-गेज में परिवर्तित किया जाय। मुझे यह कहते हुए बड़ा संकोच होता है—जिस स्थान से मैं यहाँ आया हूँ, उस की जानकारी मैं मंत्री महोदय को देना चाहता हूँ—वह एक बहुत पिछड़ा हुआ इलाका है। मेरे जिले की 18

[श्री भानु कुमार शास्त्री]

लाख आबादी में से 10 लाख जनवासी हैं। हमारे यहाँ इस प्रकार का कहीं कोई आन्दोलन सायद आज की शताब्दी में नहीं सुना होगा, जिन में आवासन के खिलाफ रेल के डिब्बे जलाई गये हों, जैसा बम्बई में एक ट्रेन के कैन्सिन हो जाने पर होता है। वहाँ पर दंगा हो जाता है, स्टेशनो को जला दिया जाता है—ऐसी स्थिति राजस्थान में कभी नहीं आई। लेकिन इस का अर्थ यह नहीं है कि हमारी उपेक्षा की जाय। हमारे रेल मंत्री महोदय की जो दृष्टि है, वह राजस्थान पर कम पड़ी है।

मैं कहना चाहता हूँ—हमारा उदयपुर मेवाड़ राज्य की राजधानी रहा है, राजस्थान का डिविजनल-जैसे है, लेकिन वहाँ से दिल्ली जाने के लिये एक भी इन्डिपेन्डेंट गाड़ी नहीं है। चेतक एक्सप्रेस चलाई गई है, लेकिन वह भी इन्डिपेन्डेंट नहीं है, उदयपुर में चित्तौड़ हो कर खण्डवा तक जाने के बाद उस के डिब्बे दूसरी गाड़ी में जोड़े जाते हैं तब जा कर हम दिल्ली पहुँचते हैं और यह गाड़ी भी ऐसी है—दो बर्थों में कभी भी ऐसा नहीं हुआ कि आधा घण्टे से लेकर 6 घण्टे तक लेट न हुई हो। मैं ने कितनी बार यात्रा की है, लेकिन कभी भी समय पर नहीं आई। इस का धाप के वहाँ कोई भी हिसाब रखने वाला नहीं है। ऐसा लगना है कि धाप के कार्यालय के अन्दर कोई भी इस पर विचार करने के लिये तैयार नहीं है। जो सुविधाएँ उस में शुरू में थीं, उन को भी समाप्त करने में धाप लगे हुए हैं। उस में एक डिब्बा ०.००० का लगा हुआ था, मुझे धारण्य होता है—तामिलनाडू एक्सप्रेस और दूसरी एक्सप्रेस गाड़ियों में धाप ने एम्बर-कण्डीशन के डिब्बे लगाये हैं। . . .

श्री० नरु शम्भूतः : दो दिन पहले मैं जयपुर गया था और धाप जो कह रहे हैं, उन सारे परिवर्तनों का ऐलान हम ने समयबद्ध कर दिया है।

17.00 hrs.

श्री भानु कुमार शास्त्री : इस के लिए मैं माननीय मंत्री महोदय को धन्यावाद दूंगा कि उन्होंने यह ऐलान कर दिया है और यह जल्दी बाज़ू हो जाएगी लेकिन इस के बारे में मुझे यह कहना है कि गाड़ी इन्डिपेन्डेंट हो और उदयपुर से ले कर यहाँ तक जाने के लिए धाप के अग्रि-कारियों ने पालम पर दो महीने पहले इस का स्टापेज किया है। पालम से दिल्ली जाने के लिए एक्सप्रेस गाड़ी की रोका जाता है। पालम से दिल्ली तो लोग बसों में आ सकते हैं, उस के लिए एक्सप्रेस गाड़ी को बहा पर रोकने की क्या आवश्यकता है। गड़ी हरल्स पर, पटौली पर, राजगढ़ पर रकती है जो बाकी दो बार स्टेशन छोड़ने से क्या फायदा होगा। इस को बिल्कुल पैन्चर गाड़ी बना कर रख दिया है।

छः घंटे चल कर दूसरे दिन शाम को छः बजे दिल्ली उदयपुर से धाप, तो कितना समय इस में लगता है, यह आ ब देखिये। इसलिये मेरा धाप से यह निवेदन है कि एक ऐसी गाड़ी चले जो कम से कम आठ

घण्टे से पहले यहाँ पहुँचे। हमारे माननीय सदस्य श्री भल्लेशन ने कहा था, "इक बेयर इज ए थिंग बेयर इज ए थे। इक बेयर इज की थिंग, ईन सर्व"। यह अच्छी बात उन्होंने कही है। धाप ने एक सर्व उदयपुर का दे दिया है लेकिन मैं धाप को बताऊँ कि उदयपुर खनिज पदार्थों की खान है। राक फास्केट उदयपुर के अन्दर पैदा होता है। अभी मैं दक्षिण भारत गया था, कोचीन और तमिलनाडू में जितनी राक फास्केट पर चलने वाली कम्पनियाँ हैं, वे उदयपुर जोकि हिन्दुस्तान के अन्दर है, से राक फास्केट नहीं मगाती हैं बल्कि वे जार्डन और मोराको से इस को मगाती हैं। इसलिए मगाती है कि उदयपुर के अन्दर साधन नहीं हैं। उदयपुर में जो ट्रकों पर उस का लोडिंग अनलोडिंग करेगे, तब वह छुनेगी, फिर उदयपुर के स्टेशन पर ले जाएँगे और लोडिंग अनलोडिंग करेगे, तब छुनेगी। उस के बाद फिर रनलम में या ग्रहमदाबाद में उस का लोडिंग अनलोडिंग करेगे, तो फिर माख छुनेगा। इसलिए उदयपुर से राक फास्केट का मगाना उन के लिए बहुत महंगा पड़ जाएगा और वहाँ पर हमारे लोगों के लिए जीविकोपार्जन के साधन नहीं है। हम विदेशी मुद्रा भी हम पर खर्च करते हैं और हमारे वहाँ जो खनिज पदार्थ हैं, उन का उपयोग नहीं होता। इसलिए मेरा पहलू से यह सुझाव था कि जब बड़ी लाइन डाली जाए, तो कम से कम ग्रामर कोटया, जो उदयपुर से 8 किलोमीटर पर है और उस के पास एक स्टेशन बार किलोमीटर पर खारवा चन्दा है, उसको उस से जोड़ दिया जाए जिस से डिब्बे सीधे घा जायेंगे। इस वक्त क्या होता है कि 30, 40 मील का राउन्ड लगाना पड़ता है। इस में यही तो होगा कि धाप को 5, 10 लाख रुपये खर्च करने पड़ेंगे लेकिन इस वक्त खारवा चन्दा जाने के लिए कोई रास्ता नहीं है और न कोई ट्रेन ही है। इसलिए मेरा सुझाव यह है कि जब तक धाप कोई बड़ी व्यवस्था नहीं कर सकते, छोटी व्यवस्था तो धाप कर दें। इससे लोगों को बहुत लाभ होगा।

धाप ने धापने प्रस्ताव में एक सर्व लाइन काटा और चित्तौड़ की रखी है सीमेंट को लोड करने के लिए, वह सर्व जो धाप ने दिया है, उस के लिए धाप को धन्यवाद, लेकिन वह सर्व बेकार होगा जब तक धाप उदयपुर से उसे नहीं जोड़ेंगे। इसलिए उस को जोड़ने का काम धाप को करना चाहिए और इससे उदयपुर चित्तौड़ और कोटा का विकास होगा।

अब मैं जनवासी क्षेत्र के बारे में कुछ कहना जनवासी क्षेत्र में धाप ने एक गाड़ी मारवाड एक्सप्रेस के नाम से दी है। इस के लिए मैं धाप को धन्यवाद देना हूँ। उदयपुर एक बहुत बड़ा टूरिस्ट जेन है और एक ऐतिहासिक स्थल है। जब धाप उधर गये थे, तो उसे देखने का धाप को समय नहीं मिला। उदयपुर एक देखने लायक जगह है। हजारों बाहर के विदेशी लोग वहाँ पर भ्रमण के लिए आते हैं। जो मारवाड एक्सप्रेस चलती है, यह ग्राम को 7 बजे वहाँ से चलती है और सवेरे 6 बजे पहुँचती है। ग्रहमदाबाद से 12 बजे चलती है और साढ़े बी बजे उदयपुर पहुँचती है। उन के बीच का अन्तर कितना है? 250 किलोमीटर है।

भी मधु बँडवते : नहीं 300 किलोमीटर है ।

श्री भानु कुमार शास्त्री : 300 किलोमीटर तो आप ने लिख रखा है और इनका वह है नहीं । ऐसा कर के आप डबल किराया वसूल करते हैं । 1962 में एक नई लाइन बनी थी ।

श्री मधु बँडवते : सर्दी की वजह से कांटेक्ट हो गई होगी ।

श्री भानु कुमार शास्त्री : किसी भी वजह से हो । वह धार्मिक भाड़ा इसलिए लिया जाना था क्योंकि नई लाइन थी । इस के बारे में गत वर्ष मैं ने इस प्रश्न पूछा था और आप ने आपश्वासन दिया था कि धार्मिक भाड़ा हम हटा देंगे । यह लगाने का कोई औचित्य नहीं है । यह इथीडा किराया आप वसूल करते हैं । मैं ममझता हूँ कि यह किराया आपको उतना ही लेना चाहिए जितना कि लेने का औचित्य है ।

उदयपुर से जोधपुर जाने के लिए कोई गाड़ी नहीं है । उदयपुर से जोधपुर जाने के लिए भारवाड़ जंक्शन पर चार घंटे हमें रुकना पड़ता है । अगर वहाँ नहीं रुकेंगे तो जोधपुर नहीं पहुँच सकेंगे । कम से कम एक गाड़ी तो हमें आपको जोधपुर के लिए दे देनी चाहिए । हम कोई नयी लाइन नहीं माग रहे हैं, कोई नया विकास करने के लिए नहीं कह रहे हैं । लाइन बिछी हुई है, उस पर गाड़ी देने में आपको क्या कठिनाई है ? केवल टाइम टेबल एडजस्ट करने में यह हो सकता है । हम यह नहीं कहते कि हमें दो इंजन वाली गाड़ी दे दो । हमें एक ही इंजन वाली गाड़ी आप दे दें । अगर आप यह कर देते हैं तो हमारी समस्या हल हो जाएगी । भाजकल तो लोग ऊपर बैठ कर जाते हैं । वहाँ ठहरने की कोई जगह नहीं होती है । 28 दिन की स्टैंडिंग लिस्ट रहती है । इसलिए मेरा यह निवेदन करना है कि आप उदयपुर से जोधपुर के बीच एक गाड़ी हमें दे दीजिए ।

ग्रहमदाबाद के बारे में हमारे एक सहयोगी बसु ने कहा कि ग्रहमदाबाद और दिल्ली के बीच उदयपुर और राजस्थान के प्रमुख स्थान आते हैं । इन स्थानों के लिए कोई सुपरफास्ट या बोडनोज ट्रेन नहीं है । कोटा का विकास कैसे हुआ ? वह बाइगेज पर होने के कारण व्यवसाय में बढ़ गया, उसका विकास हो गया । अगर, आप इस लाइन को भी बोडनोज बना दें तो इन प्रमुख स्थानों का विकास भी हो जाएगा । मैं आप से निवेदन करता हूँ कि आप ग्रहमदाबाद की लाइन को बाया उदयपुर, बाया चित्तौड़गढ़, बाया भारवाड़ दिल्ली तक कर दीजिए । इससे राजस्थान का विकास होगा । इस विकास की ओर आपका ध्यान जाना चाहिए ।

एक बात मैं यह कहना चाहूँगा कि नाथद्वारा एक सीपेंसिंग है । उसके बारे में एक सर्वे हो चुका है । वह सर्वे चारभुजा और झालना के बीच में हुआ है । वह सर्वे कोलड स्टोरेज में चला गया है । मैं चाहता हूँ कि आप उस सर्वे को कोलड स्टोरेज से निकाल कर उसका पुनरीक्षण करें । वह नाथद्वारा, चारभुजा, झालना का रास्ता 40 मील का भी नहीं है लेकिन घूम कर

जाने में 150 किलोमीटर का अंतर आ जाता है । अगर आप इस सर्वे को कोलड स्टोरेज से निकाल कर एक लाइन बना देंगे, एक गाड़ी दे देंगे तो हमें बहुत बड़ा लाभ होगा और उस क्षेत्र के रहने वाले सभी लोग भी इससे लाभ उठा सकेंगे ।

अन्त में एक बात रिजर्वेशन के बारे में कह कर समाप्त करूँगा । मैं ने पहले भी यहाँ पर कहा था कि आपने इस के बारे में प्रयास किया है, अच्छा प्रयास किया है, वह प्रशंसनीय है । लेकिन जितनी आपने गोकथाम की है उतना बढ़ सका नहीं है । मैं स्वयं अभी कलकत्ता गया था । वहाँ रिजर्वेशन बिम्बों के बाहर लिखा हुआ है कि रिजर्वेशन नहीं है । बाहर लोग खड़े हैं । उनसे कहा जाता है कि बस दस रुपये दो, तुमको टिकट मिल जाएगा । वे यह नहीं जानते हैं कि मैं एम. पी हूँ । मुझे घाट टिकट लेने थे, मुझ से भी यह कहा गया । मैं कर्मजियल सुपरिन्टेन्डेंट के पास गया था और उसको कहा कि ये टिकट कहाँ से आते हैं, कौन उन लोगों को टिकट देता है । मुझे तो वहाँ रिजर्वेशन मिल गयी लेकिन बुल्समबुल्ला कलकत्ता में दस-दस रुपये में टिकट बिकता हुआ मैंने देखा है । इस प्रकार बड़े बड़े शहरों में यह गड़बड़ी अभी भी हो रही है । हमारे यहाँ राजस्थान में, जयपुर में, उदयपुर में, अजमेर में मैं ने इस प्रकार की कोई शिकायत नहीं सुनी, इनके लिए आपका धन्यवाद । लेकिन आपको इन बड़े शहरों के बारे में भी ध्यान देना चाहिए जो इस तरह पैसा ले कर रिजर्वेशन दी जाती है ।

अब मैं अधिक न कहता हूँगा इतना कहगा कि आप ने जो सतुनिन बजट पेश किया है, उसके लिए आपका धन्यवाद ।

SHRI B. C. KAMBLE (Bombay South-Central): I consider the Railways so important that I believe that the future economic system of this country will depend upon the success or failure of the Railways. Not only that, even the nationalisation of heavy industries and bringing about a change in the social structure will depend upon its working.

Even though there are certain good things done by the hon. Minister and I welcome them, I must say that those are minor things. Taking the Budget as a whole, one can generally say that it is satisfactory. But if we look at the various committees appointed, particularly, the Paranjape Committee, I must say that the hon. Minister has started from a wrong end. I would suggest to him that as per the recommendations made by the Paranjape Committee, particularly,

[Shri B. L. Kamble]

with regard to the concessions given to the Second Class passengers commuting within 50 km. an enhancement has been made and a regular rate has been proposed. I think that the approach of the Paranjape committee is not good, is not correct and that is why there has been suggested an increase in the season ticket fares. Instead of that, what I would suggest is this. The hon. Minister wants this House to grant Rs. 25,000 crores at the rate of Rs. 2000 crores annually. Right from 1951 every year there has been an increase of Rs. 200 crores on an average and the investment is nearly 75 times when we compared it with the figure of 1951. The question is: if the Railways have increased the number of stations by one and a half times and the rolling stock also, taking the whole thing, has increased 3 times and after calculation I find that the investment is 75 times... (*Interruptions*). All right, it is 70 times. Then the question is: where is the money going? Therefore, I would suggest to the hon. Minister that as he has the great distinction of presenting a separate Budget which could act as a mini Budget, he can show the direction. Socialist as he was and I think he is still a Socialist he can show a better direction. Therefore, I would suggest first that hereafter in his report, he must tell us in what direction is going and how he is going to proceed to implement the Directive Principles of our Constitution. Or are you side-tracking that? That is the first question. Whether it is passed by the House or not, you are bound by the Directive Principles because they are accepted when they were returned back from the Rajya Sabha. Therefore, it is a double obligation. Whether it was the previous regime or this regime, this is the appropriate place and not the court, where you must give your reasons, and also say, these are the matters with regard to the State policy and to this extent we have imple-

mented. But there is not a word about it.

Secondly, the number of employees on the Railways is around 17 lakhs. All the railways are running in such a manner that here and there somebody is appointed. Right from the Railway Board downwards, every community must participate in its working including the scheduled castes and scheduled tribes people. There are numerous complaints. We had examined so many managers of different railways such as Eastern Railway, Western Railway and Central Railway and we found so many excuses. Therefore, my first submission is that the hon. Minister should look into the constitutional obligation and not dispose of these matters my merely a report in three lines. He must seek information and periodically, he must go through it and pass immediate instructions so far as implementation of the constitutional safeguards is concerned.

Now, Sir, regarding the rise in the season passes, I say that is not justified. Even though the calculation made is given and on the basis of such a calculation it is said that the rate in the season passes should be increased, what I submit is that if economic consideration is to be taken into account then you will have to categorise people accordingly. You will have to deal with different categories of people and give different concessions to different economic categories of people. Either you go by social category or you go by economic category and deal with that accordingly. Further I have to impress on one more point with regard to goods trains. There are several wagons. Whom are the railways really serving? Are they serving the masses of Indian people? So far as passengers service is concerned, only ten per cent of the revenue is from First Class, that is to say, the passenger revenue is coming from the masses and they are the masters of the situation. Now, there is no information on how the wagons, that is, the goods train services, are utilised and by

what categories of the people There are now several cooperations; there are some farmers and they want certain transport facilities. For the onions or for potatoes and so many things are lying idle. Therefore, I would suggest to the hon. Minister that you give a little more information with regard to how you are utilising these goods wagons and whether because of the use of goods wagons being utilised by the monopolists, they are getting more profits or whether you are really rendering the services to such of the sections who use the transport as cheap rate; kindly see that the transport facility is given to them at cheap rate. What I suggest is that the hon. Minister should look into these matters. There are certain other matters also like the schools. There the scheduled caste boys or scheduled tribes boys have not been given their places. They treat them in such a manner as if they are not the concerned of anybody—whether the matter is within the Education Ministry or within the Railway Ministry, and nobody knows that.

Now, Sir, finally, so far as railways are concerned, we are going to sanction Rs. 2500 crores. Let there be some method with regard to awarding of petty contracts. In the Committee when we asked whether they were giving the petty contracts to the scheduled castes at all, their reply was in the negative. They are not even prepared to give petty contracts to them I would request the hon. Minister if he has more information to satisfy the House that the people from the scheduled castes or scheduled tribes community and other backward classes are given some place in the petty contracts.

With these words even though the budget is on the whole satisfactory, still, so far as the main structure is concerned, that requires to be changed. For that implement Paranjpe Committee and other Committee's reports. But, how is it that from Rs. 200 crores, when it is now going up by 75 per cent, you are running at a loss?

These are some of my suggestions. With these few words, whatever good things the hon. Minister has done, I thank him very much for that.

डा० रामजी सिंह (भागलपुर) : सभापति महोदय, श्री श्री हमारे माननीय रेल मंत्री जी जब अनुपस्थित थे तो श्रीमती पावेली कृष्ण उनको बिलाफ एक महाभियोग प्रस्तुत कर रही थी। वह महाभियोग यह था कि उनका हृदय श्रमिकों के प्रति संवेदनहीन हो गया है।

मैं अपने मंत्री जी के प्रति कुछ कहना नहीं चाहूंगा, लेकिन यदि उन्होंने 3 वर्षों में कोई एक सफलता पाई है तो वह औद्योगिक क्षेत्र में शांति और समन्वय की सफलता पाई है।

1974 और भाज का अगर हम तुलनात्मक अध्ययन करें तो 1974 में मजदूर सम्बंध किस प्रकार से विस्फोटक थे और इस शताब्दी के इतिहास में रेलवे के 15 लाख मजदूरों के साथ किस प्रकार का उपेक्षित हुआ है, उसका कोई दूसरा उदाहरण नहीं है। लेकिन हम यह नहीं कहना चाहते कि हम वह नहीं करते हैं।

ठीक है, बोनस की बात कही गई थी और श्री तक वह नहीं मिला, लेकिन यह भी तो श्री तक नहीं हुआ है कि हम बोनस नहीं देते। सरकार में रज कर कई बातों की ओर ध्यान देना पड़ता है। भाज के अखबार में आपने देखा होगा कि पोस्ट एंड टेलीग्राफ के मजदूरों ने भी बोनस की मांग की है। सरकार के द्वारा किसी एक के साथ पक्षपात और दूसरे के साथ विभवासपात नहीं हो सकता। इन मारे सम्बंधों पर विचार करने के लिये मंत्रिमंडल की प्रवर समिति विचार कर रही है, इसलिये यह श्री तक नहीं हुआ है। ऐसी स्थिति में इनको संवेदनहीन कह देना किना बड़ा अभियोग है और किना न्यायसंगत है, यह देखने की बात है।

जैसा कि रेल कर्मचारियों का इतिहास बताया गया, 1974 में लाखों लोगों को नौकरियों से मुनसित कर दिया गया, लेकिन जब यह सरकार आई और वासकर इस प्राधिक वर्ष में जो मजदूरों के साथ कल्याण की बातें हुई हैं, उसमें किसी को भी गौरव हो सकता है। श्री श्री 15 करोड़ रुपये मजदूरों को मुनियोग दी गई है। 1 लाख लोगों और ट्रेकिंग कर्मचारियों के लिये रनिंग भत्ते की दर 20 प्रतिशत से बढ़ाकर 30 प्रतिशत की गई है। भेणी 4 के 50 हजार कर्मचारियों को प्रवरण सेड में उन्नति दी गई है। लिकनराबाद और गौहाटी में नये रेल सेवा प्रायोग की स्थापना की गई है। अनुसूचित जातियों और अनुसूचित जनजातियों के 128 अफसरों और सेड-II के 3619 लोगों को पदोन्नति दी गई है। उन्नतर सेड के 2 लाख कारीगरों को उन्नति दी गई है। कारखाने के जो कर्मचारी थे, उनको भी प्रोत्साहन बोनस मिला है जिसमें 1 लाख लोग लाभान्वित होंगे। तीसरी भेणी के 7 हजार पदों का सेड अंचा किया गया

[डा० रामजी सिंह]

है। प्रत्येक बेतन-मान से विभिन्न स्तर के लिये निर्धारित प्रतिशत के वार्षिक सभ्य की समीक्षा की जा रही है। इतने पर भी यह कहना कि इनका हृदय संवेदनहीन हुआ है, मैं तो कहूँगा कि संवेदनहीन हुआ है या संवेदनशील हुआ है इसी से सोचा जा सकता है। इतना ही नहीं कि रेलवे मजदूरों की बल्कि लाइसेंस प्राप्त कुली और खामचे वालों को भी बाइकरी और शिक्षा की सुविधाएँ प्रदान कर के इन्होंने कल्याण का विस्तार किया है।

10 वार्षिक अधिकारियों को भी, जिनको 20 वर्षों से स्थायित्व नहीं मिला था, उन्हें स्थायित्व प्रदान किया है और श्रेणी 1 व 2 के पदों की समीक्षा की जा रही है।

यह केवल एक विषय है, जिसके सम्बन्ध में कहा जाता है कि मजदूरों और कर्मचारियों के प्रति इनका हृदय संवेदनहीन है। अगर यह संवेदनहीन होने का प्रमाण है तो मैं इसे स्वीकार करता हूँ और इस दृष्टि से ये संवेदनहीन हैं। कुछ वर्ष पहले जब हमारे माननीय मंत्री जी विपक्ष में थे और हनुमन्त या जी रेलवे बजट पर बोल रहे थे तो उन्होंने रेलवे मंत्रालय को पचशील का उद्देश्य दिया था। पचशील कितना डिस्क्रेडिट हो गया है वह हम जानते हैं, इसलिए हम इन से कोई पचशील की बात नहीं कहना चाहते हैं। हम तो इन से यह भी नहीं कहेंगे कि ये डा० लोहिया के सिप्य हैं और लोहिया जी सत्त पान्ति की बार कहते थे तो ये सत्त कान्ति लाए हैं। हम कान्ति शब्द को भी इस्तेमाल नहीं करना चाहते। मैं तो यह कहना चाहता हूँ कि अष्ट-सिद्धि उन्होंने प्रदान की है रेलवे बजट में। अगर समय रहता तो एक एक का विस्तार किया जा सकता था। लेकिन फाइनेंसियल स्ट्रक्चरिंग ग्राफ रेलवेज 125 वर्षों में आज तक नहीं हुआ और पहली बार सरकार ने यह सकार्य किया है कि अब हम जनरल रेलवे से कुछ लेंगे नहीं, अगर कभी जरूरत पड़ेगी तो उस को सोटा देंगे। 125 वर्षों में इस प्रकार के आर्थिक दायित्व का पालन नहीं किया गया था। रेलवे का बजट जनरल बजट से 1924 में भलग हुआ। लेकिन उस के बाद से बराबर एक पिछलगू की तरह चलता रहा है। हम समझते हैं कि यह उन की एक बड़ी सिद्धि है और आने वाला हर एक रेलवे मंत्री और रेलवे मंत्रालय इस गौरवशाली परम्परा का पालन करेगा ताकि रेलवे अब बच्चों की तरह दूसरों के पीछे न रहे, बल्कि स्वावलम्बी और स्वाधी रहे।

इन्होंने केवल रेलवे की वित्तीय संरचना ही नहीं की है बल्कि और भी किया है। यह डबल सरप्लस है। लोग कहते थे कि इन्होंने सरप्लस कहाँ किया है? ठीक है, यदि सरप्लस को घाटा मानते हैं तो फिर यह घाटा का बजट है। लेकिन कोई एक वर्ष की बात नहीं है, लगातार तीन वर्षों तक सरप्लस बजट उपस्थित करने का इतिहास रेलवे के भ्रवर इस से पहले कभी नहीं रहा है। तब कहा जाता है कि यह सरप्लस तो केवल को है। यह ठीक बात है कि मधु दण्डवते या और कोई मंत्री होते तो वह अपनी पाकेट से नहीं देंगे। किसी से लेना होगा। लेकिन किस से लिया है और

क्या अपनी मर्जी से लिया है? कभी तक जहाँ से लिया गया है उस की छाप देखें। और अब की तो जब इस तरह की बिल्कुल ऐतिहासिक बाढ़ की त्रिनाश लीला हुई तो हम सभी एक दिन पहले तक सोच रहे थे कि निम्नचत रूप से इस बार मधु दण्डवते जी को घाटे का बजट प्रस्तुत करना होगा। 30 करोड़ रुपये की क्षति बाढ़ से हुई और तीन महीने तक उत्तरी भारत का रेलवे प्रस्त व्यस्त रहा, 30 लाख बैग्स पैरा-लाइड रहे। उन के बाद भी उन जादूगरों ने लगता है कि एक जादू किया है। जो घाटे का बजट होना चाहिए वह एक बड़ांतरी के बजट के रूप में प्रस्तुत किया गया है। कोई आब इस के लिए भी उन की धन्यवाद नहीं दे ता ठीक है।

बिरोधी दल की सारी भालाचनाओं से हम लाभान्वित होते हैं और होते रहेंगे। लेकिन कहा जाता है कि इन्होंने बहुत मार दी है। हमारी बहन चली गई, बहन प्रहिल्या जी ने कहा और मुनाल जी ने कहा कि इन्होंने सबके लोंगों को बहुत मार दी है, जो गहरों में आने वाले हैं उनको मार दी है। ममय रहता तो मैं पराजये कमेटी की रिपोर्ट और नध्य उपस्थित करना कि क्यों यह किया गया। अभी 1971-75 में पार्वती कुण्ड जी के ही सहयोगी श्री रामा-वनार शान्ती ने कहा था कि सबके पर 13 कराड का घाटा हम क्यों महे? वह चीज इन्होंने दस वर्षों तक मुन्नवी रखी और दस वर्षों के बाद एक प्रवर समिति ने तथ्या का आकड़ा दिया है, उसे आप देखें तो पना चलेगा कि क्यों यह किया गया। जो सबके चने वाले हैं सीजन टिकट के बे किस वर्ग के हैं, उन में कौन किस प्रतिशत में कहा पर है, यह समझना होगा। तब जा कर आप इन से इसके लिए कुछ कह सकते हैं। रेलवे टैफिक एम्बार्गरी कमेटी की रेकमे-डेशन के विषय में अखबारों ने जो टिप्पणी दी है वह मैं बताना चाहता हूँ—

If the RTEC recommendations had been accepted in toto the burden on the commuters would have been heavier.

ज्यादा होना चाहिए, इस को भी पूरी मान्यता नहीं दी।

In the 10 years to 1976-77, Railways losses in the suburban concessions had risen from about 9 crores to Rs. 25 crores. Cost of monthly second class tickets=six tickets.

कितना बढ़ा है—5 या 6 दिन एक टिकट पर महीने भर तक और फास्ट क्लास में तो 3 टिकट ही महीने भर तक बड़े हैं। उन को थोसा-सा त्याग और बलिदान करने के लिये कहा जाता है तो कहते हैं कि यह बड़ा बातक प्रहार रेलवे मंत्रालय ने किया है। सभापति महोदय, समय रहता तो मैं यह बतलाता कि इस से कौन लोग प्रभावित हुए हैं, फिर भी जितना कुछ कह सका हूँ बतलाने का प्रयास कर रहा हूँ।

इसी लिये प्रखबारवालों ने रेल मंत्री जी के इस साहस के लिये उन को धन्यवाद दिया है। यह पापु-लिस्ट बजट नहीं है, क्योंकि हमें दायित्व लेना है — सम्पूर्ण राष्ट्र का। यह रेलवे मंत्रालय सरकार के दूसरे मंत्रालयों जैसा नहीं है, यह राष्ट्र की चीज है, इस में क्षेत्रीयवाद या पार्टीवाद नहीं भ्राना चाहिये, इस पर राष्ट्रीय दृष्टिकोण से विचार करना चाहिये।

He must be complimented for his political courage. The Railway would not have had to go in for such an increase in a single dose, but for the fact that his predecessors had all along avoided looking squarely at the sensitive issue of heavy subsidy.

यह 10 वर्षों का पाप है, जिस का भ्राज वे प्रक्षालन कर रहे हैं। यदि वह ऐसा माहम नहीं बटोरते तो यह पैसा कहाँ से भ्राना, क्या भ्रमरीका से कर्ज लेने की बात करते? हम जैनरल-राजस्व से वह दिन देखना चाहते हैं कि जिन दिन रेलवे को एक पैसा भी उस से न लेना पड़े। सोशल वर्डन की बात भ्राती है तो 30 करोड़ रुपए का फलड्स से नुकसान हुआ, जो पीछे बाढ़ के समय रेलवे से भेजी जाती है—उन पर रेलवे का 50 करोड़ रुपया हर साल लगता है, रेलवे स्कूल चलानी है, अस्पताल चलाती है, ये सब क्या हैं? सोशल वर्डन ही तो है।

समापति महोदय, लोग सोचते हैं कि रेलवे के पास बहुत पैसा है, लेकिन छठे प्लान का जो फोर-कास्ट हुआ है, वह बड़ा भ्रिम है, बड़ा भयंकर है। भ्राज यह मरप्लस बजट है, लेकिन इस साल के बाद भ्राती के लिये यह कहता है कि भ्राज घाटे की ही व्यवस्था होगी। ऐसे समय में भ्रगर साहसपूर्वक भ्रामवनी बढ़ाने का उपाय रेलवे नहीं करेगी तो सचमुच में भ्राती चल कर रेलवे का बीवाला निकल जायेगा। इस लिये इस बात को गम्भीरता से सोचना चाहिये और यही कारण है कि भ्राज देश के सारे प्रखबार, जो बिरोधी विचारों के प्रखबार हैं वे भी, रेल मंत्री जी के बजट के अनुकूल राय दे रहे हैं। फाइनेन्स एक्सप्रेस के दिनांक 22-2-1979 के एडीटोरियल को देखिये—

"Performed the miracle of presenting a third surplus Railway budget in a row."

हिन्दुस्तान टाइम्स कहता है—

"Prof. Dandavate has justifiably claimed that improved operational efficiency and better inventory management were responsible for the surplus."

समापति महोदय, समय नहीं है, बरना सारे राष्ट्र के सखबारों के विचारों को यहाँ पर पढ़ कर

सुनाता। ट्रिब्यून ने अपने एडीटोरियल में लिखा है—

"The Dandavate Touch"

इकानामिक टाइम्स भी यही लिखता है "हिन्दू" कहता है—किराये जो बढ़ाये गये हैं वे सही हैं और उचित हैं—

"Being fair on fares"—Over the last three years the financial management of the Railways has been sound enough. It is equally true that even the increases in tariff now proposed are by no means intolerable. Even the passenger fare revision relates to a heavily subsidized service in the metropolitan area.

स्टेट्समैन कहना है—

Mr. Dandavate justified the stiff budget on the ground that Railway must step up generation of internal resources to meet the cost of their development.

समापति महोदय, इसी लिये तो मैं ने कहा है कि उन को उपलब्धिया बहुत है। मैं ज्यादा समय नहीं लेना चाहता, लेकिन इस बजट की 8 सिद्धिया हैं, 8 सक्सेसेज हैं—पहला—Restructuring of Railway finances. दूसरा—The budget of double surplus तीसरा—मैंने कहा था कि यह यारी बजट है — People's budget.

इस में पैसेन्जर्स के किराये में वृद्धि नहीं हुई है, जब कि पहले कभी 10 परसेन्ट, कभी 20 परसेन्ट किराये बढ़ाये गये, अनेक बार सारे देश के टैरिफ को भी बढ़ाया गया, लेकिन इस बार पैसेन्जर्स के किराये में कोई बढ़ोतरी नहीं हुई है। यही कारण है कि इस को हम जनता का बजट भी कह सकते हैं।

यह वर्ष दुर्घटनाओं से मुक्त वर्ष है, यह वर्ष जो रेलवे का बीवा है, इस में कोई मेजर सेमोटाज की दुर्घटना नहीं हुई है, लेकिन इस के लिये कितना प्रबन्ध रेलवे को करना पड़ा। साबद मैंने एक बार देखा था—जब राज्य सभा के माननीय सदस्य श्री प्रकाशवीर शास्त्री जी की मृत्यु हुई थी, मैं उन के डेरे पर गया था, एक घन्का लगा कि अपने घर का कोई भावनी बसा बसा, इतनी चिन्ता थी। यही कारण है—आप देखते हैं कि भ्राज ओ.आर.पी. और आर.पी.एफ. 850 ट्रेनों में चल रही है। 11,000 आर.पी.एफ. गाड़ों काम कर रहे हैं और 14,000 मैपमैन काम कर रहे हैं। इसलिए यह साल दुर्घटनाओं से मुक्त वर्ष है। भारतक दूर करने के लिए यह सारा किया गया था और जनता की सहायिता के लिए 64 बई सड़ियाँ बसाई गईं, 42 यादियों का आसन श्रेष्ठ बढ़ाया गया है। इस के

[श्री रामजी सिंह]

मसाला 307 प्रतिरिक्त गाड़ियां चलाई गईं और 117 गाड़ियों का बालन क्षेत्र बढ़ाया गया। अब जनता का बजट किस को कहते हैं? इन्होंने जो नई जनता गाड़ियां चलाई हैं, उन के नाम भी आप देखिये। एक का नाम गीताजलि है। यह नाम कितना अच्छा लगता है मानो ये एक कवि हो। गीताजलि, नवजीवन, गांधीग्राम, कोणार्क, मीनार और हिमगिरि, कितने अच्छे अच्छे नाम इन्होंने गाड़ियों के दिये हैं। इस के मसाला आप देखें कि कई चीजें पहली बार हुई हैं।

He has many firsts to his credit.

वो मंजिली ट्रेन हिन्दुस्तान में चलाने का श्रेय भी हमारे माननीय मंत्री जी को है और गाड़ियों में पीने का पानी होगा। यह भी फर्स्ट टाइम इतिहास में आप देखेंगे। रेलवे के इतिहास में यह इन के द्वारा ही हो रहा है और बड़ी गाड़ियों में सस्ता और स्वादिष्ट जनता खाना भी मिलेगा। इस को जरा इम्प्रूव किया जाए।

इस के मसाला आप यह देखें कि क्लेम्स का जहा तक सवाल है, इन्होंने यह कहा है कि छ. सप्ताह में इन का निपटारा हो जाएगा। यह पहली बार हुआ है। पहले तो छ. वर्ष में भी क्लेम्स का निपटारा नहीं होता था। पहली बार उन्होंने सदन को आश्वासन दिया है कि छ. सप्ताह में क्लेम्स का निपटारा होगा।

यह बजट किसानों का भी बजट है। आज किसान भी घम सकता है। पहले सब लोग घमते थे लेकिन भारत माँ का ग्रामवासी किसान नहीं घम सकता था। अब 20 या उस से अधिक किसानों को भारत संघन का अवसर इस बजट में मंत्री जी ने दिया है। और अभी तक औद्योगिक विकास की दृष्टि से बजट बनाया जाता था लेकिन पहली बार 31 वर्ष के इतिहास में कृषि विकास और ग्राम विकास को ध्यान में रखते हुए लाइन को विस्तार किया जाएगा। मंत्री जी को शायद पता न हो रेलवे में कुल्हड़ी का प्रयोग भी होगा। मैं कल बिहार में था, तो बहरा पर लोगों ने मुझ से कहा कि यह बड़ा अच्छा काम किया है। इस से हजारों लोगों को काम मिलेगा और डाक्टरों ने भी यह कहा है कि इस से स्वास्थ्य भी अच्छा रहेगा। यह सचमुच में किसानों की और पहली नजर है।

बाल वर्ष में बच्चों को भी इन्होंने उपहार दिया है। अन्तर्राष्ट्रीय बाल वर्ष में पांच वर्ष की आयु के बच्चों का टिकट नहीं लगेगा। कुछ लोगों ने कहा कि इस को छ. वर्ष कर दिया जाए, तो अच्छा है लेकिन अगर इस को सात वर्ष भी कर दिया जाए, तो हम और राम किंकर जी उस में नहीं आ सकते। ?

मैंने रेलवे को तीन, चार वर्षों के बजटों को देखा है और मैं यह देखता हूँ कि पहली बार यह कहा गया है कि क्षेत्रीय असन्तुलन जो हुआ है, या लोहिया के शिष्य होने के नाते इन्होंने उर्वसीयम का उद्धार किया है उर्वसीयम कितने कहते हैं, मेवालय, त्रिपुरा, प्रदयाचल, मनीपुर, नागालैंड, मिजोरम, ये उस में आते हैं 31 साल हो गये और उस के लिए कुछ नहीं था। वहाँ

पर बीबी आक्रमण हुआ था और आज पहली बार 31 साल के अन्दर इस उर्वसीयम का उद्धार किया है।

प्रशासनिक कान्ति भी आई है। रेलवे बोर्ड को खत्म करने के लिए कितनी बातें पहले भी कही जाती थी लेकिन उस समय भी, जब प्रोप्रेसर दबवते बिरोधी दल में थे, जब रेलवे बोर्ड की प्रालोचना होती थी, तो इन का क्या कहना था, वह मैं आप को पढ़ कर सुनाता हूँ :

"The Member can always defend himself, but not the officials. I feel that while we should attack policies mercilessly and even the Board, we should spare the employees and officials, but our attack should be mainly on policies."

यह उस वक्त मंत्री जी ने कहा था जब वे बिरोधी दल में थे और यही कारण है कि आज न केवल कर्मचारियों का बल्कि अधिकारियों का बहुत सहयोग आप को मिल रहा है। अब आप रीस्ट्रक्चरिंग आफ रेलवे बोर्ड एडमिनिस्ट्रेशन भी कर रहे हैं। जब भी ए० पी० शर्मा, प्राल इडिया कांसिंस के थे, तो उन्होंने कहा था कि डिस्ट्रेन्सिजेशन होना चाहिये, विकेंद्रीकरण होना चाहिये। इन्होंने डिवीजनल मैनेजर के स्तर पर विकेंद्रीकरण का काम किया है और यह रेलवे बोर्ड जो ह्यूड्रट एनीफेक्ट की तरह था और जो रेलवे बोर्ड के आफिशियल आइवरी टावर में रहते थे, वे भी नीचे जमीन पर उतर आए हैं और यही कारण है कि ऐसी बात हो रही है।

मैंने ग्रन्ट-सिद्धि की बात कही है और जियोप बताने का अवसर नहीं है। आयुर्वेद में का, पित और वाय, यह तीन जियोप हैं। मैं थोड़ा सा इसके बारे में भी कहना चाहूँगा।

समाप्ति बहोदय : अब इस को किसी और के लिए छोड़ दीजिए।

श्री रामजी सिंह : ठीक है तो मैं दोष उनको भ्रमण से बता दूँगा। लेकिन मैं इतना जरूर कहता हूँ कि हनुमान्चाला साहब ने यह कहा था कि रेलों में एक सी करोड़ रुपये की चोरी होती है और नाठ करोड़ रुपये का बाटा बिना टिकट चलने से होता है। अगर आप इसको बद कर दें तो रेलवे का और अधिक बाटा नफे में बदल जाएगा।

इतना कह कर मैं समाप्त करता हूँ। बहुत बहुत धन्यवाद।

SHRI K. OBUL REDDY (Cud-dapah): Sir, the Railway Budget presented by the hon. Minister is not helpful to the backward areas of the country, as no provision has been made

to lay new railway lines in the Rayalaseema area. I am sorry to say that he has not at all taken into consideration the development of backward areas of the country.

I come from Cuddapah district of the Rayalaseema area of Andhra Pradesh which is the most backward area of the country. Rayalaseema comprises 5 districts, viz. Cuddapah, Kurnool, Anantapur, Chittoor and Ongole. Rayalaseema, in Telugu, is otherwise called as 'Rallaseema' which means an area of stones. Rainfall is scanty in this area, and there are no irrigation facilities. The area is producing a lot of minerals such as barytes, steatite, limestone, china clay, asbestos etc. Almost all the minerals are being exported to foreign countries.

Due to lack of transport facilities, the minerals produced in this area could not be transported to the harbour in time for export to honour the foreign contacts. There are thousands of wagons pending allotment since long periods. As there are no adequate railway transport facilities, ONGC's requirements are often delayed. This is the only area in the country from where the entire requirements of Barytes powder for ONGC are supplied to all their drilling sites all over the country. If adequate railway transport facilities are provided, the mining industry in Rayalaseema could be exploited fully, thereby providing work for the people of this backward area. Since a decade, there is a good foreign demand for the minerals produced in this area, as some of the mineral powders are used extensively in oil well drilling.

Two new cement factories are under construction, and they are likely to be completed and come to production by the end of this year, and next year. A big RTC workshop is set up in Cuddapah, to meet the needs of this Rayalaseema area, and a number of

other industries, big and small, have come up since a decade. Some of the products, produced in this area and in these industries, have got export markets.

In this area, huge quantities of flooring materials are produced, and some of them are also being exported. Rayalaseema also produces plenty of fruits such as mangoes, oranges, plantains and lemons, which are supplied all over the country. Agricultural crops like cotton and groundnuts are also grown in the area, if there are timely rains.

For the last 100 years, i.e. after the construction of the existing railway lines during the British raj, no new railway lines have been located in this area, in spite of our persistent efforts. When the hon. Prof. Dandavate took up this portfolio and announced a policy to give importance for the development of backward areas in laying new railway lines, we hoped that our area of 5 districts will be certainly developed. In a handbook published by the Railway Ministry, the hon. Minister has stated that construction of new railway lines and extension of the existing lines will be taken on those considerations; in the areas where there are mineral deposits which cannot be exploited without development of Railway transport and having raw materials and potential for the development of major industries like steel, cement, fertilizer and refineries, etc. which offer you substantial traffic. It is also published that the financial returns of the investment are not insisted upon in the case of laying new railway lines in backward areas of the country.

Therefore I wish to propose two already partially surveyed new lines for the development of Rayalaseema area. The first one connects Dharmavaram junction with Ongole district via Pulivendula, Proddatur and Kangiri in South Central Railway. Dharmavaram is a junction and Ongole is a dis-

[Shri K. Obul Reddy]

strict HQ and all the other towns connected are taluq HQ where there are no railway lines. The second line connects Katpadi junction with Kurnool via Rayachoti, Cuddappah, Proddatur, Jammlamadugu and Kolikuntla. The first makes a direct link between Bangalore and Calcutta-Madras line in the east coast through important towns of backward districts of Anantpur, Cuddappah and Prakasam districts. The second one links Katpadi in Tamilnadu with the capital city of Andhra Pradesh through important towns and district headquarters.

Both the above lines were partially surveyed long back under the name of Krishna Pennar line and the Deccan line. Both the above lines accelerate the industrial development of Rayalaseema in a big way and also improve the employment potentialities of this backward area. If these lines are constructed this Rayalaseema could be converted into Rattalaseema. The Government it appears is only trying to develop already developed areas and not the under-developed. Any democratic government with progressive policies cannot ignore the underdeveloped areas. This area of Rayalaseema has been ignored since a long time in the matter of construction of new lines. Therefore, I earnestly request the hon. Minister of Railways to take up the construction of these two new railway lines immediately to serve the long felt needs of this backward area of Rayalaseema.

17.50 hrs.

MOTION RE: CONTEMPT OF THE HOUSE

MR. CHAIRMAN: As the House is aware, at about 12.25 P.M. today, two visitors who have disclosed their names as Swami Ananda Bharati and Shri Gururaj threw some papers from the Visitors' Gallery on the floor of

the House. The Watch and Ward Officer took them into custody immediately and interrogated them. The visitors have made written statements but not expressed regret for their action.

I bring it to the notice of the House for such action as the House may deem fit.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): I beg to move:

"This House resolves that the persons calling themselves Swami Ananda Bharati S/o Shri Venkannacharya and Gururaj S/o Shri Advi Rao, who threw some papers from the Visitors' Gallery on the floor of the House at about 12.25 hours today and whom the Watch and Ward Officer took into custody immediately have committed a grave offence and are guilty of the contempt of this House.

"This House further resolves that they be kept in the custody of the Watch and Ward Officer till the rising of the House today and thereafter released with a warning."

MR. CHAIRMAN: The question is:

"This House resolves that the persons calling themselves Swami Ananda Bharati S/o Shri Venkannacharya and Gururaj S/o Shri Advi Rao, who threw some papers from the Visitors' Gallery on the floor of the House at about 12.25 hours today and whom the Watch and Ward Officer took into custody immediately have committed a grave offence and are guilty of the contempt of this House.

This House further resolves that they be kept in the custody of the Watch and Ward Officer till the rising of the House today and thereafter released with a warning."

The motion was adopted.

17.54 hrs.

RAILWAY BUDGET, 1979-80—GENERAL DISCUSSION—Contd.

श्री लखन लाल कपूर : (पूणिमा) माननीय सभापति जी, हमारे मित्र डा० रामजी सिंह ने हमारे श्रान्तिकारी रेल मंत्री जी को जितना साधुवाद दिया है उसके बाद मेरे पास शब्द नहीं हैं जिनमें उनकी साधुवाद दूँ। लेकिन इनके द्वारा 1979-80 का रेल बजट पेश करने का जो तीव्र तरीका रहा है जिसके लिये देश के कोने कोने से हमारा स्वागत हुआ है, मैं समझता हूँ कि मेरे लिये भी कोई चारा नहीं है कि मैं इसका स्वागत न करूँ। स्वागत योग्य है, एक नई दिशा इन्होंने दी है और हमलिये मैं समझता हूँ कि हमारा जो साधुवाद मिला है वह उचित ही है। उसमें साथ साथ इन्होंने कुछ सिद्धोक्त को छोड़ दिया है। इन्होंने बताया कि वह दोष को ध्यान नहीं कर मक्के समयाभाव के कारण। तो मैं उसकी पुनः कर दूँ। और हमारे मंत्री जी जो चाहते हैं कि दोष को बताया जाय तो सचमुच मैं इस बजट के बारे में ऐसा भ्रष्टाचार या कि जिनकी अति हुई है उनकी रायनी में घाटे का बजट धार्येगा। लेकिन इन्होंने 86 करोड़ 49 लाख का सरलस बजट घोषित कर के लोगों को धार्येय में डाल दिया है। बहरहाल, तीन साल से जो बजट आ रहा है माननीय दृष्टिसे जैसे माहिर और एक उच्च कोटि के विद्वान के लिए शोभा की बात है जिन्होंने कड़ाई से काम लिया है और चौकसी बरती है और इनने सक्रिय रहते हैं। इसीलिए रेलवे में जो बारबार घाटा होता था उसको बदला है, और मैं समझता हूँ कि इससे और भी ज्यादा कामना वह दिखायेंगे जिससे भारतवर्ष को लाभ होता रहेगा। इसलिए कि रेल देश की धमनियाँ होती हैं और देश की भ्रष्टाचार और एकता को बनाये रखने में बहुत बड़ा पाट भूदा करती है।

सभापति जी, इन्होंने बाल वर्ष के उपलक्ष में उम्र की लिमिट 3 साल से बढ़ा कर 5 साल कर दी, यह ठीक है। लेकिन मैं एक सुझाव देता हूँ कि अन्तर्राष्ट्रीय बाल वर्ष के उपलक्ष में कुछ इस तरह की बात भी ध्याप करे कि बिस्वून स्पेशल ट्रेन्स उत्तर से दक्षिण तक और पूर्व से पश्चिम तक चलाये जिससे भारतीय एकता और भी मजबूत हो और बच्चों में उत्साह पैदा हो उन्हें अनुभव प्राप्त करने का मौका मिले।

दूसरी तरफ जहाँ इन्होंने किसानों की रियायत दी है उसी के सदृश मैं मेरा सुझाव है कि जैसे हिमाचल प्रदेश की सखिया कलकत्ता या दिल्ली जाती है, या दक्षिण की सखिया उत्तर में जाती है तो ऐसा देखा जाता है कि रेल की गति कम होने के कारण या प्रत्यक्ष की कभी के कारण किसानों की सखियाँ नहीं आ पाती हैं, सड़ जाती हैं और उनको उचित

मूल्य नहीं मिलता है इसलिए धाप बेजिटेबिल स्पेशल ट्रेन्स चलाइये, गाड़ियों की स्पीड बढ़ाइये ताकि सखिया समय पर पहुँच सकें ताकि लोगों की सखियाँ सस्ती भी मिले और साथ ही किसानों को भी लाभ हो। डबल डकर ट्रेनों का जो सवाल है, हमारे सदन के बहुत से माननीय सदस्यों ने इस पर अपना मतव्य व्यक्त किया है। जितने खर्च में धाप एक ट्रेन रन करने हैं, धाव इसके चलने से उतने ही खर्च में दुगने वेसेजनों को धाप ने जा सकते हैं। उनके लिये धापने जो कदम उठाया है और इसके अलावा मेन लाइन एंड ग्राउंड टुक पर अगर इस तरह की गाड़ियाँ धाप चलायें तो इससे देश की बहुत लाभ होगा और यात्रियों को सहूलियत होगी।

हम इन बातों से इन्कार नहीं कर सकते हैं कि जिस प्रकार से धाप किसानों की सहूलियत देते हैं कि सिगल फेयर—डबल जर्नी जो कि धापने किसानों और शिक्षकों के लिए कर दिया है, यह धरुण बात है। लेकिन 7 हजार जो स्टेशनों पर, साइसेम होल्डर्स कुली हैं, जो वैडस हैं, इन्होंने क्या कर लिया है कि इनको यह सहूलियत नहीं मिलेगी। इनको भी यह सहूलियत दीजिए। ये लोग भी रेलवे और समाज की बहुत सेवा करते हैं। इनको पी० टी० प्रो० दीजिए और अगर यह नहीं दे सके तो सिगल फेयर में डबल जर्नी की सुविधा इनको मिलायी जायें। जिससे ये लाभान्वित हो सकें।

हम लोगों का नैतिक दायित्व है, जब हम बड़ा बैठते थे तो हमने बार बार सरकार से मांग की है कि कर्मचारियों को बोनस मिलना चाहिये, नीड बेस्ट मिनिमम बेजेज की बात हम करते रहे हैं साथ ही साथ कर्मचारियों के पुत्रों को या सम्बन्धियों को उनके रिटायर होने के पहले या बाद में रेलवे में नौकरी मिल जानी चाहिये, जिससे वह उनके बुढ़ापे में सहारा हो सकें। इसलिये मैं मंत्री जी से प्रार्थना करूँगा कि वह बोनस की बात मान लें। कम से कम फेक्टरी एक्ट में धावे वाले मजदूरों को इनका अधिकार है और हमारे ऊपर भी नैतिक भार है और इसको बहुत करने के लिये धापको बोनस की घोषणा करनी चाहिये और साथ ही साथ जो नीड-बेस्ट करनी मिनिमम बेजेज की मांग होती रही है, हम लोग माओ और गोली खाते रहे हैं, जेलों में गये हैं, तो यह मजदूरों की जायज मांग है, उसको पूरा करने का दायित्व भी सरकार का है।

जहाँ तक रेलवे बोर्ड का प्रश्न है, मैं समझता हूँ कि रेलवे बोर्ड की आवश्यकता नहीं है। जिस रूप में रेलवे बोर्ड फंक्शन कर रहा है, उस रूप में उसकी आवश्यकता नहीं है। बरसों में रेलवे बोर्ड के वर्तमान ढाँचे, कारनामों और उनके कार्यों से हम नाबुल रहते हैं और धावाज लगाते रहे हैं कि इसको बन्द करना चाहिये। अगर धाप

[श्री लखन नाल कपूर]

सुझाव करना चाहते हैं तो हमें लेबर पार्टिसिपेशन की बात करनी चाहिये, जैसे कि :

"Workers' participation in the management of companies has been recommended by a high-power committee appointed to study the Companies Act, 1956 and the Monopolies and Restrictive Trade Practices Act, 1969 headed by Mr. Justice Rajendra Sachar. The Committee has submitted its report in the last week of August, 1978 recommending to the Government *inter alia* workers' participation at the board level covering...."

उसी तरह से हमारे संसद् कार्य मंत्री की अध्यक्षता में एक कमेटी बनी थी, उन्होंने भी इसी तरह से

वर्कर्स पार्टिसिपेशन की रिपोर्ट दी है। इसमें यह बात है कि

"The Committee on Industrial Relations Law appointed by Central Government on July 18, 1978 headed by Union Labour Minister, Mr. Ravindra Verma, has also submitted its report to the Government, favouring workers' participation at Board level through a separate legislation."

समापति महोदय : अब घाप घपना भागण कल जारी रखिये ।

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday March 7, 1979/Phalguna 16, 1900 (Saka).