

Sixth Series, No.12

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

## **LOK SABHA DEBATES**

**Seventh Session  
(Sixth Lok Sabha)**



**LOK SABHA SECRETARIAT**

**New Delhi**  
**Price- Rs 4.00**

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No. 12, Tuesday, March 6, 1979/Phalgun 15, 1900 (Saka)

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### LOK SABHA

Tuesday, March 6, 1979/Phalgun 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 Services Committee.

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

(4) Dr. Subhi Oyoun, 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 फरखबा में बड़ा विजली घर बना रहे हैं, यह अच्छी बात है, लेकिन उन को मालूम है कि कोयला इस विजली घर के लिये उहै कहलगांव से लाना होगा। यह कोयला 80 मील दूर कहलगांव से ले जाकर वहां इस्तेमाल करना कहां तक इकानामिकल होगा, मंत्री जी इस बात को भी जानते होंगे, ऐसी स्थिति में इस विजली 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 फरखबा के बारे में एक अखबार भी उन को दिया था, यदि उस अखबार की रिपोर्ट सही है तो इसका मतलब है कि क्रेन्डीय सरकार ने कहलगांव के बलम 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. Kahalgao 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 करिया मुन्दा : प्रधान जी, मैं ने भ्रष्टी कहा कि बत्तमान समय में इस की इम्पोर्ट तात्पुरी में बेंज लाने 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 कडिया मुण्डा :** नियमानुसार एम.एम.टी.सी. के थू 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 कडिया 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 कडिया 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 कडिया 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 petro-chemicals 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 Pondicherry, 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 quantities of gas, both high and low pressure in Bombay High, that is, off-share 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 Coalfields Limited; and

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

झर्णा भालाल भूमि में राज्य क्षेत्री (भी जनेश्वर निधि : (रु. ८०० करोड़ रुपये) गणीगढ़ कोलफील्ड के भैरवी भूमि में विमुन कांड कार्य १९७६ में प्रारंभ किया गया था। याता है कि यह कार्य १९८० के अंत तक पूरा हो जायगा।

कालिदासपुर में भी यह विस्तृत डिलिवर के जाहार पर जनवरी १९७९ में सार्वजनिक रिपोर्ट का एक भूमोद्धार किया गया है। रिपोर्ट में ०.३३ मि. हाई प्रतिशत कोयला उत्पादन की क्षमता के लिए ५०८.२६ करोड़ रुपये के निवेश की व्यवस्था है। रिपोर्ट पर विचार हो रहा है।

कालिदासपुर भूमि में कुल लम्बाई ३४०० किलोमीटर की गिनती करके २३ बोरोडल पूरे किए जा सके हैं। यहाँ की भूर्जानिक रिपोर्ट तैयार की जा रही है।

मुंगेश्वर भूमि में, विस्तृत डिलिवर कार्य यह यहाँ 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?

भी जनेश्वर निधि . यह मई १९८० तक ही पूरा होगा।

**DR. BIJOY MONDAL:** There several coal-based industries and thermal plant like Santhalpuri exist very near to this area. Government got the draft feasibility report in January, 1979 about Kalidasapur. 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?

भी जनेश्वर निधि इसको इसी पंचवर्षीय योजना में शामिल किया जायेगा, ऐसा जरूरी 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 Kalidasapur block, the report envisages an investment of Rs. 568.26 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 start-

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

भी अमेलवर विषय : यांची हम नोंद केलेल कालिंगासुर चाक यांची ही नोंद येते ही और इसमें 3 वर्ष विस्तृती-वीटर केला में 19 वर्ष विस्तृत किये गये ही और इस विस्तृत कालीं-चाक के द्वारा बैठ कै एक के 9.38 विस्तृत टन और 8.76 विस्तृत टन बैठ तीन के बंदराव याता नये ही । मानवीय सदस्य ने युद्धा है कि इस में कर्मचारियों की संख्या विस्तृती घटी । करीब 1136 कर्मचारी इस में काम करने देशी 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?

कार्बन अंतर्राष्ट्रीय ने राज्य बंडी (भी अमेलवर विषय) : (क) कोयले के वितरण के संबंध में सुन्दर तीन नियावक आधार हैं यांचा—(1) प्रायोजन की प्राप्तियां, (2) उद्योगों में वर्तीवता देने की प्रायोजनी और (3) देनों के नवीकरण विषय । लाटे उद्योगों और वरेन्ट उपभोक्ताओं की वस्तरं राज्य तरफार क्रायोवित करती है और ऐसे उपभोक्ताओं को कोयले का वितरण राज्य तरफारे ही लाने नियमों और जातों के बाही करती हैं ।

(ब) युद्ध उद्योगों से देशी रिपोर्ट मिली है कि उन्हें विवादी कोयला नहीं मिला है ।

(व) कोयले का बर्तनाव डलावन और जान नुहानव चाक (यो लक्षण 12.9 विस्तृत टन है) विवादी उपभोक्ताओं की बहरते पूरी करने के लिए विवाद है । इस विवादों की बर्तनाव में सुधार के लिए ये ही राज्य विभिन्न सम्पर्क रखा जा रहा है । देशी अमेल नीजे जाने वाले कोयले में होने वाली कमी जो पुरा करने के लिए कोयला की विकासी (सम्पद जातों के विवरण वाच) सहज हो भी कोयला से जाने की बहुत जटिल उपभोक्ताओं की हो 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. 80 per tonne. May I ask the Minister whether he is prepared to enquire into these allegations?

भी अमेलवर विषय - भागर कोर्ट विस्तृत घारेप आण्या तो उसकी बाब्द 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.

भी अमेलवर विषय : व्यावहारिक दृष्टि से कोयल इस स्थानित करना बहुत नहीं होता । इसलिए तरफार का विवाद है कि कोयल इस स्थानित न किए जाएं ।

भी० पूरी राज्य अमेलवर विवाद : कोयल में बहुत व्यापा लोक चल रहे हैं । मैं बैठकर ये सबको जानकारी नहीं है । जानकारी कोयला की विविध स्थानों से लिए रहा है । हिंदूनगरी की जान

— जो कोयला बाता है वह चीज़ जीके में बिलाता है वह नहीं होने का बाब जाहौं की जाति हालांकि वह कहा है कि यहके लाल विलासी सरकार के बजाए में 140 दिनों तक इतना होता है। कोयला जी कहीं और उसकी जीकी की बजह से जनता सरकार के ब्रह्म जीवों की बिलाता बहुत बहुत गहरा है। मैं आवाज़ बाताहूं कि वह जो बिलासी पर जीक बिलाता है और कोयला जीक में बिलाता है इनको रोकने के लिए धाप लगा कर रहे हैं?

जी जनेवर विषय : हालांकि कोयला काला होता है, लेकिन उसे जीक में नहीं बिलाता जाहिये, वह सरकार को नियन्त्रण राय है, किर भी अबर कोयला जीक म बिलाता है तो वह राज्य सरकारों का विषय है।  
(व्यवधान)

पात्र कानूनीय व्यवस्था : वह विषय राज्य सरकार के विन्देश नहीं है।

SHRI ANN ASAHEB 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.

जी जनेवर विषय : यह सही है कि इस बारे कोयला उत्तर से सम्भाल 800 दैनन्दिन विलासी बाहौं होती है और इससे शोधी-बहुत परेकाली जाहौं होती है, लेकिन एकी विनियुक्ति में लगानार समझौते यह यह है और उपर्युक्त यह होती है कि बहुत बहुत ही बहुत जल्दी की तुरंत कामों और तेज़ संवाद में बाताकाम किया है कि यह अतिरिक्त यह पूरे बैठक होते।

#### 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.

बी कवर लाल गुप्त : अभी मानीय मंत्री महोदय ने कहा है कि 55 देशों में उनकी एक्सटेंशन सर्विस योजना है, लेकिन मैं यह कह सकता हूँ कि जब भी यहाँ से डोकास्ट होता है, तो 55 में से काबिल ही कभी-कभी मुखिया से 2, 4 देशों में वह सुनाई देता है अब्द्या आल इवियो हिन्दुस्तान के बाहर प्रायः सुनने को चिनता ही नहीं है और यदि कभी सुनने को चिनता भी है तो उनमें जो मूँछ होती है वह 80 परसेट इंटरनेशनल न्यूज होती है और 20 परसेट भारत के सम्बन्ध में होती है। प्रोग्राम भी अधीक्ष होता है। तो मैं मानीय मंत्री जी से पूछता चाहता हूँ कि क्या आपने कोई ऐसी स्टडी एक्सटेंशन सर्विस्ट्री के साथ मिल करके या उनमें समाह करके की है कि जहाँ इंडियन रहते हैं उनको कम से कम भारत में क्या हो रहा है यह मालम हो, उनके लिए उन उन देशों में आपकी नोबेसेज वहूँके उनके लिए कोई व्यवस्था की जाय?

दूसरे, भारतवर्ष के बारे में न्यूज आए, भारत के प्रोग्राम योजना उसमें हो, उस सम्बन्ध में भी यह आप कुछ विचार करेंगे?

बी लाल गुप्त आठवांची : अब्द्या महोदय, मैं इस बात से सहमत हूँ कि इस समय एक्सटेंशन सर्विस बहुत प्रभावी नहीं है। इसमें प्रभाव उत्तम करने के लिए इनसरा कोई तरीका नहीं है चिनाय इसके कि हमारे ट्रांसमीटर्स की सक्षमता बहाँ जाए और ट्रांसमीटर्स की स्टेन्च बढ़ाई जाय जो कि इस तुम्हारे बहुत पर्याप्त है यद्यपि जारी येते हैं त्यार कर्जेन्ट है। भीरियम बेव पर कीवेंसी एलोकेट होती है, रिंजन होती है लेकिन लार्ट बेव पर रजिस्ट्रेशन नहीं होता है जिसके परिणामस्वरूप अबर कोई पारबर फूल ट्रायलाइट उभी कीवेंसी पर या उनके निकट आता है तो हमारी आवाय दब जाती है। उदाहरण के लिए मैं बताऊँ कि हिन्दुस्तान की जब भी भी सी जप्ती रायलेज सुनाना चाहता है तो 6 या 8 ट्रांसमीटर्स एक लाल चलते हैं। कोई उसमें से दब जाय तो इनसरा एकेविं ही जाय। हमारे यहाँ पर साधन बहुत कम है। उन लालों की जड़ों के लिए एक रिप्रियेशन ट्रील बनायी गई है और बहुत लिंगों से कुछ स्क्रीन्स बिल्ड भी, जैसे वो बाईं सी लिमोस्ट के ट्रांसमीटर्स बहुत लिंगों से संतुलन के लिए काम करते नहीं वह एक जा, उस को लैनेट में लिपिबद्ध किया है और साथ काढ़ जाते वह रहा है। सिंहांतः पांच भी लिमोस्ट के बी ट्रांसमीटर लाने का भी लिपिबद्ध नहीं है। वे उन्हीं करता हूँ कि वह उन कार्यकारी द्वारा काढ़ जाए है लेकिन वेसे में स्मर की लिपिबद्ध है, जैसे वहना से वो न्यूज ट्रांसमीटर होती है वह

बी लंबर लाल गुप्त : बंडी नहोद्य को यह मालम है कि जब भी भी भी हो या बायक आक अमेरिका हो या बायक आक बास्को हो, यहाँ तक कि वाकिस्तान भी जो यह से बहुत छोटा देश है, उस की भी आवाय हमारे रेडियो की आवाय से बहुत ज्यादा होती है और पाकिस्तान का रिपोजिन हमसे बहुत ज्यादा बीमार होता है हमारे देश में भी, यानि कश्मीर में आप आप और दिल्ली सुनाना चाहते हैं तो पाकिस्तान ज्यादा अच्छी नहर से सुनाई देता है, दिल्ली नहीं सुनाई देता। तोम साल की आजावी के बाद भी यह हामत हमारी है तो विचेशों में इस का क्या उल्लंघन प्रश्न है, आप विचेशों को भारत क्या कर चाहता है यह जैसे बताएं, इस सम्बन्ध में आप और क्या कामबाही कर रहे हैं? जो आपने किया वह तो ठीक है लेकिन इसका चिनता असर होना, यह कब असर में आयेगा और कब आप एसेंज कराराएंगे कि इस से कम नैपाना, पाकिस्तान या चाइना या आमपाम के हमारे पड़ोसी देश हैं उनके बाराबर तो हमारा रिपोजिन हो जायगा? इस बात की यारटी आप हमें क्या दरों?

बी लाल गुप्त आठवांची अब्द्या महोदय मानीय महात्म्य ने जो बात पहने कही है, जो बात मैं ने न्यूकार की उसी बात पर किये से बल दिया है। मैं तो इसना ही कहना चाहूँगा कि सरकार इस कमी के प्रति सजग है और इस कमी को जल्दी से जल्दी हम खम कर मक्के इन दिनों में कदम उठा रही है।

एक पहले में और भी बना दूँ कि जिसके कारण आकी विवेशों की जो ट्रांसमीटर सेवाएं हैं वह हम तक पहुँच जाती है, वह यह है कि उनके बास रिसे स्टेशन भी हैं, रिसे सेट्टिंग भी हैं... (अवधारणा) ..

बी कवर लाल गुप्त पाकिस्तान का बताइए।

बी लाल गुप्त आठवांची पाकिस्तान तो हमारे निकट है और उन का ट्रांसमीटर अब्द्या पारकरूप है इसलिए यह होता है। हमारे यहाँ योजना बायकरकूप ट्रांसमीटर हो जाएंगी तो यह काम हो जायगा।

एक और पहला है कि हमारे आपने लिपिटेक रिसेंसी वह है, उन का आपिटमन यूटिलियाइजेशन करता है। अभी जो अवधारणा है उसका किया के बुलरीशन करता बड़ेगा लक्षणों इतनी आवायों में बहुत ज्यादा देशों तक पहुँचने की कोशिश हम करते हैं जिसके परिणामस्वरूप और हमारे ट्रांसेट हरियाल हैं उन तक भी पूरे नहीं कूप आये। उन बातों पर चिनार कर रहे हैं।

बी लाल गुप्त आठवांची : यामीनी लंडी भी मैं लिपेशों की बात कही ति बड़े-बड़े ट्रांसमीटर्स लियाए जा रहे हैं लेकिन वेसे में स्मर की लिपिबद्ध है, जैसे वहना से वो न्यूज ट्रांसमीटर होती है वह

दिल्ली में हम नहीं तुम पाते हैं, काहे भारिंग द्वूलेटिं हो या इवलिंग द्वूलेटिं हो, तो सेवक के श्रेष्ठतम् हम दिल्ली में नहीं तुम पाते हैं उसके लिए भारीय भारी जो क्या व्यवस्था कर रहे हैं?

**श्री भारत राज्य बहाली :** This pertains to external Services. हिन्दुस्तान के अन्दर हम विडियो बेच का उपयोग करते हैं और विडें की सर्विसेज के लिए लाटे बेच का उपयोग कर रहे हैं। यह सबाल बाटे बेच द्वूलेटिं 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. VENKATASUBBAIAH:** 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 16, 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. CHANDRAPPAN: 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. CHANDRAPPAN: 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?

श्री ज्ञानेश्वर लिख: प्रध्यक्ष महोदय, सवाल बाढ़ से कोयला खदानों के प्रभावित होने का था। बाढ़ से कोयला खदानों भी प्रभावित हुई थीं और देसे भी प्रभावित हुई थीं और इसी बजह से, हालांकि खान मुहानों पर कोयला पड़ा हुआ है, किंतु ये कई जगहों पर कोयला पहुंचाने में परेशानी हुई है, हालांकि सब जगहों पर कोयला पहुंचाया जा रहा है।

(क) उत्पादन से राज्य बंधी (श्री ज्ञानेश्वर लिख):

(क) भारत कोइंग कोल लिमिटेड की सभी बाढ़प्रस्त खानों और ईंटन 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 जल रहा है और इसी महीने में सारा पानी निकाल दिया जायेगा।

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

(ग) जी हाँ। भ्रष्टबूर, 1978 से जल बदल खान मुहानों पर 2 मिलियन टन से अधिक भी बुद्धि हुई है।

(घ) कोयले का प्रेषण भी बढ़ गया है। बतंगान उत्पादन और खान मुहाना स्टाक दोनों मिलकर देसे और अब उदयों की मांग पूरी करने के लिए पर्याप्त है।

श्री द्वारिकानाथ लिखारी: प्रध्यक्ष जी, इसी द्वारा में कई बार कहा गया है कि कोयले के अधिक में गाड़ियां नहीं चलती हैं, फैस्ट्रीज, बद्द हो जाती हैं, स्टीम कैंस्ट्रीज का काम भी ठप हो जाता है और आप के यहाँ 2 मिलियन से ज्यादा का स्टाक है, मैं जानना चाहता हूँ कि उत्त कोयले को इन जगहों पर भेजने में क्या कठिनाई है? रेलवे मिनिस्टर कहते हैं कि हम गाड़ियों के लिए हैं, आप कहते हैं कि हमारे यहाँ पिट-हैंड्स पर काफी कोयला जमा है, तब किर ऐसी बात यहाँ होती है कि फैस्ट्रीज बद्द हो जाती है, रेसे बद्द हैं जाती है और काम एक जाता है?

श्री ज्ञानेश्वर लिख: प्रध्यक्ष महोदय, सवाल बाढ़ से कोयला खदानों के प्रभावित होने का था। बाढ़ से कोयला खदानों भी प्रभावित हुई थीं और देसे भी प्रभावित हुई थीं और इसी बजह से, हालांकि खान मुहानों पर कोयला पड़ा हुआ है, किंतु ये कई जगहों पर कोयला पहुंचाने में परेशानी हुई है, हालांकि सब जगहों पर कोयला पहुंचाया जा रहा है।

श्री द्वारिकानाथ लिखारी: कोयला जल जगह नहीं पहुंच रहा है। उदयों के अतिरिक्त जहाँ ईंटा पकाने का काम होता है, उन को भी बहुत कम कोयला मिल रहा है। बहुत-नसा ईंटा बाटियों की बजह से नष्ट हो गया है, क्योंकि कोयले के प्रधाव में वह ईंटा पक नहीं सका। जब कि आप कहते हैं कि सब जगह भेजा जा रहा है। इन दोनों में क्या तालमेल है?

श्री ज्ञानेश्वर लिख: प्रध्यक्ष महोदय, यह सवाल प्रायोरिटी का है। राज्य सरकार जब कोयले की मांग स्पान्सर करती है तो रेलवे विभाग उस पर प्रायोरिटी लग करता है और ईंटा पकाने के लिये राज्य सरकार कितनी मांग स्पान्सर करती है, उसी हिसाब से रेल विभाग आगे प्रायोरिटी दी जाती है, कोयला विभाग थीव में कहीं नहीं आता है।

श्री राम सेवक हुकारी: प्रध्यक्ष महोदय, मैं आप के प्रध्यक्षमें संभवी जीसे जानना चाहता हूँ—कोयले का जो उत्पादन अभी है, उस की वितरण प्रणाली में गडबड़ी होने के कारण लोगों को कोयला मुक्तम नहीं हो पा रहा है। कोयले में गडबड़ी यह है कि जहाँ कोयले का उत्पादन होता है, वहाँ बड़क में लोगों को कोयला दिया जाता है और वह कोयला बाजारों में अविक कीमत पर बिकता है। इस प्रकार की जिकायतें कई बार की रफ्त हैं और केन्द्रीय सरकार के साथने भी ये जिकायतें आई हैं। पिटौले लोन-चार महीने पहले इस सम्बन्ध में जांच भी हुई थी, लेकिन अधिकारियों ने उस मासमें को दबा दिया है। मैं भवी महोदय से जानना चाहता हूँ—क्या ये कोयले की वितरण प्रणाली में कोई दूसरी बात है लेकिन पिटौले पर नहीं बिकता है। ... (व्यवहार)

श्री ज्ञानेश्वर लिख: पिटौले पर कोयला बड़क में बिन्कुलन नहीं बिकता, मैं माननीय सदस्य को इस बारे में आशवस्त करना चाहता हूँ और कोयला अपने दिव्योज पर बिना बड़क लिये हुए जाता है। अगर बहाँ कहीं बड़क बिकता हो, तो दूसरी बात है लेकिन पिटौले पर नहीं बिकता है। ... (व्यवहार)

श्री किमोरी लाल: माननीय संभवी जी ने यह कहा है कि पिटौले पर जो कोयला है, उस को ये प्रायोरिटीज पर देते हैं। सारे सदन के माननीय सदस्यों को यह पता है कि हिन्दुस्तान भर में यह बहाँ है कि एक रेक या दो रेक को प्रायोरिटीज के कर 1,000, 2000 रुपये ले लिये जाते हैं। क्या ये संभवी जी ये रेलवे संभवी जी सदन-

को यह बात बता सकते हैं कि किनने लोगों को प्रायरटीज दी गई है। पब्लिक सेक्टर सफर करता है और प्राइवेट सेक्टर बालों को प्रायरटीज दे कर कोयला बेय बिया जाता है। अभी आप ने यह देखा कि डेम के अन्दर कोयला की दिक्कत है और केवल एक दिन का कोयला बहां पड़ा हुआ है कि जिसके कारण मबूजी जान निलटी हुई है कि जिसकी मिलेगी या नहीं मिलेगी। मैं जानना चाहता हूँ कि पिछले साल भर में एनर्जी मिनिस्टर साहब ने बिनने लोगों को प्रायरटीज दी है।

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

श्री किशोर लाल: रेलवे मर्बी जी ने किनने रेक्स को जल्दी आने के लिए प्रायरटी दी है, यह आप मेम्बरों को बता सकते हैं।

श्री अनेकर चिथ: यह हम लोगों का विषय नहीं है। मैंने पहले ही कहा है कि राज्य सरकारें जो मार्ग स्पान्सर करती हैं, उन पर रेलवे मिनिस्टरी प्रायरटी तय करती है। कोयले के विभाग से इसका ममतान्ध नहीं है। यससे जगह पर माननीय सदृश्य सबाल तृप्त रहे हैं।

श्री हीर इमाई: माननीय मर्बी जी ने कहा है कि दोनों पिट्टहैं पर अलैक में नहीं बिकता है, यह बत ठीक है। उन्होंने यह भी कहा कि कोयले की कमी है लेकिन जब कोयले की कमी है तो उम रेट पर वह नहीं बिलता चाहिए, यह भी हम जानते हैं। अगर कोयले की कमी है तो फिर अलैक में कोयला कहा से बिलता है। इस का मतलब यह है कि अलैकमाल अलैक हो रहा है और अलैक करने वालों को प्रोत्साहन मिल रहा है। मैं मर्बी महोदय से यह जानना चाहता हूँ कि इसको रोकने के लिए क्या क्या सब अलिंगार कर रहे हैं?

श्री अनेकर चिथ: मैं पिर यह कहना चाहता हूँ कि एनर्जी मलालय का काम केवल कोयले का उत्पादन करता है। उत्पादन करने के बाद, पिट्टहैम पर कोयले का अलैक नहीं होता है, यह मैं कहूँ 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 दयाराम शास्त्री : 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 बच्चे जाने पर खर्च किया जाता है। क्या मंत्री महोदय यह बताने की कृपा करेंगे कि किन्तु वहाँ पर यह नेट एप्रेल 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 आम शिकायत नहीं है कि बच्चों को ज्ञाना ठीक नहीं मिलता है?

श्री० शेर तिहू : प्रध्याय महोदय, मंत्री कोई शिकायत नहीं है। पहले कुछ काम रेट होता था और इस को बाद में बढ़ा कर 4 रुपये किया गया था और 4 रुपये में ठीक छुराक मिलती है।

श्री दयाराम शास्त्री : श्रीमन्, एक आम शिकायत यह है कि बच्चों को जो कपड़ सज्जाई किये जाते हैं, उन में अधिकांशतः बड़े बच्चों के जो कपड़ होते हैं, उन से उन को से कर वही कपड़ जनियर बच्चे जो आते हैं, छोटे बच्चे जो और आते हैं, उन को सज्जाई कर दिया जाता है। उन को जो नेय कपड़ सज्जाई किये जाने चाहिए, वे नहीं किये जाते हैं, इस प्रकार को आम शिकायत है। मंत्री महोदय से यह जाना आंदोंगा कि इस मद में 4,000 रुपये को जो स्कॉलरशिप दी जाती है, उस को बढ़ाने का वे विचार करेंगे?

श्री० शेर तिहू : यह सूचना माननीय मंत्री स्वयं को कहा से मिलती, यह पता नहीं है। बच्चों को जो कपड़ मिलते हैं, वे कपड़ उन्हीं के रहते हैं।

पहले साल उन को 500 रुपये बस्तु भरा दिया जाता है और बाद के सालों में भी वही काम भारते रहते हैं लेकिन अगले सालों में 250 रुपये प्रति साल उन को दिये जाते हैं। कपड़ दुसरों को दे दिये जाते हैं, ऐसी कांडी सूचना भी पास नहीं है।

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

### WRITTEN ANSWERS TO QUESTIONS

भारतीय फिल्म चारीदाने के लिए इराक का प्रस्ताव

\*207. श्री ग्रन्जन तिहू भवीरिया : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

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

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

(ग) यदि हाँ, तो तत्सम्बन्धीय घोरा क्या है और उसे भारत को कितनी आय होगी?

सूचना और प्रसारण मंत्री (श्री लाल हुड्डा आद्यारोधी) : (क) : जी, हाँ। जनवरी, 1979 में नई दिल्ली में हुए 7वें अंतर्राष्ट्रीय फिल्म ममारोह के अवसर पर भारतीय चलचित्र नियांत्रित नियम द्वारा आंदोलित फिल्म बाजार में इराक ने अपने देश में 32 भारतीय फिल्में आयात करने के लिए एक करार किया था।

(ख) जी, हाँ।

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

### विवरण

3 जनवरी, से 17 जनवरी, 1979 तक नई दिल्ली में हुए भारत के 7वें अंतर्राष्ट्रीय फिल्म समारोह के अवसर पर भारतीय चलचित्र नियांत्रित नियम ने फिल्म बाजार आयोजित किया था। उन अवसर पर भारतीय फिल्मों की वित्ती के नियमित सौदे हुए :—

देश	फिल्मों की संख्या	भारतीय रुपयों में अनु-मानित लागत
1	2	3

५. भारतीय चलचित्र नियांत्रित नियम द्वारा दिया गया कारोबार :

१. इराक जिसके साथ राजकीय एजेंसी स्तर पर आयोजित करार है। . . . .

1	2	3
2. मंथोलिया चित्रके साथ उक्त फिल्म बाजार में एक अनन्य कहर किया गया । . . . .	10	2.13 लाख
3. फिल्म बाजार के प्रतिनिधियों के साथ हुई बातचीत द्वे बाजार पर भारतीय चलचित्र निर्यात नियम द्वारा वर्णित रिक्ती । . . . .		
1. चेकोस्लोवाकिया टी० बी० . . . . .	9	0.86 लाख
2. पोलैण्ड टी० बी० . . . . .	12 (इनमें 4 कपड़े फिल्में भी शामिल हैं)	अभी बातचीत कर रह की जानी है।
3. मारीशस . . . . .	4 कपड़े फिल्में	तदेव
4. इमानिया . . . . .	2 कपड़े फिल्में	तदेव
5. फिल्म बाजार में अन्य भारतीय फिल्म लंगड़मों द्वारा भारतीय फिल्मों/डाक्टमों/किस्मों की कथित विक्री :		
(क) फिल्म प्रधान की लघु फिल्में		
(1) अर्जीरिया . . . . .	6	कुल मूल्य : 1, 66 लाख रुपये
(2) पोलैण्ड . . . . .	6	
(3) इमानिया . . . . .	32	
(द) बैर-सरकारी निर्यातकर्ता :		
(1) शी० ए० कारपोरेशन, बम्बई		लाख रुपये
1. पूर्णगाल . . . . .	6	2.00
2. तनजानिया . . . . .	6	6.00
3. मारीशस . . . . .	11	9.65
4. भारेवियन गल्क . . . . .	4	12.25
5. लीमायेऱ . . . . .	10	3.20
6. सीविया . . . . .	20	4.80
(2) इंटरनेशनल फिल्म डिस्ट्रीब्यूटर्स, बम्बई		लाख रुपये
1. तनजानिया . . . . .	10	4.50
2. सीविया . . . . .	6	1.44
3. चेकोस्लोवाकिया . . . . .	6	2.16
4. इमानिया . . . . .	6	2.16
5. मारीशस . . . . .	8	5.00
		78.61
		लाख ६०

**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 5 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 राजाव राजस्वी : क्या उत्तरांश 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 व्यपत कितनी है ?

उत्तरांश संसाधन में राज्य बली (जी अमेन्डर विष्य) : (क) कोककर कोयले का उत्पादन बढ़ाया जा रहा है। इसके लिए यह तत्र विकारे हुए मण्डरों से कम समय में ही वास्तविक उत्पादन देने वाली योजनाएँ बहु की जा रही हैं तथा वर्तमान वालों का पुनर्जीवन और / या विस्तार किया जा रहा है और मई] वाले जी बोली जा रही हैं।

4397 LS-2

(ख) कोककर कोयले का चालू वर्ष में उत्पादन 26.6 मिलियन टन है किन्तु आवा है कि यह उत्पादन बढ़कर 1979-80 में 27 मिलियन टन, 1980-81 में 28 मिलियन 30 मिलियन टन, 1982-83 में 29 मिलियन 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.

बरीनी तेल शोधक कारखाने में उत्पादन

\*216. श्री मुहराज : क्या ऐटोलियम, रसायन और उत्तरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बरीनी तेल शोधक कारखाने में 1977-78 के दौरान सब्जेक्ट से अधिक उत्पादन हुआ ;

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

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

वेदोलियम, रसायन और उर्वरक मंडी (श्री हेमचंद्री नन्दन चट्टगुणा) : (क) जी, नहीं। कमी बहुत सामान्यीय क्षयीक 3.118 मिलियन भी० टन के निर्धारित उत्पादन लग्न की तुलना में किया गया उत्पादन 3.06 मिलियन भी० टन था। यह उपलब्धि 98 प्रतिशत है।

(क) वर्ष 1978-79 में उत्पादन का निर्धारित समय 3.3 मिलियन भी० टन था जब कि शोधनशाला 2.66 मिलियन भी० टन उत्पादन स्तर प्राप्त करने की आशा रखती है।

(ग) बरीनी शोधनशाला में चाल वर्ष में उत्पादन की कमी मुश्किल अधिक असामित के कारण हुई। इसके अलावा सितम्बर/अक्टूबर, 1978 में पूर्वी लोक में भारी वर्षा तथा बाढ़ के कारण एल० एस० एच० एस० की कम छुलाई के कलहस्त्रप्य शोधनशाला के उत्पादन पर भी भारत पड़ा। शोधोत्तिष्ठ मम्मन्डों की समस्याओं को हल करने के लिए संघ के प्रतिनिधियों से विभिन्न तथा भौतिक स्तरों पर चर्चा की गई। इसके परिणामस्तरप्य शोधनशाला में सामान्य स्थिति स्थापित हो गई और अब बहुत निर्धारित कमता पर कार्य संचालन हो रहा है। बास्तव में दिसम्बर, 1978 और जनवरी, 1979 का उत्पादन इन महीनों के निर्धारित समय से अधिक था।

सातवें किलम समारोह की उम्मीदी के बिवरण के विवाद

\* 217. श्री हर गोविन्द बर्मा :  
श्री एक्स्ट्रार्ड वैंडोरो :

क्या उम्मीदा और प्रसारण मंडी यह बताने की कृपा करेंगी कि :

(क) सातवें किलम समारोह के आयोजनों के सम्बन्ध में उम्मीदी के बेवरमैन हारा व्यक्त किये गये विचारों का अंतरा क्या है; और

(ग) इन पर सरकार की क्या प्रतिक्रिया है?

प्रभाना और प्रसारण मंडी (श्री साह छाल अधिकारी) : (क) उम्मीदी के अध्यक्ष श्री शोसमाने सेम्बन्हे ने भारत के 7वें अन्तर्राष्ट्रीय किलम समारोह के आयोजनों के बारे में कोई विचार व्यक्त नहीं किए।

(ग) प्रश्न नहीं उठता।

दीजल और लिट्री के तेज की कमी

\* 218. श्री सस्ती भारतीय नायक :  
श्री भारत तिलू चौहान :

क्या वेदोलियम, रसायन और उर्वरक मंडी यह बताने की कृपा करेंगी कि :

(क) क्या यह सब है कि नवम्बर, दिसम्बर, 1978 और जनवरी, 1979 में देश भर में दीजल तथा लिट्री के तेल की भारी कमी हुई थी जबकि किसानों को उस समय फसलों की बहुमुद्रा एवं सिक्काई कारों के लिए दीजल की बहुत अधिक आवश्यकता थी।

(क) यदि हाँ, तो उसके क्या कारण हैं;

(ग) सरकार हारा इस बात को मुनिशित करने के लिए क्या प्रबन्ध किये जा रहे हैं कि किसानों की दीजल तथा लिट्री का तेल आसानी से मिले?

वेदोलियम, रसायन और उर्वरक मंडी (श्री हेमचंद्री नन्दन चट्टगुणा) : (क) नवम्बर तथा दिसम्बर, 1978 और जनवरी, 1979 के दौरान देश के कुछ भागों में, कुछ पेट्रोल एस्पो पर दीजल तथा लिट्री के तेल की बाधे समय के लिए कमी हुई।

(क) अस्थायी कमी विभिन्न नलों के कारण हुई। समय-समय पर बम्हाई तथा कांडला पत्तन में अधिक समस्याओं एवं अद्वितीयों के परिणामस्तरप्य उत्पाद के संचालन में गड़बड़ी आ गई थी। अधिक तथा नक्कीरी समस्याओं के कारण बरीनी तथा कोयली शोधनशाला की उत्पादन योजना में कुछ गवास्तर पर रेलवे का माल ढोने का कार्य भी समय से नीचे गिर गया। तथाही अस्थायी कमी के लिए सबसे बड़ा हुई भाग दर्द भी वही भी उस समय जब कि इरान से परम्परागत सप्लाई किये जाने वाले अशोधित तेल और उत्पादों की प्राप्त करने में बहुत कठिनाई ही।

(ग) सरकार ने अशोधित तेल तथा उत्पादों की समय पर पर्याप्त भाग में आयात करने के सम्बन्ध में भी शोधनशाला को अपनी पूर्ण कमता के साथ कार्य करने के सम्बन्ध में सभी आवश्यक कदम उठाये हैं तथा अविष्य में भी ऐसा करती रही। अशोधित तेल और उत्पादों के संचालन में किसी प्रकार की दबावट न आने पाये इस हेतु जहांबरानी एवं परिवहन भव्यात्मक और रेलवे के बीच बहुत निकट का संपर्क स्थापित किया गया है। ईरान हारा कर्म लेने के उत्पादन और निर्यात के पुनः आरम्भ करने के परिवारकलम अशोधित तेल और उत्पादों के लिए अन्तर्राष्ट्रीय बाजार, विवर हो जाने पर स्थिति सामान्य होने की आशा की जाती है। इसके बीच 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 price of fuel and other operational stores, increase in establishment expenditure and purchase of thermal power etc.

कोयले की अपर्याप्ति सम्बाइ के कारण विशुद्ध उत्पादन  
लम्बता में कमी होता

\*221. श्री राजेश्वर कुमार शर्मा : क्या अर्जा  
मंत्री यह बताने की इच्छा करते हैं कि :

(क) देश में उन नारीय विजली घरों की  
संख्या कितनी है, जिनकी विशुद्ध उत्पादन क्षमता  
में 1978-79 में (अब तक) कोयले की अपर्याप्ति  
सम्बाइ के कारण कमी हुई है; और

(ल) वर्ष 1978-79 में उत्तर प्रदेश मरकार  
द्वारा कितने कोयले की मात्रा की गई और उसे  
कितना कोयला सालाई किया गया?

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

(ल) कोयले की स्थायी लिकेज मिमिति ने  
अपनी बैंडों में, जिनमें राज्य विजली बोर्ड के  
प्रतिनिधियों ने भाग लिया था, उत्तर प्रदेश के  
प्रमुख नाम विशुद्ध केंद्रों अध्यात्म हरदत्तगांज 'क'  
'ख' 'ग', ग्रोबरा, कानपुर (पुराना), 1979 की  
पर्याप्ति विस्तार को अन्तिम 1978 से अनवरी, 1979  
की अवधि के लिए 4.8 मिलियन मीट्री टन कोयले  
का आवंटन किया था। इस आवंटन की तुलना में  
उपर्युक्त प्रवधि के दौरान प्राप्त हुए कोयले की मात्रा  
3.6 मिलियन मीट्री 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 Headquar-  
ters, as is being done in the case of  
Section Officers in the Central Secre-  
tarial service; and

(b) if so, will Government consider  
the proposal to hold a limited depart-  
mental 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 intro-  
duction of limited departmental com-  
petitive examination for promotion in  
in the grade of Assistant Civilian Staff  
Officer in the AFHQ and Inter-Service  
Organisations on the pattern of limit-  
ed departmental competitive exami-  
nation held for selection of Section  
Officers in the Central Secretariat  
Service, was considered by the Gov-  
ernment but it was decided not to  
introduce such an examination at  
present.

#### SC/ST absorbed by HAL, Koraput

2002. SHRI GIRIDHAR GOMAN-  
GO: Will the DEPUTY PRIME MIN-  
ISTER AND MINISTER OF DE-  
FENCE be pleased to state:

(a) total number of Scheduled Tribe  
and Scheduled Caste persons absor-  
bed by the HAL, Koraput Division in  
the personnel, Industrial relation  
and Administartive 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 there-  
for; 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 Schedul-  
ed Tribes and Scheduled Castes have  
been absorbed in the Personnel, In-  
dustrial Relation and Administartive  
Departments of HAL, Koraput Division.  
Besides, appointment letters have  
been issued to 3 more candidates  
belonging to Scheduled Castes/Sche-  
duled Tribes.

(b) 34 posts are reserved for Sche-  
duled 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
<b>TOTAL</b>	<b>34</b>

\* (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 BOARD FOR 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 sent to S.E.B.	Date of receipt of revised scheme
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*Pending with R.E.C.*

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
	<b>TOTAL</b>		<b>116.820</b>	<b>111.270</b>				

*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) 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, CHEMICALCS 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
4. Doda	Sapphire	11.8
		Reserves not Estimated.

1	2	3
<b>Kashmir</b>		
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
<b>Ladakh</b>		
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.

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

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

(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?

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

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.

(a) have Government been checking from time to time that the factory of Synthetics and Chemicals Limited, Bariy, 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-

**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 Dharamshala, 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 (Keonjhar 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 VILAY 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 नवाग तिहारी 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 प्रशिक्षारियों के नाम क्या हैं और उन्हे किस प्रयोजन के लिए विदेश भेजा गया था; और

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

उप प्रधान मंत्री तथा रक्षा मंत्री (श्री जगतीचन्द्र 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 कार्य है।

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

3 इंजीनियर्स कार्य के सम्बन्ध में इस तरह के कोई नियम नहीं है उन्हें विदेशों में केवल प्रायुक्ति पाठको प्रशिक्षण कार्य के लिए भेजा जाता है। भारत सरकार को विदेशों से जब कभी ऐसे प्रायुक्ति/प्रस्ताव प्राप्त होते हैं तो वहसेना मुद्रालय प्रशिक्षण योग्यतावाच्चे पर आधारित युक्तिवृत्त का आधार पर अफसरों का बदल करता है। केन्द्र सरकार ऐसे अफसरों के बदल का प्रायुक्तिवृत्त करती है।

4. पिछले दो वर्षों में इंजीनियर्स कार्य के निम्नलिखित अफसरों को विदेशों में प्रशिक्षण पर भेजा गया और जिन पाठ्यक्रमों के लिए उन्हें भेजा गया था वे यही नीचे लिए गए हैं :—

1978

प्राई सी० 7716 ले० कर्नल जे० एस० मक्कड़—

प्राई सी० 16268 भेजर यार० सुडामनियर—

प्राई सी० 13521 भेजर सी० नारायण

प्राई सी० 19054 भेजर बी० के० भास्कर

प्राई सी० 16038 भेजर यश महोदा

प्राई सी० 16454 भेजर एन० एस० शोपाराय

5. इस बांध इनीशियर अफसरों को विदेश भेजने के बारे में कोई विशेष योजना नहीं है।

ब्रिटेन में भिलिटरी आपरेशनल एण्ड एनालेसिस  
रिसर्च कोर्ट।

स्टाफ कालेज कोर्ट केम्बरले, यू० के०

} कम्बाइंड स्टाफ आपरेशनल एण्ड टैक्टीकल  
भाक इंजीनियर ट्रूप, सोवियत संघ।

**Prices of formulation under new pricing policy**

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

(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?

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.

(b) No Sir.

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

(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.

(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 सभे नैमित्तिक कर्मचारी

2020. श्री एच. ए. हुलान अल्होड़ : 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 नियांत्रित अवधि में एक विशिष्ट सूचक के अन्तर्गत अपेक्षित दिनों की समया पूरी कर चुके हैं जब कि उन्होंने ही अवधि तक काम करने वाले अन्य कर्मचारी वह समया पूरी नहीं कर पाये हैं, यदि हाँ, तो क्या इस बारे में कोई जांच की जायेगी और इसके लिए क्या समाधान खोला गया है; और

(ब) क्या 31 मई, 1977 से यहले से काम करने वाले नैमित्तिक कर्मचारियों की सेवाओं को नियमित करने के उद्देश्य से इस मामल्य में पुनर्बंधन के लिए तथा उनके साथ हुए अन्याय को समाप्त करने के लिए आवेदन दिये जाएंगे?

सूचना और प्रसारण मंत्री श्री लाल हुलान (आवाजारी) : (क) कलाकारों की कैंज़ुप्रल बुकिंग 14 दिनों के अनुबंध पर तब की जाती है जब कार्यक्रम की आवश्यकताओं को देखते हुए ऐसा करना आवश्यक हो। काम तो पर स्टॉकिं कैंज़ुप्रल आर्टिस्टों की सूची रखी जाती है और उनको बारी

बारी से बुक किया जाता है। तथापि, बड़े कर्मचारों अक्सर ज़ेरूरत पड़ती है तो उस कार्य जिसके लिए उसे बुकिंग दी जाती है, के लिए कैंज़ुप्रल आर्टिस्ट की उपलब्धि, तत्परता और उपयुक्तता से ही एक वर्ष में कुल दिनों की संख्या का नियांत्रित किया जा सकता है। इसलिए इस बारे में जांच कराने का प्रश्न नहीं उठता।

(ख) नैमित्तिक आधार पर नियमित किसी कलाकार को स्टॉक आर्टिस्ट के रूप में नियमित किए जाने का हकदार नहीं बनाती। तथापि, इस बात को देखते हुए कि बहुत बड़ी समया में कैंज़ुप्रल आर्टिस्ट ग्रनेक वर्षों से कार्य कर रहे हैं, सरकार ने यह नियंत्रण किया कि जिन्होंने (1) तीन वित्तीय वर्षों पर्याप्त 1974-75, 1975-76, और 1976-77 या 1975-76, 1976-77 और 1977-78 के किसी भी व्यावर 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 अनुबंधित जानिं/अनुसूचित जनजाति के लिए पदों के आरक्षण सम्बन्धी आर्टिस्टों को लाग करते हुए स्टॉक आर्टिस्टों के लिए पदों पर नियमित किये जाने के बारे में विचार किया जा सकता है जबतक कि वे इस प्रकार के कैंज़ुप्रल आर्टिस्ट उन स्टॉक आर्टिस्टों के पदों, जिनके लिए उनके बारे में विचार किया जाता है, पर तीनों के लिए वैधिक रूप से या अन्यथा सुरक्षित हो। इसलिए इस मामल्य में पुनर्बंधन का प्रश्न नहीं उठता।

लौह अवस्था के मूल्य में स्थिरता लाने के लिए उपाय

2021. श्री विजय कुलार अल्होड़ : क्या इस्पात और काम मंत्री यह बताने की कृपा करेंगे कि

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

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

इस्पात और काम मंत्रालय ने राज्य बंदी (श्री कृष्णा मुहूर्त) : (क) और (ख)। देश में इस्पात कारबखाने सौह अवस्था की अपनी आवश्यकता मूल्यातः अपनी अविल आतों से पूरी करते हैं और बहुत कम आता (5 प्रतिशत से 7 प्रतिशत तक) जनिव तथा आतु आपार निगम की मार्जित विजी आत मालिकों से प्राप्त की जाती है। लौह अवस्था का नियांत्रित तथा आतु आपार निगम के मालिक से किया जाता है और नियांत्रित के लिए सौह अवस्था की प्राप्ति के लिए जनिव तथा आतु आपार निगम द्वारा दी गई कीमत जहाज तक नियांत्रित असूल की गई कीमत पर नियमित 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	0
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 'ooo 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	.. . . . .	1129	1174
<b>TOTAL</b>	.. . . .	<b>4898</b>	<b>5149</b>

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 set-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
1960%	.	.	.	0.3	*	*	0.1	*	*	3.7	5.6	* 0.83
1970%	.	.	.	0.5	*	0.09	0.3	*	.06	4.1	7.6	* 2.11
1977%	*	*	*	0.6	0.1	0.16	0.3	*	.07	4.75	9.73	7.5 2.43
To date%	.	.	*	0.1	*	0.16	*	*	.07	*	8.0 2.22	* 1.0 0.25

\*Record not available.

### इस्पात का मूल्य

2034. श्री रामचन्द्र तिवारी : क्या इस्पात और चाल मंडी नह बताने की हुआ करेंगे ?

(क) : क्या चाल मूल्य देश में इस्पात के मूल्य समान है ?

(ख) क्यि हो, तो क्या इस्पात का उत्पादन करने वाले विदेशी चालों को अपनी ही प्राकृतिक समानों के बाप से बचाते करना चाहिए है ; और

(ग) क्या सभी बस्तुओं के मूल्य समूचे देश में एक समान है ?

इस्पात और चाल चालान में राष्ट्र वर्षी वी लकड़ा (मुक्त) : (क) : सर्वतोमध्यी इस्पात नालानों हारा उत्पादित इस्पात के लिए संयुक्त संस्कार चाहिए के मूल्य और स्टाकयार्ड मूल्य समूचे देश में एक-समान है ।

(ख) इस्पात के समान मूल्य की नीति मुक्ततः वेज वाले सभी लोगों का संतुलित विकास सुनिश्चित करने की दृष्टि से अपनायी गई है ।

(ग) वह स्पष्ट नहीं है कि सभी "बस्तुओं" से क्या लाभ्य है । क्यि मानवीय सबस्य किसी विदेशी चालु के बारे में जानना चाहते हैं तो सम्बन्धित मेलामय हारा वह बताया जा सकता है कि उस चालु, जो 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 (SHRI 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:**

**2038. SHRI RAUSAHEB 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 (SHRI 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, monozite 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.

गुरुत और बलसार में गांवों का विद्युतीकरण

**2039. श्री डोहमाई गांविल :** क्या गांवों में यह बताने की हुपा करें कि :

(क) गुजरात के गुरुत और बलसार जिलों के किन गांवों का ग्रामीण विद्युतीकरण करने का प्रस्ताव है;

(ख) उस पर कितनी धनराशि वर्ष होती है और

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

श्री श्री० रामाकृष्ण उर्फ़ भट्ट॑ : (क) गुरुत तथा बलसार गांवों के 247 गांवों के विद्युतीकरण के लिए नियम ने गुजरात राज्य विभागी सेवा की 72 स्कीम स्वीकृत की है। गांवों के नाम लंबान विभाग-1 में दिये गए हैं।

(ख) ग्राम विद्युतीकरण स्कीमी की कुल कार्यत 2.45 करोड़ रुपये है। नियम द्वारा स्वीकृत इन स्वायत्ता 2.32 करोड़ रुपये है।

(ग) उपरोक्त स्कीमों के अन्तर्गत आगे बाये 247 गांवों में से 30 तिरंगा, 1976 तक 72 गांवों को विद्युतीकृत किया गया था। ऐसे 175 गांवों का विद्युतीकरण 1983-84 के अन्त तक पूरा किए जाने का कार्यक्रम है।

नियम द्वारा स्वीकृत की गई परियोजनाओं के अन्तर्गत वर्तिकारी कार्य जीव दूर हों, इस हेतु नियम इन स्कीमों के कार्यवाहन की प्रक्रिया की नियमित तौर पर मालीरिंग करता है।

## विवरण-1

गुजरात के गुरुत और बलसार विलों के लिए यात्रा विद्युतीकरण नियम द्वारा स्वीकृत यात्रा विद्युतीकरण न्यौनों  
के बलसारित यात्रे यात्रे यात्रों के नाम

क्रम सं०	गांव का नाम	क्रम सं०	गांव का नाम
1. बलसारी विला		30. सरवाले	
1. भाटीकरण बेळी		31. पिमलोद	
2. देहारी		32. निकार	
3. मवादा		33. हिंगनिवाह	
4. तेम्ही		34. वेलदे	
5. कर्णवेला		35. खोदारे	
6. पाली		36. बरेला	
7. कर्जेलीपाली		37. लक्ष्मी खेड़ा	
8. सुरेन्द्रा		38. भील जम्बूरी	
9. कालेगांव		39. बलनावे	
10. जरीली		40. ग्रस्ते तरके यातुराल	
11. भंकलास		41. चिरमाटी	
12. मोहन		42. गेतावल	
13. जम्बुरी		43. फुलवादी	
14. इकलाहार		44. फुकरमुखदा	
15. नहुली		45. बहुस्पे	
16. यानवाड		46. बलदे	
17. नागवास		47. निमभोर	
18. पुनत		48. भील खोदारो	
19. ब्रह्मीली		3. बलसार विला	
20. मारीली		49. ककडवेदो	
21. ममकवाडा		50. पाती	
22. तराय		51. गीरी	
23. पालवाड		52. चिमलपाडे	
24. मनेकपुर		53. चारी	
2. तुरन विला*		54. सरवानी	
25. शुद्धारकमुर		55. मांदव खडक	
26. हरहुली		56. जारी	
27. चित्तवोडे		57. खोडवानी	
28. चान्हे		58. खोबल	
29. देवाले		59. यामाली	
		60. छोलुमवर	

\* इस न्यौन में चक्रीय विलों के 26 यात्रे की सामिल हैं।

क्रम संख्या वांछा का नाम

63. नवदाहारी  
 64. बैरी  
 65. बंडाई  
 66. नारजिसपुर  
 67. बाब  
 68. उच्चल  
 69. नालपुर  
 70. कल्लोबर  
 71. बोमबर  
 72. कन्दोबाडे

73. कल्पोद  
 74. दोलवा

75. नालारी

76. बरदासा

77. शोब्बवलाडा

78. कबद्दाल

79. पन्नवाई

80. बरसा

81. निमबद्द

82. बालदा

83. विषद

84. झरनाडा

85. बाहेली

86. लगदालाल

87. काबल

88. कलसर

89. कोबरवा

90. दलवाडा

91. लेवरी

92. लकडायापार

93. लवरपाडा

94. रखदो

95. खेरलाल

96. नमदा

97. कुसा

98. तरक्कपररी

क्रम संख्या वांछा का नाम

99. दरवाजिवा  
 100. बराब  
 101. मुखलाल  
 102. अमलो  
 103. बेलपदक  
 104. बगलारिवा  
 105. बोराय  
 106. कर्मचल  
 107. बट्टेर  
 108. सरीबी

109. गैपुर

110. कहाली

111. अन्दरवाडो, नाविक

112. जेतवाडी

113. बोजपुर दहर

114. उमरकल्ल

115. भागलपुर

116. भोरपुर

117. बालपुर

118. हेसाब

119. टिचाका

120. मन्दरपाडा

121. जनवर

122. देवली

123. भोरपुर

124. बालुदी

125. अन्तरेली

126. नवाई

127. भालोल

128. कपली

129. कुदियाना

130. सयावला

131. बोमला

132. उमराळो

133. कोस्ल

5. दूरत विका

110. गैपुर

111. अन्दरवाडो, नाविक

112. जेतवाडी

113. बोजपुर दहर

114. उमरकल्ल

115. भागलपुर

116. भोरपुर

117. बालपुर

118. हेसाब

119. टिचाका

120. मन्दरपाडा

121. जनवर

122. देवली

123. भोरपुर

124. बालुदी

125. अन्तरेली

126. नवाई

127. भालोल

128. कपली

129. कुदियाना

130. सयावला

131. बोमला

132. उमराळो

133. कोस्ल

6. दूरत विका

क्रम सं०	वाच का नाम	क्रम सं०	वाच का नाम
134.	मटोदरा	174.	हृष्टो कुवा
135.	धोवाव	175.	मनवन् (सारी)
136.	मोतिया	176.	पाढा
137.	तलोदरा	177.	समचुरा
138.	जेष्पुर	178.	कदवीयादरा
139.	जूलापुर	179.	चितलादा
140.	नखिंगे	180.	बम्बा दंबली
141.	बंगोलिया	181.	रानीकुच्छ
7.	तूरत चिला	182.	विजयीयादी
142.	नन बोरसारा	183.	बोवत
143.	नन्दव	184.	सारदा
144.	मोती परदो	185.	बन्दपाला
145.	नानी परदो	186.	बर्दी
146.	तिमबरवा	187.	तथाल
147.	उमभासिया	188.	चबदा
148.	नसरपुर	189.	नाना सतवदका
149.	सरवन कोकदी	190.	नामा चकरा
150.	कालीजमन	191.	चकरा
151.	चरनी	192.	सेवलो
152.	बलारी	193.	सतवन
153.	केवदो (सावदा)	194.	बोद अम्बा
154.	सदावपानी	195.	बकरान्त अम्बा
155.	गोण्डालिया	196.	अम्बारी
156.	उमरखादी	197.	पंच अम्बा
157.	जहरपन	198.	बोखवाडा
158.	उमरखार	199.	उमरसोट
159.	अमरकुई	200.	विनपुर
160.	सेवदो (कुछ)	201.	झंचवन
161.	मोतीफाली	202.	गोपालिया
162.	बरेदा	203.	तलालकुवा
163.	करमारा	204.	बमली दवदा
164.	बमन्देरा	205.	सेलारपुर
165.	झसरभा	206.	मदन बेरिया
166.	हृषोदा	207.	ज्ञारनी
167.	चुप्टो	208.	जहनखड़ी
168.	बोली	209.	बस्तान
169.	कनवादा	210.	मुरानी
170.	गवकाण	211.	धंसोदेला
171.	तिंडोरा	212.	पालेका
172.	बन्दोला	213.	बोटो नटोरी
173.	बन्दवादा	214.	बालेसा

क्रम सं०	शोध कार्य नाम
215.	कोचमा
216.	पलोद
217.	भाटकोल
218.	मोटा बीरसारा
219.	लिमोदरा
220.	लिनदियाब
221.	छमुछल
222.	मोलवान
223.	मणि नरोडी
224.	उमेलाब
225.	रतोका
226.	कंसाली
227.	वेराकुर्र
228.	धमकुठा
229.	रतीतो
230.	बोरिका
231.	झोगनिसा
232.	सनाधारा
233.	घोडबर
234.	बहर
235.	साली
236.	दरवा
237.	हरपुर
238.	धुमाकाडी
239.	दिवतान
240.	विलवान
241.	हुलाडारी
242.	आरावाडी
243.	बावपाडा
244.	बर्देपाडा
245.	विरीपताळ
246.	उकई पूर्वविद्याविह संस्कृत ५० ४
247.	उमरवाडा

215. कोचमा  
 216. पलोद  
 217. भाटकोल  
 218. मोटा बीरसारा  
 219. लिमोदरा  
 220. लिनदियाब  
 221. छमुछल  
 222. मोलवान  
 223. मणि नरोडी  
 224. उमेलाब  
 225. रतोका  
 226. कंसाली  
 227. वेराकुर्र  
 228. धमकुठा  
 229. रतीतो  
 230. बोरिका  
 231. झोगनिसा  
 232. सनाधारा  
 233. घोडबर  
 234. बहर  
 235. साली  
 236. दरवा  
 237. हरपुर  
 238. धुमाकाडी  
 239. दिवतान  
 240. विलवान  
 241. हुलाडारी  
 242. आरावाडी  
 243. बावपाडा  
 244. बर्देपाडा  
 245. विरीपताळ  
 246. उकई पूर्वविद्याविह संस्कृत ५० ४  
 247. उमरवाडा

### 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, Bhoruka 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 SINGH: 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 यह गये भाल दिए

2044. यो बलवारी बालवारी : क्या यह यह बातों की हुआ करने कि :

(क) क्या यह सच है कि कोयला बालों में कोयले के पर्याप्त उत्पादन के बावजूद उपलब्धताओं को रेलवे मंत्रालय और ऊर्जा मंत्रालय में तबान्तर्य के ग्रामों में कोयले की उचित सप्लाई नहीं लिया गया है और ग्रामीण लोक के सामने भी छंटा प्राप्त हुआ है ;

(ब) यदि हां, तो वर्ष 1978 में सरकारी लोकों की कोयलाबालों में महीनेवार कोयले का कितना उत्पादन हुआ और कोयले की सप्लाई के लिए कितने भाल दिए गए ; और

(ग) कोयले की सप्लाई के लिए रेल भाल दिए की कमी के कारण कोयला बालों पर कितना बोयला पड़ा रहा ?

बाल बालवारी में राज्य बंदी (भी बनेवारी विभाग) : (क) यह सच है कि कोयले का उत्पादन और साथ ही भाल मुहाना स्टाक भी बढ़ चुका है किन्तु यह बात सच नहीं है कि कोयले की सप्लाई में कमी का कारण ऊर्जा मंत्रालय तथा रेल मंत्रालय के शीघ्र समस्य का प्रमाण है। बालवारी में कोयले की बुलाई के लिए बैगों की उपलब्धि में बढ़िया कले की वृद्धि से रेलवे के साथ अनियंत्रित मनन्तर रखा जाता है।

(ब) कोल इंडिया लिं. और सिगरेटी कोलिंगरीज का माहवार कोयले का उत्पादन तथा इन कम्पनियों द्वारा सप्लाई किये गये कोयले के बैगों की संख्या नीचे दी गई है :—

1978 के माहोंने

कोल इंडिया लिं.

सिगरेटी कोलिंगरीज कम्पनी लिमिटेड

जल्दान (लाख टन)	बैगों की दैनिक बोर्डर लदान (चार पहियों वाले बैगों में)	उत्पादन (लाख टन)	बैगों की दैनिक बोर्डर लदान (चार पहियों वाले बैगों में)	1	2	3	4	5
बनेवारी	.	83.88	8252	8.46	890			
फरवरी	.	89.88	8621	7.12	895			
मार्च	.	92.30	8568	8.27	836			
अप्रैल	.	69.45	8095	6.56	844			

1	2	3	4	5
मर्ह	69.07	7443	4.51	541
जून	67.27	7280	7.46	916
जुलाई	71.86	7959	7.77	969
ग्राहस्त	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 बाल मुहानो पर कोयल का स्टैक 'कोल इंडिया लिंग में 10.64 मिलियन टन तथा लिंगरीनी कोलियरीज के लिंग 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 Deurbond 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 हुकम चन्द्र चक्रवाय :** 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 बैनन नहीं दिया जाता है जो उन्हें अध्यापक के पद पर मिलता है; यदि हाँ, तो इनके मूल्य कारण क्या हैं तथा अन्य विभागों में उनका बैनन कितना कम कर दिया जाता है; और

(ब) क्या सेना आदेश सं० 4/एस/53 और 8/एस/76 में यह व्यवस्था है कि यदि किसी सिविलियन अध्यापक का उसके पद से मुक्त किया जाता है तो उसे उसी बैननमान वाले पद पर नियुक्त किया जायेगा; यदि हाँ, तो कितने अध्यापकों की नियुक्तियाँ उपरोक्त आदेशों के उपरांतों के अनुसार की गई हैं?

उप-प्रधान मंत्री तथा रक्षा मंत्री (श्री जगन्नाथराम) : (क) और (ब), फालतु बोधित होने पर सिविलियन अध्यापकों को ऐसे ही अन्य सिविलियन कर्मचारियों की तरह फालतु कर्मचारियों के समानांजन 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 समावेषित कर दिया जाता है। इस योजना के अन्तर्गत सिविलियन अध्यापकों की समकक्ष पदों पर लगाने के प्रयत्न किए जाते हैं; और यदि ऐसा नहीं पाता है तो निम्न पदों पर लगा दिया जाता है। परन्तु निम्न नियुक्ति किए जाने से पहले सम्बन्धित अवित को उस पद के बैननमानों की लिखित रूप में भूक्ता दे दी जाती है और इस

वारे में उसकी सहमति प्राप्त कर ली जाती है। इस तरह से समायोजित अस्थायी अध्यायकों के बेतन तरह पद के बेतनमान के अनुसार नियत किए जाते हैं। स्थायित्व के अध्यायकों पूर्व बेतन सुरक्षित रखे जाते हैं।

उक्त योजना के प्रभागात्, अब तक 171 सिविलियन अध्यायकों को बैक्टीरियिक 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 <sub>2</sub> O <sub>5</sub>	K <sub>2</sub> O	N	P <sub>2</sub> O <sub>5</sub>
34.09	11.03	6.26	21.80	7.70

There is no indigenous production of K<sub>2</sub>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.

झीजल की कमी के कारण सड़क परिवहन पर कुप्रभाव

2052. श्री भारत तिळ चौहान :

श्री यावदेश वस :॥

श्री व्यामलाल शुर्व :॥

क्या देशोंमय, रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

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

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

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

देशोंमय, रसायन और उर्बरक मंत्री (श्री देवदत्त चतुरुक्ता) : (क) हाल ही में देश के कुछ राज्यों में कुछ देशोंमय पर्यावरण में झीजल की कमी देखी गई। परन्तु यह कमी बहुत पोषण समय के लिये थी और यह कहना सभी नहीं है कि उससे सड़क परिवहन पर कोई प्रतिकूल प्रभाव पड़ा था।

(ख) सरकार ने अधिकतम तेल तथा उत्पादों को समय पर पर्याप्त मात्रा में आपात करने के सम्बन्ध में श्री शोधनशाला को अपनी पूर्ण कमता की साथ कार्य करने के सम्बन्ध में सर्वी आवश्यक कदम उठाए गये हैं तथा भविष्य में भी ऐसा करती रहेगी। अधिकतम तेल और उत्पादों के सचालन में किसी प्रकार की टकावट न आने पाए इस त्रैतु जहाजरानी एवं परिवहन मंत्रालय और रेलवे के बीच बहुत निकट का सम्पर्क स्थापित किया गया है। ईरान द्वारा कन्वें तेल के उत्पादन और नियांत्रित पुनः आरम्भ करने के परिणामस्वरूप अधिकतम तेल और उत्पादों का अन्तर्राष्ट्रीय बाजार स्थिर हो जाने पर स्थिति सामान्य होने की संभावना की जाती है। इसके शीघ्र ही सम्पर्क 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. 2,03,350 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 PRA-DHAN: 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	69,380

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	54,919
Orissa	6,958
Patna*	32,433
Punjab & Haryana	42,599
Rajasthan	22,964
Sikkim	19
<b>TOTAL</b>	<b>6,22,030</b>

\*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
Allababad	..	9	
Madhya Pradesh	..	6	
Karnataka	1	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. V. 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. Purchase were made at different points of time on the basis of competitive tenders.

#### Shortage of Coal in Delhi

2068. SHRI SHIV NARAIN SARSONIA: 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 SNGH):** (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 दुंगरपुर जिलों के गांवों का विद्युतीकरण

2072. श्री हीरामाईः क्या उर्जा मंत्री यह बताने की हृपा करेंगे कि :

(क) राजस्थान के बांसवाड़ा और दुंगरपुर के विलड़े जिलों में भव तक कितने गांवों का विद्युतीकरण किया गया है और उठी पंचवर्षीय योजना के द्वारा कितने गांवों का विद्युतीकरण करने का प्रसार है ;

(ख) क्या यह सच है कि मुख्यतः हावध प्रधान जिलों के 75 प्रतिशत गांवों का भव तक विद्युतीकरण नहीं किया गया है ; और

(ग) यदि हां, तो इसके क्या कारण हैं और सभी जिलों के सभी गांवों का भव तक विद्युतीकरण कर दिया जाएगा ?

उर्जा मंत्री '(श्री पी० रामचन्द्रन) : (क) और (ख) गांवों के विद्युतीकरण के सम्बन्ध में स्थिति नीचे दी गई है :—

जिला	गांवों की कुल विद्युतीकृत गांवों संख्या	संस्था की संख्या
बांसवाड़ा	1,439	395
दुंगरपुर	825	249

उठी पंचवर्षीय योजना के द्वारा गांवों के विद्युतीकरण के लिए कार्यक्रम सैयार नहीं किया गया है :

(ग) बोर्ड ने सूचित किया है कि ₹० एक० टी० और उप-पारेवण प्रणाली का विस्तार करने के लिए आवश्यक धन उपलब्ध न होने और आम विचुलीकरण के लिए निविंग भी सीमित होने के कारण इन जिलों में और गांवों का विचुलीकरण करना संभव नहीं हुआ ।

अग्रार अपेक्षित साधन उपलब्ध हुए तो राज्य के सभी जिलों के सभी गांवों का विचुलीकरण 1988-89 तक कर देने की आशा 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. VENKATASURBAIAH: 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 88(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 Santhalpuri 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.

#### प्रश्नोचित तेल का आयात

2078. श्री गंगा भट्ट तिहः : 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 प्रश्नोचित तेल का आयात किया गया और उस पर कितनी विदेशी मुद्रा रुपये की गई ; और

(ब) विदेशों से कुल कितने प्रतिशत तेल का आयात किया गया और ईरान से कितने प्रतिशत प्रश्नोचित तेल का आयात किया गया ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमचंद्र भट्टगुणा) : (क) वर्ष 1974-75 से 1977-78 के दौरान ईरान से आयात किये गये प्रश्नोचित तेल की कुल मात्रा और इस पर रुपये की गई धनराशि इस प्रकार है :—

वर्ष	मात्रा	मूल्य
	(मिलियन टन में)	(रु. 0 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

(ब) प्रश्नोचित तेल की कुल प्रावधकता की तुलना में विदेशों से आयात किये गये तेल की कुल प्रतिवर्षता और ईरान से आयात किये गये प्रश्नोचित तेल की प्रतिवर्षता दोनों निम्नप्रकार रही है :—

वर्ष	विदेशों से आयात किये गये तेल की प्रतिवर्षता	ईरान से आयात किये गये तेल की प्रतिवर्षता
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

#### Nagarjunda 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 Taloja (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 चूलेन्द्र सिंह: क्या इस्पात और अन्य भूमि यह बताने की कृपा करेंगे :

(क) देश में इस समय इस्पात का वांचिक उत्पादन कितना है;

(ख) क्या सरकार ने बड़े पैमाने पर इस्पात का उत्पादन बढ़ाने हेतु उत्पादन-क्षमता में बढ़िय करने का निर्णय किया है;

(ग) यदि हाँ, तो उत्पादन क्षमता बढ़ाने के लिये किये जाने वाले उपायों का व्यूहा क्या है; और

(घ) क्या नये इस्पात संबंध स्थापित करने का भी कोई निर्णय किया गया है; और यदि हाँ, तो संबंध कहां-कहां स्थापित किये जायेंगे?

इस्पात और जान अवास्था में राज्य बंडी (श्री अंगिरा मुख्या): वर्ष 1978-79 में सर्वोत्तमी इस्पात कारखानों में 82.5 लाख टन साधारण इस्पात पिछले तथा 66.84 लाख टन विकेन्द्र इस्पात की उत्पादन का अनुमान लगाया गया है। इसके अलावा वर्ष 1978-79 में विकृत चाप भवित्वयें (लम्ब इस्पात संबंधों) में लगभग 16 लाख टन विकेन्द्र इस्पात का उत्पादन होने का अनुमान है।

(ब) और (च), वर्ष 1978-83 की योजना के उत्पादन के असौंदे में वर्ष 1982-83 तक 118 लाख टन विकेन्द्र साधारण इस्पात के उत्पादन की परिकल्पना भी गई है। इस योजना में मुख्य रूप से निम्नलिखित शामिल हैं:—

(1) चिलाई और बोकारो प्रत्येक इस्पात कारखाने का 40 लाख टन पिछले क्षमता तक के अनुमान विस्तार कार्यक्रमों को पूरा करना।

(2) बोकारो इस्पात कारखाने की क्षमता को आगे और बढ़ाकर 47.5 लाख टन पिछले करना।

(3) बिजली उद्योग की आवश्यकताओं को पूरा करने के लिए राउरकोला में एक कारखाना लगाना। इसमें प्रतिवर्ष 37,500 टन कोल्ड रोल येन औरिएंटेड विस्तृत इस्पात की चादरों और 36,000 टन कोल्ड रोल नान-येन औरिएंटेड इस्पात की चादरों का उत्पादन होगा।

(4) प्रौद्योगिकी में मुख्यालय करने तथा पुरानी प्रक्रियाओं/उपस्करों प्राप्ति में संबंधित और केर-बदल करके प्रौद्योगिकी की विकास करने के उपाय करना।

(5) बिजली की कमी और प्राप्ति, इकावटों/घट-बदल की वर्तमान कठिनाइयों को कम करने के लिए अनन्तर्यांत्रिक विकृत उत्पादन क्षमता में बढ़िय करना।

(6) इस्पात की वितरित क्षमता के लिए आधार तैयार करना जिसका उपयोग आगे बाली योजना प्रवर्धित 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।

#### विहार को विकृत संबंधी भाग और अप्लाई

2086. श्री हुक्म देव नारायण बालक: क्या अंगी भूमि यह बताने की कृपा करेंगे कि विहार को विकृत संबंधी भाग या ही और उसे कितनी अलावा में विजली संभार्ही की जा रही है तथा कम्ही को पूरा करने के लिए किस प्रकार की कैम्पोन सहायता दिय जाने का प्रस्ताव है?

झर्णा अंगी (श्री दीप राजकमल): विहार में 300 से 400 में साथी की ओर विजली का उत्पादन होता है जो अंगीकों की उपलब्धता वर्ते रिवर है। उत्पादन अवस्थामालीन भाग लगभग 500 मेगाकॉड है।

बिहार में विद्युत उत्पादन यूनिटों की प्रतिष्ठान अमता केरीबाट 845 मेगावाट है। इस अमता के मुकाबले, बिहार राज्य विजली बोर्ड को इस सायक होना चाहिए कि अपनी मांग को पूरा करने के लिए 500 मेगावाट विजली का उत्पादन कर सके। तथापि पतरातु ताप विद्युत केन्द्र का कार्य-नियावादन बहुत सतोषप्रद नहीं है, जिसके परिणामस्वरूप बिहार में व्यस्ततम समय में विजली की कमी हो गई है।

राज्य में विजली की स्थिति में सुधार लाने के लिए बहार से उपाय किए गए हैं। ये हैं—(क) बिहार को उड़ीसा से 40 से 50 मेगावाट विजली की सहायता भेज रही है (ख) पतरातु ताप विद्युत केन्द्र के कार्य-नियावादन 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 तकाल नियावादन के लिए उन्होंने बिहार राज्य विजली बोर्ड की सिफारिश की है।

(ग) पतरातु और बरीनी में नए विद्युत उत्पादन संरचनों के उत्पादन का कार्य भारत हेल्प इलेक्ट्रिकल्स लिमिटेड को सौंपा गया है। उनसे कहा गया है कि वे नई मशीनें उत्पादित करने और चालू करने के कार्य को प्रारम्भिकता है।

#### 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 January 1979). 1084.4 Kgs. (For Cloxacillin)	(For

\*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.

विस्कोटक पदार्थ की कमी के कारण खान उद्योग के समाने कठिनाई

2089. श्री शुरेण शा सुशन : क्या उच्चां मंत्री यह बताने की कृपा करें कि :

(क) क्या यह सच है कि विस्कोटक पदार्थ की कमी के कारण खान उद्योग के विकास में आधा पड़ रही है ; और

(ख) क्या सरकार इस कमी को पूरा करने के लिए विदेशों से विस्कोटक पदार्थ भाने की नीति का अनुमत्य कर रही है, और यदि हाँ, तो तस्वीरांधी व्यौरा क्या है ?

उच्चां मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) कोयले के उत्पादन के लिए अप्रीक्षित विस्कोटक पदार्थों की समाई में कमी रही है।

(ख) इस कमी को पूरा करने की ट्राई से कोयला उद्योग के लिए पहले 1500टन भंजर विस्कोटक पदार्थों का आयात करने के लिए कारबाई की गई है ताकि देश में उपलब्ध विस्कोटक पदार्थों के साथ आयात किए गए पदार्थों को मिलाकर कुल उपलब्ध बढ़ 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 अविक्षिक

2091. श्री राजनारायण : क्या उच्चां मंत्री यह बताने की कृपा करें कि :

(क) क्या रामनगर कोयला खान में जहरीली गैस से दम अविक्षिक तंत्रीर रूप से प्रभावित हुये हैं ;

(ख) क्या यह भी सच है कि यह गैस नेत्री से फैल रही है और अभी तक इस पर कानून नहीं पाया गया है ; और

(ग) यदि हाँ, तो इसे रोकने के लिये भरकार क्या उपाय कर रही है ?

उच्चां मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : (क) से (ग), बेस्टन कॉलफील्ड्स लिं. के अधीन रामनगर कोलियरी के एक डीपिलिंग वाले बीन किए गए जिले में 4 करबरी, 1979 को न्वत गर्भी पैदा हो गई थी जिसे खान मुरक्का महानिदेशालय की मनाह में शान्त करके बीन कर दिया गया था। इस मिनिस्टरी में किसी प्रबाल की बोट की बजह से किसी भी अविक्षिक 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 mal-practice;

(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 Eas-tain in each case whether an industry using companies 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 रामलीला सुमनः  
श्री एस० एस० दासः

क्या इस्पात और जाल मंडी यह बताने की हुए करेंगे कि :

(क) क्या सरकार मांग को व्यापार में रखते हुए कोयले का आयात करना चाहती है ; और

(ख) यदि हाँ, तो क्या क्या कितने मूल्य के कोयले का आयात करने का विचार है ?

इस्पात और जाल भंडालम में राज्य भंडी (जी शिल्प मुण्डा) : (क) और (ख). प्रकोक्कर कोयला आयात करने का कोई प्रस्ताव नहीं है। सम्बद्ध मानसीय सदस्य का सकेत सरकारी लोड के इस्पात कारखानों की आवश्यकता को पूरी करने के लिए कोक्कर कोयले के आयात की ओर है। इस्पात कारखानों की आवश्यकता की पूर्ति के लिए वर्ष 1978-79 और 1979-80 में कुल रिसाकर राज्य की कम मात्रा बाला बढ़िया किस्म का 10 लाख टन कोक्कर 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, 1958.

(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
	<hr/> 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)	580

(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.

#### Scraping 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.e.f.		Percentage reduction 20-12-1978
			its salts &	derivatives	
1	Pfizer	Oxytetracycline		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		Garamyxin	10 to 41%
7	Parke Davis	Chloramphenicol		Chloromycetin	1% to 9%

फिल्मों में अपराध-दृश्यों का प्रबन्ध

2100. श्री मृत्युंजय प्रसाद दर्शन: क्या सूचना और प्रतारण मत्री यह बताने की कृपा करेंगे कि:

(क) क्या उनका ध्यान इस तथ्य की ओर दिलाया गया है कि फिल्मों में भाकर्कंड हंग से बुरे कार्य और अपराध दृश्य दिखाने से विशेषकर युवकों पर बुरा प्रभाव पड़ता है तथा विशेष स्थानों के युवा अपराधियों ने यह स्वीकार किया है कि उन्हें ऐसे अपराध करने का साहस फिल्मों में बैक फैक्टी, बोरी, हस्ता, सहाई और महिलाओं के साथ अपार्टमेंट्स में दृश्यों से मिला; और

(क) अपराध, बुरे कार्य और अस्तीति दृश्यों वाली फिल्में जिताने की अनुमति देने के बारे में सरकार की क्या नीति है?

सूचना और प्रतारण जंती (जी लाल हुल्ला आदि) : (क) श्री (जा.) इस देश में सिनेमा के हिता, अपराध, धार्दि से नैमित्तिक सम्बन्ध के बारे में कोई आधिकारिक अध्ययन नहीं किया गया है। तथापि, सरकार युवा और अपरिवर्तन महिलाओं के वाणिज्यिक फिल्मों में कठिनप्रकार के दृश्यों से बुरी तरह प्रभावित होने के बारे से अधिगत हैं। इसी कारण से लोक प्रदर्शन के लिए निमित्त फिल्मों के सम्बन्ध में सेंसरशिप पड़ति चलाई जा रही है। इस प्रकार की सभी फिल्मों की जांच कियम सेंसर बोर्ड द्वारा चल वित्र मिलियन, 1952 के उपर्यान्त तथा इनके भलतर्दं जारी किए गए मार्गदर्शी तिदान्तों के घनसार की जाती है। मार्गदर्शी तिदान्तों में भूत वर्ष संशोधन किया गया है। इन मार्गदर्शी तिदान्तों के घनसार, बोर्ड को यह सुनिश्चित करना होता है कि हिता जैसी समाज विरोधी कियाए उत्कृष्ट या व्याकोदित न छहराई जाए, अपराधियों या अन्य दृश्यों या वाज्डों की ऐसी कार्य-प्रणाली, जिससे

किसी भवितव्य का करता उद्दीप्त होने की सम्भावना हो, विकित न की जाए तथा हिंसा और करता के निरर्थक या परिहार्य दृश्य न दिखाए जाएं। आनंदनिधि लोक प्रदर्शन के लिए उपयुक्त फिल्मों को 'ए' प्रमाण-पत्र दिए जाते हैं। जो फिल्में इस प्रकार के प्रदर्शन के लिए निर्वनिधि लोक प्रदर्शन के लिए उपयुक्त होती किन्तु बयकों के लिए निर्वनिधि लोक प्रदर्शन के लिए उपयुक्त होती हैं, उनको 'ए' प्रमाण-पत्र दिए जाते हैं।

### पेट्रोलियम और डीजल का आयात

2101. श्री बीरेन 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;

(ख) इन का आयात प्रति लिटर किस दर पर किया जाता है और देश में इनकी बिन्दी किस दर पर की जाती है?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमंतो नवान बहुमांश) : (क) वर्ष 1978-79 के दौरान आयात की जाने वाली अधोधित तेल तथा डीजल की मात्रा निम्नलिखित है:—

अधोधित तेल 15.00 मिलियन मी.टन

हाई स्पीड डीजल टेंट 1.1 मिलियन मी.टन

(ख) वर्ष 1978-79 के दौरान अधोधित तेल के आयात की औसत दर 722.71 हॉ प्रति किलो लीटर होने की आशा है। वर्ष 1978-79 के दौरान आयात किए गये हाई स्पीड डीजल तेल की औसत तापात 976.58 हॉ प्रति किलो लीटर होने की आशा है। देश में इसी रूप में अधोधित तेल नहीं बेचा जाता। इसका भोजनकालांक में भोजन किया जाता है और उससे प्राप्त उत्पादों को बाजार में बेचा जाता है। हाई स्पीड डीजल तेल का मूल अधिकतम विक्रय मूल्य लोकमन विवरण में दर्शाया गया है।

### विवरण

(इ) प्रति किलो लीटर

सप्लाई के स्थान	एच.एस.डी.
ब्रायंस्ट/बोक्सली	1161.17
कोचीन	1160.55
भ्रात्तप	1172.60
विलाप	1166.31

सप्लाई के स्थान	एच.एस.डी.
ब्रौनी/हल्विया/बोहाटी/दिम्बोई	1173.37
कलकत्ता	1195.30
काण्डला	1200.03
ओडां	1210.46
गोप्ता	1194.20

नोट:—ऊपर दर्शायी गयी कीमत में विक्रय कर, चंगी तथा अन्य स्थानीय कर सम्मिलित नहीं हैं।

बीकानेर के सभीप पलाना कोयला खालों का बन्द होना

2102. श्री दौलत राम साराज : क्या डर्ल्स मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान में तथा अन्य लेन्डों में भी, जहां इस प्रकार का कोयला उपलब्ध है, कोयले की किमों का निर्धारण करने के लिए किसी कोई सर्वेक्षण किया गया है;

(ख) बीकानेर के सभीप पलाना कोयला खालों का बन्द की गई तथा उन खालों से कितनी अवधि तक कोयला निकाला गया;

(ग) वहां कितने श्रमिक कार्य करते थे तथा उन पर सरकार ने कितनी पूंजी लगाई थी;

(घ) क्या इन कोयला खालों का सर्वेक्षण सोवियत रूस से मारे कुछ विशेषज्ञों द्वारा किया गया था, उन पर कितनी राशि जर्बं की गई तथा उन विशेषज्ञों की रिपोर्ट क्या है; और

(ङ) उर्ध्वरूप रिपोर्ट पर धनुषज्ञ कार्यवाही न करने के क्या कारण हैं?

डर्ल्स मंत्रालय ने राज्य मंत्री (श्री बीरेन प्रसाद) के लिए लोकल लोको वाहनों की लोडिंग एक किस्म अर्थात् लिम्नाइट राजस्थान में पाई जाती है। इसको खालों पलाना में खोली गई थीं।

(च) श्री (ग) पलाना लिम्नाइट खाल 1969 में बंद कर दी गई थी। इसमें लगभग 40 लाख रुपया लगाया गया था और लगभग 150—200 कामगर काम करते थे।

(घ) श्री (ङ), जी हाँ। राज्य सरकार ने पलाना में लिम्नाइट के बोरेवकास्ट खाल की बोरियां टैंकर करने के लिए एक रसी फर्म (मिस्री माहिनो—

एकस्पोर्ट) की सेवाएं की थीं। इस कार्य के एक नाम राजस्थान शूलक लिया था। उसकी रिपोर्ट जिन भवित्वानिक आकड़ों पर आधारित थी वे अपवार्त्त थे।

राजस्थान राज्य विवरी बोर्ड लिमिटेड खनन योजना को फिर तैयार करने के लिए किसी परामर्शदाता की सेवाएं सेवे की सभाबना पर विचार कर रहा है।

#### **Demands 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 Bareuni 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 ऐटोमियम तथा रसायन और उत्तरक मंडी यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राजस्थान के रेगिस्टरेटेड लोगों में प्राकृतिक तेल और गैस की संचालनारोगों का पता लगाने का कार्य अन्ततः खाल दिया है; और

(ख) क्या सरकार यह कार्य तून: आरम्भ करेंगी, यदि हाँ, तो कब और यदि नहीं, तो इसके क्या कारण हैं?

ऐटोमियम, रसायन और उत्तरक मंडी (श्री हेमचंद्री कवन बहुगुणा): (क) जी, नहीं।

(ख) तेल एवं प्राकृतिक गैस प्रयोग डारा राजस्थान के रेगिस्टरेटेड लोगों में हाइड्रोकार्बन की दूनने के प्रयास जारी है। इस समय एक अकार्बन दल, एक गुरुत्वाकर्षण चुनावीय दल, भू-वैज्ञानिक दल और कल बहारी तक बहारी कर्मी बाला एक दल इस लेल 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 Government's 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**

**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	11.93	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 कोकिंग कोल लिमिटेड की खानों के बद्द हानि के कारण हानि

**2114. श्री दुर्वाला:** क्या ऊर्जा मंत्री यह बनान की कृपा करेंगे कि :

(क) क्या "इन्टक" द्वारा समर्थित नेतृत्व कोल माहान वर्कसे यूनियन के आह्वान पर भारत कोकिंग कोल लिमिटेड के प्रधीन 75 प्रतिशत कोयला खानों को बन्द कर दिया गया था; और

(ख) यदि हां, तो उसके परिणामस्वरूप किननी हानि हुई और उत्पादन में कितनी कमी हुई?

ऊर्जा मंत्रालय में राज्य भवी (श्री अनंतश्वर विधि) : (क) भारत कोकिंग कोल लि की 87 कोलियरियों में से 81 कोलियरियों के कामगारों ने 5 प्रतिशत को एक दिन की हड्डातात की। हड्डातात का आह्वान करने वाली यूनियन थी—राष्ट्रीय कोलियरी बजदूर सम (इंटक), युनाइटेड कोल वर्कसे यूनियन (एंडाइंटीयू. सी), विहार कोलियरी कामगार यूनियन (=सी ट) और अन्य यूनियनें।

(ख) इससे उत्पादन में 69,493 टन कोयले की कमी हुई जिसकी कीमत लगभग 57 लाख रुपए 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.	Phulbani	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. 1	Loan amount sanctioned		Loan amount disbursed	
		3	4	3	4
1	2				
<i>Koraput</i>					
1	Bissamcuttack	21.918	16.439		
2	Kotpad	45.634	38.800		
3	Boipariguda	61.804	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	Sarai	28.021	23.045		
2	Raguan	57.353	40.147		

1	2	3	4
3	Joshipur	62.30	49.845
4	Mulda	41.499	35.279
5	Slipadda	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	85.068
<i>Sundergarh</i>			
1	Bonigarh	21.350	7.473
2	Kuaramda	22.782	—
3	Gunundia	130.012	—
	Sub-Total	74.144	7.473
	GRAND TOTAL	1430.772	790.890

**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) and (b) Yes, Sir. Hindustan Antibiotics Ltd. has entrusted some work mainly vialing of Benzyl 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, Pandharpur (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 संघर्ष

2119. श्री बुधराज़ : क्या अर्जा मरी यह बताने की हुआ करेंगे कि

(क) क्या कुछ कोयला प्रोसेसिंग संघर्ष कार्यरत है और कुछ अन्य निर्माणाधीन हैं,

(ख) क्या सरकार नयी खानों का विकास करने या रद्दी है और उत्तराखण्ड खानों से अधिक से अधिक कोयला खोदने का प्रयास भी कर रही है, और

(ग) यदि हाँ, तो कूल कितने संघर्ष चालू हैं और कितने संघर्ष निर्माणाधीन हैं, कितनी नयी कोयला खानों का विकास किया जायेगा तथा उनसे कितने कोयले के उत्पादन की समावना है और कब तक और यदि नहीं तो इसके क्या कारण हैं?

अर्जा मतालय में राज्य मरी (श्री अनेश्वरे विष्णु) . (क) जी हाँ ।

(ख) जी हाँ ।

(ग) कोल हाइड्रो लिं. और तिगरीनी कोलिवर्टेज कं. लि० के संबंध में सूचना इस प्रकार है—

(i) विश्वान वाशरियां 9  
(ii) निर्माणाधीन वाशरिया 3  
(iii) प्रस्तावित नई वाशरिया 4  
मनुमेंदिस/विचाराधीन

प्रगते वर्ष से उत्पादन बढ़ करने वाली नई खानों/पुनर्निर्माण योजनाओं की संख्या 40 है। इनसे 1982-83 तक 34 61 मिलियन टन कोयले का उत्पादन होने लगेगा ।

गुजरात में नये उत्तरक कारखानों की स्थापना

2120. श्री धर्मसिंह भाई घोड़े : क्या वेट्रोसिलिक्स तंक रसायन और उत्तरक मरी यह बताने की हुए करेंगे कि

(क) क्या गुजरात में नये उत्तरक कारखाने स्थापित करने के कोई प्रस्ताव इस समय विचाराधीन हैं;

(ख) यदि हाँ, तो ये प्रस्ताव किन-किन पर्याप्ती से प्राप्त हुए और वे कब से विचाराधीन हैं और इसके कारण हैं,

(ग) प्रस्ताव नये उत्तरक कारखाने कहां-कहां पर लगाय जायेंगे और इन प्रस्तावों में किस प्रकार के उत्तरक और उनके कितने वार्षिक उत्पादन के बारे में कहा गया है; और

(घ) ये प्रस्ताव कब और विस प्रकार स्वीकृत किये जायेंगे,

वेट्रोसिलिक्स, रसायन और उत्तरक मरी (श्री हेमचंती नम्बन वहूणा) : (क) जी, हाँ ।

(ख) से (घ) एक विवरण पक्ष सभा पट्टा पर प्रस्तुत किया जाता है ।

#### विवरण

क्रम सं०	पार्टी का नाम	प्रस्ताव की प्राप्ति की तिथि	स्थल	उत्पाद का नाम और वार्षिक खमता	वर्तमान स्थिति
1	2	3	4	5	6
1	मैसर्स आदर्श ईमिकल्स एण्ड मार्ले, 1978 कॉटिलाइजर्स लि०	उत्तराखण्ड	सिंगल सुपर कार्स्टिक का सरकार द्वारा आवेदन-प्रतिवर्ष 66,000 भी०	पक्ष पर विचार किया गया है और नियम बोर्ड लिए जानी की समावना है ।	
2	मैसर्स गुजरात नवंदा बैरी अर्ड, 1978 कॉटिलाइजर्स कम्पनी लि०	भरोवा	(i) अमोरिया का प्रति- कम्पनी ने भारी तुक वर्ष 4,50,000 भी०	विस्तृत सम्पर्क बनाया गया है और विचार किया जाता है ।	
			(ii) वुरिया का प्रतिवर्ष 5,94,000 भी० टन		
3	मैसर्स गुजरात स्टेट कॉटि- सितम्बर, 1978 बैरीवा		(i) अमोरिया अंड ब्रिं-		

1	2	3	4	5	6
लाइसेंस लिंग		1978		वर्ष 4,45,500 रुपये दर ।	वही
4	मैसर्स नेशनल फटिनाइजर्स लिंग इंडियन फारमर्स फटिनाइजर कोम्पारेटिव लिंग	नवम्बर, 1978	हाविरा, जिला शूरत	(i) अमोनिया का प्रति- वर्ष 8,91,000 रुपये दर ।	विस्तृत मध्याध्यता रिपोर्ट का भूल्योकन किया जा रहा है ।
5	मैमर्स कार्बनी मोरारजी ईमी-कल्प काम्पनी लिंग	दिसम्बर, 1978	श्रीकल्पेश्वर	(ii) वृत्रिया का प्रति- वर्ष 13,72,000 रुपये दर ।	
6	मैसर्स इंडियन फारमर्स फटिनाइजर कोम्पारेटिव लिंग	जनवरी, 1979	कांडला	सिंगल सूपर कास्फेट का सरकार द्वारा प्रावेदन-प्रति- वर्ष 75,000 रुपये दर ।	सिंगल सूपर कास्फेट का सरकार द्वारा प्रावेदन-प्रति- वर्ष 1,33,000 रुपये दर ।
इसके प्रतिशिख, मैमर्स पालिमर कारपोरेशन भाफ गुजरात लिंग को उनकी बहुदा भी विवरमान फैटरी में 10,000 रुपये दर अमोनिया सूपर के निर्माण के लिए एक प्राप्तय-प्रति- वर्ष जारी किया गया है ।					

सौराष्ट्र में तेल की खोज के लिए खुदाई कार्य

2121. भी ध्रुवीत्तिह लाई एटेल ब्या पेट्रोलियम, रायान और उद्धरक मंडो यह बताने की क्षमा करें।

(क) ब्या गुजरात के सौराष्ट्र लेल में समुद्र-  
टट से दूर और समुद्र टट पर तेल की खोज के लिए  
खुदाई कार्य किया गया है और यदि हाँ, तो यह खुदाई  
कार्य किया गया था;

(ख) किंस स्थानों पर कितनी मात्रा में तेल के  
पाये जाने की संभावना है;

(ग) सौराष्ट्र लेल में कितने स्थानों पर समुद्र-  
टट से दूर और समुद्र टट की खोज के सिए  
सीधे ही खुदाई कार्य प्रारंभ किया जायेगा; और

(घ) सौराष्ट्र लेल में कितने दूर समुद्र टट से  
दूर समुद्र टट में खुदाई कार्य किया गया है और इसके क्या  
परिणाम निकले ?

पेट्रोलियम, रसायन और उर्वरक मठी (श्री हेमती नम्बन बहुगुणा): (क) सौराष्ट्र लेल में और अपतटीय सौराष्ट्र लेल में दोनों में ही कोई तटवर्ती खुदाई नहीं की गई है । तथापि 1970-71 में एलियावेट में अपतटीय खुदाई की गई थी परन्तु वह पर कोई वाणिज्यिक रूप से तेल प्राप्त नहीं हुआ था । अब इहाँ के उत्तर में सौराष्ट्र सैटलाईट-1 नामक अन्य कुआं 4502 मीटर की गहराई तक खोदा गया था और यह भी सूक्ष्म पाया गया ।

(ख) इस समय यह कहना संभव नहीं है कि कहाँ पर तेल भिजने 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 अप-  
तटीय लेल में अधिक भूकम्पीय सर्वेक्षण करने की  
योजना बनायी गई है ।

(घ) बैसा उपर्युक्त (ए) में है ।

## प्राचीनता में कौवले की कहानी

2122. श्री धर्मसिंह आई पटेल : क्या उर्जा मंडी 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 को प्रति महीने कितनी मात्रा में प्रत्येक किलोमीटर के कोयले की सप्लाई ही गई है;

(ध) गुजरात में कोयले की यह कमी कब और कैसे दूर करने का विचार है;

(इ) क्या यह सच है कि गुजरात सरकार ने राज्य में कोयले की कमी की ओर केन्द्रीय सरकार का व्यापार दिलाया है, भीर

(च) यदि हां, तो इस संबंध में क्या कार्यवाही की गई है अथवा करने का विचार है ?

झर्णा संवालत्य में राज्य भवीती (प्रीजनेश्वर मिशन) :  
(क) और (ख) जान मुहानों पर कोयले की कोई कमी नहीं है। पहली फरवरी, 1979 को यह स्टाक लगभग 12 मिलियन टन था। फरवरी, 1979 में स्टाक बढ़ और भी बढ़ गया है। यह स्टाक इसके साथ चाल उत्तरावन देश में कोयले की भाँग को पूरा करने के लिए पर्याप्त है। कोयले की दूरी के लिए बिंगों को सप्लाई में सुधार की दृष्टि से रेलवे के साथ चिनिष्ठ समर्पक रखा जा रहा है। द्वारा कोयले के प्रेषण को पूरा करने के लिए जहां कही जरूरी समझा जाता है, सड़क द्वारा कोयला से जाने की भी अनुमति दी जाती है।

(ग) से (च) कोयले की अपर्याप्ति सम्पार्दि के बारे में गुजरात के कुछ उद्योगों जैसे—सूती कपड़ा भिंडे, बिजलीधार, रसायन प्रादि—तथा राज्य सकार से भी कुछ रिपोर्ट मिलते हैं। गुजरात की कम्बे कोयले की सम्पार्दि अधिकांश में वेस्टर्न कॉलफील्ड्स लि. से तथा सापट कोक की सम्पार्दि भारत कोकिंग कोल लि. से की जाती है। हार्ड कोक की सम्पार्दि भंगतः भारत कोकिंग कोल लि. तथा अंगतः दुरुप्युर लि. से की जाती है प्रोजेक्ट जो पाइपलाइन बांगला सरकार का उपकम है। इन को लोटों से अप्रैल 1978 तक उपकरण, 1978 के ढोतों से गुजरात को दी गई आवासिक सम्पार्दि का लोटा नीचे दिया गया है—

महीना	कोयला	साप्ट कोक	हाई कोक
अप्रैल, 78	(हजार टनों में)	449.1	5.2
मार्च, 78	.	356.5	3.0
			7.2

महीना	कोमला	साप्ट कोक	हाड कोक
जून, 78 .	356.2	1.8	9.9
जलाई, 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

## तेस तथा गैस उत्पादन के लिए विश्व बैंक द्वारा सहायता

2123. श्री दयाराम भाव्य : क्या पेट्रोलियम तथा रसायन और उर्बनक 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

(क) 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 खंडी (शी हैमिटीन नम्बर ब्लूम्प्स) : (क) इन्टरनेशनल बैंक फार रिकाम्स्ट्रॉयलन एन्ड डेवलपमेंट के कार्यालयी और द्वारा पश्ची हाल ही में "विकासशील देशों में पेट्रोलियम उत्पादन तोड़ करने का कार्यक्रम" के विषय पर चर्चा है। पेट्रोलियम के लिए में बैंक के बड़े प्रायिक योगदान के लिए प्रायः सर्वान्मत समर्पित है।

(व) इंटरनेशनल बैंक कार रिकार्ड्स व्हायर एंड डब्ल्यूएमट ने बहुत हाई विकास कार्यक्रम के तहर-II का आंतरिक वित्त प्रबन्ध करते के लिए 150 मिलियन डॉलरियो डालर के एक छप्पन की बंदूदी दे दी थी।

विषय वैक के बारे 1981 विषय वर्ष (1 जुलाई, 1980 से 30 जून, 1981) में 100 विषयवन असरीकी शालर की सहायता के लिए असरीकी शालर के एक दैन रिपोर्ट की घोषणा की सांख्यिक शार लिया गया ।

**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 outstanding 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, fortnightlies, 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.
	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	—
<b>TOTAL</b>	.	<b>929</b>	<b>4225</b>	<b>1749</b>

**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**

*Synthetics & Chemicals Ltd.*

I	Balance Sheet as At.	Donations (Rs.)	Remarks.	
			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.	

		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.	
			5,08,106	
31-12-76	.	31,278	125,000 Shri Vile Parle Kelvani, Mandal.	
			1,2500 Indo-Japanese Association.	
			3,778 Miscellaneous.	
			31,278	
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 (Gujarati)
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 18th 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.

शाहजहांपुर भाष्यकारकाने में खोटी

**2135. जी तुरेज विकास :** यदा उन भ्राताने मंत्री रक्षा रक्षा मंत्री यह भ्राताने की हुपा करेंगे कि :

(क) शाहजहांपुर स्थित बस्त भाष्यकारकाने में रिसम्बर, 1978 तथा जनवरी, 1979 में हुई वस्तीर खोटों के सम्बन्ध में क्या कार्यवाही की गई है और इस सम्बन्ध में दोषी पाये गये अवित्तों के नाम क्या हैं;

(ख) क्या इस बस्त भाष्यकारकाने का भाष्टों विषये का मास्त हर सर्व या तो खोटी बला जाता है या

माट किया जाता है; और यदि हाँ, तो इसे रोकने के लिये क्या दूसरा उपाय लिये गये हैं; और

(ग) क्या सरकार देश के हित में इन अवित्तियों की जांच के नीति जांच अूरो अधिकारी निकल सतर्कता विभाग हारा कराने के शावें देती ?

रक्षा रक्षाताल में राष्ट्र मंत्री (श्री वेर निह) :  
(क) रिसम्बर, 1978 में खोटी का बोल एक नामला हुपा या और जनवरी, 1979 में कोई भी नामला नहीं हुपा। रिसम्बर, 1978 में चुराता यह सारी नामकी तथा खोटी पुलिस ने करामद कर लिया है। वैस्तीर के एक दोषी कमेन्टारी को पुलिस ने पकड़ लिया है और दूसरे के बिछड़ सेना अधिनियम के अन्तर्वर्त कारंबाही की जा रही है। पुलिस को जिन तीन अपराधियों की तलाश भी बे करार बताए गए हैं। जांच-पहलाल अभी चल रही है।

(ख) जी नहीं।

(ग) उपर्युक्त (क) और (ख) को देखते हुए सरकार इस मामले को केन्द्रीय अन्वेषण अूरो अधिकारी निकल सतर्कता विभाग के अन्तर्वर्त कारंबाही 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/adjusting 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 408 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 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 wholetime 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 26th 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 Bhurungis and Begonia 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.	Khaperkherda	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	1982	13	28-2-79
6.	Paras	40000	6605	5	28-2-79

ठेके के आधार पर काम कर रहे कलाकार

2143. श्री नवाब शिंह 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;

(ब) यदि हा, तो स्वतन्त्र भारत में इनकी सम्मिलित व्यवधि 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 यथा कानून के उपर्याप्त है;

(ब) ठेके के आधार पर काम करने की पुरानी नीति को जनता सरकार द्वारा ममान्त न किया जाने के क्या कारण हैं, और

(द) इस से सरकार को क्या नाभ हो रहा है, और वे कल्याणकारी राज्य के पक्ष में कहा तक जाते हैं?

सूचना और प्रसारण मंत्री (श्री लाल हुड्डा आवासारी) (क) और (ब). प्रयोक 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 विविध व्यवधि के ठेके पर लगाया जाता है। आकाशवाणी और दूरदर्शन न भी इसी प्रक्रिया के अन्तर्यामा था। तबाही हमारे देश में विद्यमान परिस्थितियों को विलगणताओं को देखते हुए यह महसूस किया गया था कि ये कि यद्य नियमित सरकारी कर्मसाधारियों के मामले में है, सेवा सुरक्षा के कुछ उपाय स्टाफ प्राइटिस्टों के मामले में भी किए जाने चाहिये। तदनुमार आकाशवाणी स्टाफ प्राइटिस्टों की शुरू में दो वर्ष की परिवीक्षा व्यवधि सहित तीन वर्ष के ठेके पर नियुक्त करती है। परिवीक्षा की व्यवधि सफलतापूर्वक पूरी होने पर ठेके 58 वर्ष की आयु तक बढ़ाए जाते हैं, किन्तु इन को किसी भी पक्ष द्वारा विविध नोटिस देकर नमान्त किया जा सकता है। 58 वर्ष की आयु पर पुनरीग्राफ करने आकाशवाणी के स्टाफ प्राइटिस्टों को आम तौर पर 60 वर्ष की आयु तक रखा जाता है। दूरदर्शन में जो 31 मार्च, 1976 तक आकाशवाणी का द्वंग था, स्टाफ प्राइटिस्टों की शरू में एक में चार वर्ष तक की व्यवधि के लिए अल्पकालिक ठेकों पर रखा जा रहा था। इस समय दूरदर्शन में स्टाफ प्राइटिस्टों को 58 वर्ष की आयु तक वीर्यकालिक ठेके दिये जाते हैं जिवाएं श्रीदूषकरों, उनके सबकक्ष और उन से उच्च व्यवितयों के जिन को इन में से कुछ पर्याप्त को सिद्धि पदों में परिवर्तित करने के प्रबन्ध पर अनियम निर्णय होने तक अस्यकालिक ठेके दिए जा रहे हैं।

गोत और नाटक प्रधान, औ स्टाफ प्राइटिस्टों को भी लगाता है, कि मामले में नाटक-प्रकाशित व्यापारियों को 58 वर्ष की आयु तक वीर्यकालिक ठेके दिये जाते हैं जबकि पर्याप्तिगत प्राइटिस्टों की मामले में, टेर्नों का हर पांच वर्ष के बाद प्रनालीकाल दिया जाता है।

किसी प्रधान में, स्टाफ प्राइटिस्टों को 3 वर्ष ठेके पर सावधा जाता है जिसे 58 वर्ष की आयु तक बढ़ाया जा सकता है।

(ग) से (इ). 58 वर्ष या इस से कम की आयु होने तक काम करने के लिए ठेके के आधार पर व्यक्तियों की नियुक्ति करना देश के किसी भी अम कानून के विवर नहीं है।

इस बात से कि स्टाफ प्राइटिस्ट ठेके पर काम करते हैं, उन की सेवा सुरक्षा प्रमाणित नहीं हुई है क्योंकि नियमित मरकारी कर्मसाधारियों की जो साध उपराज्य है उन में से अधिकाश लाभ उन को भी दिए जाते हैं। इस के अलावा, आकाशवाणी में काम करने वाले लगभग सभी स्टाफ प्राइटिस्टों को मामले में, उन का सेवाकाल 60 वर्ष है जब कि नियमित सरकारी कर्मसाधारियों का 58 वर्ष है। स्टाफ प्राइटिस्टों की टेका पद्धति जारी रखने और/या उन की सेवा जर्ती में सुधार करने का प्रयत्न सरकार द्वारा मनत 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 managements 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 to 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 undam .	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 P2O6 per annum.

(c) Location of a fertilizer project is based on techno-economic considerations which *inter alia* include factors such as availability of feedstock, 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 परेलू खाना पकाने की गैस

2149. श्री अर्जुन तिह भवौरिया : क्या पेट्रोलियम, रसायन और उर्वरक मरीं यह बताने की कृपा करेंगे कि दिल्ली में परेलू खाना पकाने की गैस के लिए यद्य तक कितने व्यक्तियों पंजीकृत किये गये हैं ?

पेट्रोलियम, रसायन और उर्वरक मरीं (श्री हेमचंद्री नवन गढ़वाला) : दिल्ली में तेल कंपनियों पर्याप्त भारत पेट्रोलियम कारपोरेशन, हिन्दुस्तान पेट्रोलियम कारपोरेशन तथा ईंडियन आयल कारपोरेशन के विभिन्न वितरकों के पास खाना पकाने की गैस के नये कनेक्शन के लिये पंजीकरण की सभ्या 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 press 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 26 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
	<u>495</u>	<u>99</u>	<u>13</u>	<u>607</u>

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
	<u>58</u>

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 finalize 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.

वरीनी रिकाइर्डरी के प्रतिशत केवल म थोरी

2157. श्री वुद्धराज : वहा प्रौद्योगिकी, उत्तराखण्ड और उत्तरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वरीनी रिकाइर्डरी के प्रतिशत केवल म वहां से मंत्री और 8 दायरपात्र कराये जाते हैं; भी

(ब) यदि हाँ, तो यह बदला कब हुई थी और इसके लिए विभिन्न व्यक्तियों के विवाक क्या कार्यवाही की गई है और यदि कोई कार्यवाही नहीं की गई है, तो उसके क्या कारण हैं?

विभागीय, रक्षण और उत्कर्षक संघी (भी जनवारी नवम गहनामा) (क) जी हाँ। बरीनी शोधनगाला के प्रशिक्षण केन्द्र से नी टाइपराइट और एक सुधार शीर्ष प्रौद्योगिक चुराया गया है जब कि कोई भी पक्ष नहीं चुराया गया है।

■ (ब) 19 दिसम्बर, 1978 को रात में चोरी हुई थी। वयोग्य प्रशिक्षण केन्द्र की खिड़की तोड़ कर खाली गई थी इसलिये चोरी का ही मामला जान पड़ता है जाधनगाला और शहर की देखभाल केन्द्रीय प्रौद्योगिक सुरक्षा फोर्स के नियंत्रण में है। दिनांक 20 दिसम्बर, 1978 को शोधनगाला प्रबल्ल द्वारा सी.आई.एस.एस. एक के कमार्डेंट को चोरी के संबंध में छलाया गया था और स्थानीय पुलिस के पास भी रिपोर्ट लिखवायी गई है।

#### integrated perspective plans of Coal Production and Transport

2158. SHRI A. BAJA 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 वित निम्न द्वारा 1978 में बच्चों के निर्माण के लिए विद्या भवा का

2159 श्री हरगोपिनाथ बर्मा का जूषना और प्रसारण मरी की निम्नलिखित जानकारी दर्शानेवाला एक विवरण सभा पट्टस पर रखने की कृपा करेंगे कि :

(क) फिल्म वित निम्न द्वारा 1978 में बच्चों की फिल्मों के निर्माण के लिए कितनी धनराजि दी गई;

(ब) यह धनराजि जिन पाठ्यक्रमों को दी गई उन का और स्था है और कितनी फिल्मों के लिए दी गई; और

(ग) उन में से धन तक कितनी फिल्मों का निर्माण हुआ है और कितनी का अभी निर्माण किया जाना है?

जूषना और प्रसारण मरी (भी जात जूषना अडवाची)

(क) से (ग) तक 1978 के दौरान 13 फिल्मों के निर्माण के लिए 11 निर्माताओं को पूर्ण रूप से या भागीक रूप से कुल मिला कर 16,026 रुपये के अल्प दिए गए। इनका व्यौरा इस प्रकार है :—

क्रम संख्या	पार्टी का नाम	फिल्मों/डाकूमेंट्री फिल्मों की संख्या	योग
1	राजेन्द्र सिंह बेदी	1	
2.	यूक्त फिल्म का-आपरेटिव सोसाइटी	1	
3.	के. प्रेम सिंह वर्मा	1	
4.	मुजफ्फर ग्राही	1	
5.	विमल दत्त	1	
6.	श्री० श्री० ३ गंगा	1	
7.	प्रचला मुर्मीज	1	
8.	एम० मुकुरेव	1	
9.	प्रकाश अरोड़ा	3	
10.	रवीन्द्र सुन्दर	1	
11.	फूली बिल्लीबोरिया	1	
			13

जिन 13 पार्टियों द्वाकूमेंट्री फिल्मों के लिए 1978 के दौरान अल्प दिया गया था, उनमें से 9 मुकुम्भल हो चुके हैं और चार निर्माण के विविध बरणों में हैं।

सातवें फिल्म समारोह में प्रत्यक्ष-पत्र आप्त करने के आवेदनकारी

2160. श्री हरपोदिन्द्र बर्मा : क्या लूक्का और प्रसारण मंडी यह बताने की कृपा करेंगे कि :

(क) सातवें फिल्म समारोह में प्रत्यक्ष-पत्र प्राप्त करने के लिये कितने व्यक्तियों ने आवेदन किया था।

(ब) उनमें से प्रत्यक्ष-पत्र दिए जाने के लिए कितने व्यक्तियों को चुना गया;

(ग) उन व्यक्तियों का व्यौरा क्या है, जिन का चयन किया गया है और जिन का चयन नहीं किया गया है; और

(द) उन्हें चुन जाने का कारण है ?

लूक्का और प्रसारण मंडी (श्री सात हुक्म ब्रह्म-बाई) : (क) 525।

(ब) 344।

(ग) जिन फिल्म पत्रकारों को प्रत्यक्ष-पत्र दिए गए उन का व्यौरा परिवर्तित-1 में तथा जिन फिल्म पत्रकारों को प्रत्यक्ष-पत्र नहीं दिए गए, उन का व्यौरा परिवर्तित-2 में दिया गया है, जो मात्र पटल पर रखा गया है। [प्रत्यक्ष-पत्र में रखा गया। देखिय संक्ष प. L.T. 4047-79]

(द) प्रत्येक मामले पर विवेच प्रत्यक्ष-पत्र समिति द्वारा निर्धारित मानवांश के आधार पर तुल दोष आग्राह पर विवार किया गया था।

सातवें फिल्म समारोह के अवतर पर दो नई पार्टियाँ

2161. श्री हरपोदिन्द्र बर्मा : क्या लूक्का और प्रसारण मंडी यह बताने की कृपा करेंगे कि :

(क) सातवें फिल्म समारोह के सम्बन्ध में कुल कितनी पार्टियाँ दी गई हैं;

(ब) उन पार्टियों में प्रत्यक्ष-पत्र कितने प्रतिनिधि एवं गैर-प्रतिनिधि शामिल हुए;

(ग) गैर प्रतिनिधियों के बारे में व्यौरा क्या है; और

(द) इन पार्टियों पर कुल कितना अव दृष्टा ?

लूक्का और प्रसारण मंडी (श्री सात हुक्म ब्रह्म-बाई) : (क) 7।

(क) और (ब) भारत के सातवें अन्तर्राष्ट्रीय फिल्म समारोह के दौरान ये पार्टियाँ जरी के सदस्यों और समारोह के प्रतिनिधियों का आमनेवन करने के लिए दी गई थीं। तथापि, इन में समारोह से संबंधित प्रतिनिधियों, राजनीतिकों, फिल्म अधिनियात्री, पत्रकारों, भावित को भी आमनित किया गया था। इन पार्टियों में आमिन होने वाले व्यक्तियों की संख्या और उन पर दृष्टा अव संस्करण विवरण में दिया हूँ था है।

#### विवरण

क्रम संख्या	पार्टी/स्वागत	आमिन होने वाले व्यक्तियों की संख्या	हुक्म अव	संक्षिप्त
1	2	3	4	5
1	विवेक द्वारा चुनी के सदस्यों को 3-1-79 को अमोक होटल में भोजन।	25	1,805.00	
2	विवेक द्वारा प्रतिनिधियों को 3-1-79 को संसद भवीत में रात्रि भोजन।	450	22,935.00	

1	2	3	4	5
3	प्रधान सूचना भविकारी द्वारा विदेशी और भारतीय पत्रकारों का 6-1-79 को विज्ञान भवन कैफेटीरिया में स्वागत	350	6,298. 02	
4	निदेशक द्वारा प्रतिनिधियों को 10-1-79 को अशोक होटल में भोज ।	400	25,476. 00	
5	फिल्म निदेशक द्वारा भारतीय पत्रोरमा के तथा अन्य प्रतिनिधियों को 11-1-79 को विज्ञान भवन कैफेटीरिया में चाय ।	120	120. 00	
6	फिल्म वित्त विभाग द्वारा 13-1-79 को अशोक होटल में स्वागत और सांस्कृतिक ममारोह ।	300	3,150. 00	
7	सूचना और प्रसारण भवालय के सचिव द्वारा जूरी के सदस्यों और सरकारी वर्ग की फिल्मों से सम्बन्धित प्रतिनिधियों को 17-1-79 को अशोक होटल में रात्रि भोज ।	55	3,828. 25	

मात्रावें फिल्म उत्सव के लिए आये प्रतिनिधियों की सुविधाओं पर जरूर

2162. श्री हृषीकेश बर्मा : क्या सूचना और प्रसारण भवालय की हृषा करते कि :

(क) मात्रावें फिल्म उत्सव के लिए आये हुए प्रतिनिधियों के आवास पर कुल कितनी धनराशि जरूर की गई; और

(ब) उन्हें अन्य क्या सुविधायें दी गई और उन पर कितनी धनराशि जरूर की गई?

सूचना और प्रसारण भवालय (श्री लाल हस्त भावशाली) : (क) भौर (ख) मात्रावें प्रन्तराल्ट्रीय फिल्म भवालय के लिए आये 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 जरूर का पता सभी विभागों के प्राप्त हो जाने और उन की जांच पड़ावाल हो जाने के बाद ही लगेगा।

#### 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). T 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 expenditure made by the industrial 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 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.

(a)	(b)	(c)	(d)
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***Marathwa***

**Hindustan Petroleum Corp. Ltd.** 1975 Rs. 9.7 lakhs  
1976 Rs. 9.1 lakhs  
1977-78 (15 months) Rs. 8.1 lakhs

1. Bombay Samachar, Bombay Gujarati.
2. Loksatta, B o m b a y - M a t h i
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. Pudharmi, Kolhapur-Marathi.
9. Street, Pune-Marathi.
10. Swaraj, Pune-Marathi.
11. Shriee Weekly, Bombay-Marathi
12. Satya, Bombay-Hindi.

***Gujarat***

1. Gujarat Samachar, Gujarati
2. Lok Satta, Baroda-Gujarat
3. Street, Ahmedabad-Gujarati
4. Ahand Anand, Ahmedabad-Gujarati.

***Madhya Pradesh***

1. Nai Duniya, Indore-Hindi.
2. Hitavada, Nagpur, Bhopal, Raipur-English.
3. Navbharat, Nagpur, Raipur, Indore, Bhopal, Jabalpur—Hindi.

*West Bengal*

1. Anand Bazar Patrika, Calcutta—Bengali
2. Statement, Calcutta—English.
3. Jungana, 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. Joyosa, Patna—Hindi.

*U.P.*

1. National Herald, Lucknow, Delhi—English.
2. Manohar Kahaniva, 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 Kesari, Jullundur—Hindi

*Delhi*

1. Hindustan, Delhi—Hindi.
2. Navbharat Time, Delhi, Bembav—Hindi
3. Sharma, Delhi—Urdu
4. Sudhama, 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.

(a)	(b)	(c)	(d)
<i>Tamil nadu</i>			
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.			
<i>Karikal</i>			
1. Deccan Herald, Bangalore—English 2. Sudha, Bengaluru—Annada. 3. Prajamata, Bangalore—Annada.			
<i>Kerala</i>			
1. Malayala Manorama Weekly Kottayam— Malayalam. 2. Matrubhoomi Weekly, Calicut—Malayalam.			
<i>Andhra Pradesh</i>			
1. Andhra Prabha, Vijaywada, Bangalore—Telugu. 2. Deccan Chronicle, Secunderabad—English. 3. Eenadu, Hyderabad, Visakh—Telugu. 4. Andhra Patrika Weekly Vijawada—Telugu.			
<i>Goa</i>			
1. Navhind Times, Panaji—English. 2. Gomanta, Panaji—Marathi.			
<i>Assam</i>			
1. Assam Basi, Gauhati—Assamese. 2. Daini Assam, Gauhati—Assamese.			
<i>National Magazines</i>			
1. Femina, Bombay—English. 2. Illustrated Weekly, Bombay—English. 3. Eve's Weekly, Bombay—English. 4. Dharmayug, Bombay—Hindi. 5. India Housewife, Madras—English.			

Does not undertake any general publicity.

Nil

Souvenir of All India Central Revenue Sports Meet.  
Rs. 2500/-  
US \$ 2000/-

Ettala 'ai', Teheran on Indian Independence day issue

Hydrocarbons India Ltd.

1976

Nil

Rs. 2500/-

US \$ 2000/-

1977

Nil

Rs. 2500/-

US \$ 2000/-

1978

Nil

(a)	(b)	(c)	(d)							
Bharat Petroleum Corporation Limited.	<p>Company was taken over by the Govt. on 24-1-1976.</p> <p>Publicity expenditure incurred during the completed accounting years since, then is as follows :</p> <table> <tr> <td>1-1-76 to 31-12-76</td> <td>Rs. 3,51,283/- Rs. 4,09,353/-</td> <td>Gomantak, Panaji, Deccan Herald Bangalore, National Herald Lucknow/Delhi.</td> <td>House Journal as well as other appropriate means. Associated with various Socio-economic Activities sponsored by the Government of India/State Governments.</td> </tr> <tr> <td>1-1-77 to 31-3-78 (15 months)</td> <td></td> <td>Tribune—Chandigarh, Indian Nation, Patna.</td> <td>Assist social, Philanthropic charitable and/or educational institutions in their programmes for help to weaker sections of the society.</td> </tr> </table>	1-1-76 to 31-12-76	Rs. 3,51,283/- Rs. 4,09,353/-	Gomantak, Panaji, Deccan Herald Bangalore, National Herald Lucknow/Delhi.	House Journal as well as other appropriate means. Associated with various Socio-economic Activities sponsored by the Government of India/State Governments.	1-1-77 to 31-3-78 (15 months)		Tribune—Chandigarh, Indian Nation, Patna.	Assist social, Philanthropic charitable and/or educational institutions in their programmes for help to weaker sections of the society.	<p>Broadly advertising policy is in line with that advised by the Government from time to time.</p>
1-1-76 to 31-12-76	Rs. 3,51,283/- Rs. 4,09,353/-	Gomantak, Panaji, Deccan Herald Bangalore, National Herald Lucknow/Delhi.	House Journal as well as other appropriate means. Associated with various Socio-economic Activities sponsored by the Government of India/State Governments.							
1-1-77 to 31-3-78 (15 months)		Tribune—Chandigarh, Indian Nation, Patna.	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 ongoing 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
B. C. P.	..	2605	2605
Himachal Pradesh.	..	203	203
Jammu & Kashmir.	..	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	5028	15026
Andhra Pradesh	2929	2062	5291
Karnataka	4821	4821	4821
Kerala	4263	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
<b>TOTAL</b>	<b>46,219</b>	<b>39,419</b>	<b>85,638</b>

## 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

whether it is expedient in the public interest to make an order—

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

(i) for the division of any trade of the undertaking by the sale of any part of the undertaking or assets thereto; 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 provisions 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 Hutt Gold Mines Company Limited. The mining work at this mine has not yet been started by the Hutt 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 same officers in this category have put up continuous service for 20 or more years and yet not considered for pensionary benefits in terms of A.I. 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.

उर्वरक उद्योग की उत्पादन क्षमता

2177. श्री भारत तिथि औहान

श्री यात्रेन दत्त

श्री श्याम लाल धूमे

क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या नवम्बर, 1978 के प्रतिम सप्ताह में, उर्वरक उद्योग की उत्पादन क्षमता बढ़ाने के लिये उपयोग 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 ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमचंती नन्दन बहुगुण) (क) जी, हा।

(क) गोष्ठी में जिन समस्पादों पर विचार-विमर्श किया गया था उस में अनेक मद शामिल थे, जैसे विज्ञानी में गड़बड़ी और बोल्टेज में उतार-चढ़ाव, उपकरणों के भवित्वित पूँजी का समय पर न मिलना, उपकरणों की किस्म, कच्चे माल की किस्म, मरम्मत आदि। गोष्ठी में एक सुझाव यह दिया गया था कि रणनीतियों 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 परिस्थिति को चर्चावाद रूप से हटाया जाए, और प्रौद्योगिकी में सुधार और उस के नवीकरण की प्रतिया आदि भपनाई जाए।

सरकार पहले ही अनेक सीमाओं में बंधी हुई है जिस के कारण देश में उर्वरक क्षमता के इन्टर्न उपयोग पर ब्रेक फ़ड़ता है। इन सीमाओं को हटाने के लिये नवीकरण कर्तव्यान्वयनार्थी निवारण, परिवर्तन और नवीकरण, फ़ीड-स्टाक में परिवर्तन, कैटिंग पावर उत्पादन करने की सुविधा आदि जैसे सुधारात्मक उपयोग अनेक प्लांटों में पहले ही अपनाए गए हैं ताकि उन के संचालन क्षमता का इन्टर्न 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 लेण का उत्सर्जन

**2179 डा० वहाबीपक सिंह शास्त्र :** क्या उप्रधान मंत्री तथा रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पाकिस्तानी सेना द्वारा भारतीय दीमा का उत्सर्जन करने और भड़काने वाली कार्रवाई करने की घटनाएँ बढ़ी हैं; और

(ख) यदि हाँ, तो गत सीन महीनों में ऐसी किसी घटनाएँ हुई हैं और इस संबंध में सरकार क्या कार्रवाई कर रही है?

**उप्रधान मंत्री तथा रक्षा मंत्री (श्री जगदीप दाम राम) :** (क) और (ख)। दिसम्बर 1978 से 26 फरवरी 1979 तक नियन्त्रण रेलों के साथ साथ गोलीबारी की केल थाल घटनाएँ हुई हैं जबकि उससे पहले तीन महीनों में ऐसी सात घटनाएँ हुई थीं। ऐसी घटनाएँ बिलकुल भासमान नहीं हैं और यह प्रह्लादनी सेनाओं की गतिविधियों में किसी तरह की तेजी का सकेत नहीं है। इन घटनाओं का स्थानीय स्तर पर निराकरण करना होता है। हमारी सुरक्षा सेनाएँ लगातार निगरानी रख रही हैं और उन्हें आदेश है कि जहाँ आवश्यक हों कहीं कार्रवाई करें।

**आयुष कारखानों द्वारा नियमित रायफलों की उपलब्धता**

**2180. डा० वहाबीपक सिंह शास्त्र :** क्या उप्रधान मंत्री तथा रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय आयुष कारखानों द्वारा नियमित 315" बोर रायफलें नियोरित मूल्य पर बाजार में उपलब्ध नहीं हैं;

(ख) क्या यह सच है कि शस्त्र विभेताओं को रायफल अपवर्त्तन उत्पादन होने के कारण कम संख्या में मिलती हैं; और

(ग) यदि हाँ, तो लोगों को नियोरित मूल्य पर रायफले उपलब्ध कराने के लिए मरकार क्या कदम उठा रही है?

**रक्षा मंत्रालय में राज्य बंडी (श्री शेर सिंह) :** (क) जी, नहीं। इस बारे में कोई आम सिकायत नहीं मिली है कि .315" स्पेटिंग रायफल बाजार में नियमित मूल्य पर नहीं मिल रही है। सिकायत के छटपृष्ठ मामलों को जांच पढ़ताल करने और रिपोर्ट प्रस्तुत करने के लिए संबंधित राज्य के पुलिस प्राधिकारियों को भेज दिया गया था। परन्तु पिछले कुछ बारों में ऐसे किए आरोप की पुष्टि नहीं हो सकी है।

(ख) जी, हाँ। रायफलों के लिए एक सामग्री कम मिल रही है इसीलिए दुकानदार को रायफल नियमित सूखा में दी जा रही है।

(ग) रायफल में अब किसी दूसरी सामग्री का प्रयोग कुक कर दिया गया जिस से संलग्न 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 amongs 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 an 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' certifi- cates	'A' certi- ficates
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**

2186 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;

(c) 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 (c)	100.0
17. Rajasthan	.	33,305	10,698	32.1
18. Sikkim	.	215	48	22.3
19. Tamil Nadu	.	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
<b>TOTAL (U. Ts.)</b>	.	<b>4,685</b>	<b>1,242</b>	<b>26.5</b>
<b>TOTAL (All-India)</b>	.	<b>5,75,936</b>	<b>2,25,022</b>	<b>39.1</b>

(:)—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, Suruwa 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 Taximen'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 . . . (Estimated)	16500	4175

(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 affect 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 'ooo tonnes) Requirements for agricultural year 1978-79 (February, 1978—January, 1979).		
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N	P <sub>2</sub> O <sub>5</sub>	N	P <sub>2</sub> O <sub>5</sub>	K <sub>2O</sub>
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 'ooo tonnes)		
N	P <sub>2</sub> O <sub>5</sub>	K <sub>2O</sub>
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

2125. SHRI EDUARDO FALEIRO: 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', 'Heclaral Pannalal', 'Pati 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 NARA-YAN:

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. CHANDRAPPAN: 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

2190. 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 मांगा जाता

2200. श्री नवाब सिंह औहान : यह सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) सूचना और प्रसारण मंत्रालय ने गत दो वर्षों के दौरान ऐसे कितने नये पदों को बनाने के लिए स्वीकृति मांगी थी जिनका बेतन 1500 रुपए से अधिक है;

(ख) उन पदों का व्यारा क्या है जिनके लिए वित्त मंत्रालय ने स्वीकृति दी;

(ग) कितने भारतीयों में सूचना और प्रसारण मंत्रालय ने सर्विस इन्स्पेक्शन यूनिट की मदद लाई थी;

(घ) क्या ऐसी मदद दी गयी थी और यदि नहीं तो उसके क्या कारण हैं; और

(ङ) क्या सर्विस इन्स्पेक्शन यूनिट ने सूचना और प्रसारण मंत्रालय के वाणिज्यिक केन्द्रों का निरीक्षण किया था और यदि हां, तो निरीक्षण का क्या परिणाम निकला ?

सूचना और प्रसारण मंत्री (श्री लाल कुमार आदबाबी) : (क) और (ख) गत दो वर्ष के दौरान भूमतम 1500 रुपए और इससे अधिक प्रतिमास के बेतन वाले 14 नए पद सुनित किये गये थे। इनका व्यारा संलग्न विवरण में दिया गया है।

(ग) और (घ) सात। संलग्न विवरण में कम संभया 5 से 11 तक के सम्मुख निविष्ट पद वित्त मंत्रालय की स्टाफ निरीक्षण यूनिट की सिफारिश पर भंजूर किए गए थे और एक पद (कम संभया 1) इस बंद्रालय की इंसर्वेल वर्क स्टडी यूनिट की सिफारिश पर सुनित किया गया था। ये पदों के सूचन के लिए इसकी सहायता नहीं मांगी गई थी।

(ङ) स्टाफ निरीक्षण यूनिट ने आकाशवाणी के वाणिज्यिक प्रसारण केन्द्रों का निरीक्षण नहीं किया है। तथापि, उसने दुर्व्वासत के सात वाणिज्यिक केन्द्रों का निरीक्षण किया है और इसकी रिपोर्ट सरकार द्वारा स्वीकार कर ली गई है। उसको कार्यान्वयन करने की कार्रवाई चल रही है।

तथापि, यह उत्तेजनीय है कि इस मंत्रालय की इन्टर्नल वर्क स्टडी यनिट ने आकाशवाणी के वाणिज्यिक प्रसारण कोन्वों में केन्द्र निदेशकों के दर्जे के अधिकारियों के होने के प्रश्न को जांच की थी। इन्टर्नल वर्क स्टडी यनिट के इस नियन्त्रण की कि भीत्रिदा पद्धति जारी रहनी चाहिए, जांच की गई। यह महसूस किया गया कि इन्टर्नल वर्क स्टडी यनिट की रिपोर्ट ठोस तिरीयों के

लेने के लिये पर्याप्त आधार नहीं बन सकी, क्योंकि इन केन्वों का स्टार्टिपिंग पैटर्न आवश्यक रूप से वाणिज्यिक दिल्लीकाण 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 योग्यत्विति बनाए रखने का नियन्त्रण लिया गया है।

#### विवरण

1977-78 और 1978-79 (28-2-1979 तक) के विसीय वर्षों के दौरान वित्त मंत्रालय की स्वीकृति से सूचना और प्रसारण मंत्रालय में मजूर किए गए न्यूनतम 1500 रुपये और उससे अधिक प्रति मास के वेतन वाले पदों का व्योरा।

क्रम संख्या	पदनाम	वेतनमान	कैफियत
1	2	3	4
		रुपये	
1.	निदेशक (सतर्कता) मुख्य सचिवालय	2000-2250	यह 1500-2000 रुपये के वेतनमान में उप सचिव के एक स्थायी पद के बदले में है।
2.	उप सचिव (आकाशवाणी और दूरदर्शन के लिए स्वायत्तता सम्बन्धी कार्य वल)	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 वल)	2500-2750	
4.	उप महानिदेशक, दूरदर्शन महानिदेशालय (मुख्यालय)	2000-2250	यह 2250-2500 रुपये के वेतनमान में अपर महानिदेशक के पद के बदले में है।
5.	निदेशक, दूरदर्शन केन्द्र अमृतसर	1500-2000	
6.	कार्यभारी इंजीनियर, दूरदर्शन केन्द्र, अमृतसर	1500-1800	
7.	निदेशक, उपग्रह, दूरदर्शन केन्द्र, हैदराबाद	1500-2000	यह 1100-1600 रुपये के वेतनमान में केन्द्र निदेशक के बर्तमान पद के बदले में है जिसे समाप्त कर दिया गया है।
8.	निदेशक, उपग्रह दूरदर्शन केन्द्र, कटक	1500-2000	-तरीका-
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 (नियम)	
13.	निदेशक (प्रशासन), प्रेस आयोग	1500-2000	
14.	निदेशक (समन्वय), 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 or 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—

\*\*Not recorded.

(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 Notification 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 (Conditions 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 Notification 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].

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 versions) 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 2,160 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

289 Strike by Taxi PHALGUNA 15, 1900 (SAKA) and Scooter 290  
Drivers in Delhi (CA)

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.

4397 LS-10.

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 or 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.

SHRI 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

जी हरि विज्ञ कामत (होशंगाबाद) : बाचस्पति, महोदय, मै आपको धन्यवाद से एकी लोक सभा की याचिका समिति का अष्टम प्रतिवेदन (हिन्दी और अंग्रेजी दोनों संस्करण) रादन की तेवा मे 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.

(i) DAMAGE CAUSED TO THE STATUS OF NETAJI SUBHAS CHANDRA BOSE AND MAHATMA GANDHI IN ANDHRA PRADESH

श्री हैमाचराम घोड़े (नाइडे) : सदर साहब नियम 377 के द्वारा मैं एक सार्वजनिक और राज्यीय महत्व के सवाल की तरफ शासन का व्याप आर्कावित करता हूँ। आधि प्रवेश के अन्दर पांचवें घोदावरी जिले में जलम की जागू पर 23 जनवरी 1979 को लेताजी सुधार चन्द्र बोस का पुतला उनकी जयन्ती के दिन कोइ दिया गया है। इसके लाई ही दिनांक 30 जनवरी 1979 को आवितावाद जिले में मध्येरिस में महात्मा गांधी जी का दृत उनकी पुष्ट तिथि के दिन लोडा गया है। मैं

समाज विरोधी और देश विरोधी कार्यवाहयों एक चतुर्वीं और याहूवान है। तमाम देश भेदी जनता मैं इन बटामाओं की बजाह से तीव्र असत्तेव फैला हुआ है। इस प्रकार की कृप्रवृत्तियों के खिलाफ फौरन कार्रवाई करने की मांग मैं सम्माननीय गृह मंत्री महोदय से करता हूँ और इन राष्ट्र पृथ्वी की विट्टमना बदनामी, और बहिर्ज्ञती के बहुवासों को खत्म करने की मांग करता हूँ। जय क्रान्ति।

#### (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 fixed 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 install 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 ex-tane 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 petro-chemical production and the catalytic reformer and the naphtha desulphurisation 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 desulphurisation 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 petro-chemical 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 petro-chemical 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.

12.58 hrs.

RAILWAY BUDGET 1979-80—  
GENERAL DISCUSSION—contd.

MR. SPEAKER: We will now take up further discussion of the Railway Budget. Shri Mohanarangam will continue his speech.

SHRI RAGAVALU MOHANARANGAM (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 MOHANARANGAM: 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.

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[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, Chengalpet, 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 Ragavalu Mohanarangam]  
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 Vindhya. 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-

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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 डॉ एव० लिवारी (गोपालगण) : रेल भवियोंने बहुत प्रयत्न किया है कि रेल ठीक से चलें, सोपो को सुविधा हो। इन देश इन्होंने नई गाड़िया चलाने का फैसला किया है और स्पॉट को बढ़ाने का भी फैसला किया है। साथ ही कहा है कि उचित भी बढ़ाए जाएं ताकि भ्रष्टिक सक्षम में यात्रियों को ले जाने की गजाड़श हो सके। यह सब होते हुए भी जो दे लोग करना चाहते हैं शायद उत्तरको कर नहीं पाएंगे यथाकि इनकी जो आकिमर करता है वह इनके मायथ को आकोस्ट नहीं कर रही है। मैं आगे चल कर बाबूगण कि यथायथा ये करना चाहते थे लेकिन वह नहीं हो पा रहा है और केंद्र इनको गलत एडवाइस मिलती है।

बजट स्पीच देते हुए रेल मर्वी जी ने अपने को शास्त्रार्थी 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 संत्वेजनक है। अभी रेल कमेंटरी बोनस के लिए प्रयत्न कर रहे हैं और उन्होंने स्ट्राइक का नोटिस भी दे दिया है। क्योंकि हमारी सरकार में यह है कि लोगों ने यह समझना चाहूँ कर दिया है कि प्रधार उनको पास लाना कैसे है, यानी बात को मनवाने की ताकत है तब तो वे सरकार को अक्स मानते हैं यथायथा नहीं। होना तो यह चाहिये कि उनकी मायथ आयथ है या नाजायथ इसको देखा जाए और बिना को आफ स्ट्रीथ घोर बिना कनफर्टेशन के प्रधार उनकी मायथ सही हो तो मान ली जाए और प्रधार जायथ न हो तो उसको रिजेक्ट कर दिया जाए। लेकिन ऐसा नहीं होता है। इसका नरीजा यही होता है कि मान्दोलनकारी सोपों के दिवाय में यह बात वर करती जा रही है कि बदनेस्ट को प्रधार बैराराहाए किया जाए तभी वह कोई चीज़ देती है यथायथा नहीं देती है। मैं यह कहूँगा कि प्रधार रेलवे ऐम्प्लाईज़ की बोनस की मायथ सही है तो उसको शीघ्र से शीघ्र मान में। कनफर्टेशन की बान म आने दें। और जब आप बोनस देंगे तो यह सरप्लस बजट ऐम्प्लिस्ट में परिणत हो जायगा। इसनिये आप कामप्लेसेट न होइये कि आपने सरप्लस बजट पेश किया है।

इहोंने एक किलाव सम्मेंट की है ईवियन रेलवे का बुक 1978-79 उसको देखने से पता लगता है कि हर कट पर नियावट आयी है। पंचवृत्तियी गिरी है। 69 पेज पर दिया हुआ है कि पैसेंजर ट्रेन्स और गृहस देश की पंचवृत्तियी कम हुई है। ऐसीरेंट्स भी बढ़े हैं। 1977 में जो 800 कुछ ऐसीरेंट्स वे वह वह कर 835 हो गये हैं। इसलिये ऐसीरेंट्स वह है, रेलवे ड्रॉपिंग कुछ भ्रष्टिक बनवैक हो गया है पहले है। 1977

में जो इन्होंने प्रयत्न किये उसके नीचे ये दो, लेकिन व मालूम रहे, शायद इनके भ्रष्टिकारी कोआपरेट नहीं कर रहे हैं, 1978 में सब भीजे बढ़ गई है—पंचवृत्तियी भी गिरी है, ऐसीरेंट्स भी बढ़े हैं और सुविधायें भी कुछ कम हुई हैं। प्राप अपने पेपर के पेज 59, 80, 89 को देखें तो पायेंगे कि डिट्रियोरेशन हुआ है। गाड़ियां बंटो लेट चलती हैं, मिनटो ही नहीं। भ्रष्टिय-नेटिव स्टेशन से ही नहीं, बोच में भी प्रा पता पता नहीं क्या हो जाता है कि उसका पहिया नहीं चलता है। पटना में गाड़ी 1 पटा लेट आती है तो दिल्ली पहुँचते पहुँचते ताई घटा सेट हो जाती है। ऐसे हर बात का जवाब हो सकता है, लेकिन पड़ित नेहरू कहा करते थे :

"I am not interested in explanations, I am interested in work being done".

तो ऐसाक्षणेश्वर से हमारा पेट नवी भरेगा। हम चाहते हैं कि आप ठीक से काम करें।

कुछ मध्याह द्वारा हुआ है जिसमें इनकार नहीं किया जा सकता है और उसके निये मैंने आपको बधाई दी है। लेकिन रेलवे बोर्ड का विडियर ठीक नहीं है। क्योंकि रेलवे में हालूट स्टेशन्स बनने हैं, उनमें एक तरह की नीति नहीं बरती जाती है। कुछ ट्रान्स्ट स्टेशन्स पर सरवार्ज होता है, और कुछ पर मान्दार्ज नहीं होता है। क्योंकि जो रेलवे भ्रष्टिकारी को लुगा कर सकते हैं, और खुग करने के माने आप समझ सकते हैं, उनको सरवार्ज नहीं लगाना है। और जिन स्टेशन्स के अवरस्याक खुश नहीं कर सके उनको सरवार्ज लगाना है। मैंने एक अनन्स्टार्ड बैलेजन के जवाब में मान्दीय राज्य मंत्री ने कहा था, यह ठीक है कि कुछ स्टेशनों पर जहा नफा हो रहा है वहाँ भी सरवार्ज लगा हुआ है, और जहा नफा नहीं हो रहा है वहाँ सरवार्ज नहीं है। नफा होने वाले स्टेशन पर भी सरवार्ज है। ऐसा क्यों है? जो स्टेशन कायदा दे रहा है उस पर सरवार्ज लगा दिया, उनको बर्दन कर दिया, और जो स्टेशन घाटे में चल रहे हैं उन पर सरवार्ज नहीं है। यह पेपर मैं उनको दे रहा हूँ, जो जवाब दिया था, इसको देख देंगे।

मैं एक स्टेशन का नाम लेता हूँ और हालूट स्टेशन कोवियन कर के हार गया कि वहाँ का सरवार्ज हटा दीजिये। लेकिन नहीं हुआ है। हालांकि और हालूट मनमाना दे रहा है। तो यह काम भी मैं इसलिये दे रहा हूँ कि यह समझ संगे कि कैसे इनका रेलवे बोर्ड और प्राक्षिस्ट एफटर्स को नाकाम करते हैं। यह इसका एक नमूना है।

हूँती बात में यह कहूँगा कि रेलवे बोर्ड ही नहीं, इनके जनरल मैनेजर्स भी मनमाना दिवेव करते हैं। कुछ ट्रेन्स में जी०एम० गोरखपुर ने रिजर्वेशन बार्ज लगा दिया, हालांकि गाड़ी में रिजर्वेशन बार्ज दिया जाता है। लेकिन महीनों तक रिजर्वेशन बार्ज दिया जाता है। हमने इसके बारे में पालियामें बैलेजन किया। उसके बाबत यह क्या? हम लोग गाड़ियां देते हैं। हमने इसके बारे में पालियामें बैलेजन किया। उसके बाबत यह क्या? हमने किया है कि जो इस-नीपाल राष्ट्रपा देसन्वर्ज से बदल दूँदा, उसका

क्या हुआ ? जिस जी०एम० ने बर्गर रेलवे बोर्ड की सहमति के रिजर्वेशन चार्ज लगाया उसका क्या हुआ ? आपके ही आफिसर्स गलती करते हैं, उसके 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 एप्रेनिट्सों की ट्रेनिंग हुई। उनके बारे में यह किया गया कि रिक्त स्थानों में से 50 परसेंट इनमें से एप्लाइन्ट किया जाये। रेलवे बोर्ड का सर्टिलर हर जी०एम० के यहां गया और सर्विस कमीशन में भी गया कि 31 मार्च 1979 तक उनको बहाल करना है लेकिन वह मारे-मारे किर रहे हैं। कोई पुछता नहीं है। उनको ट्रेनिंग तो दे दी लेकिन एवजार्व नहीं कर रहे हैं। मैंने मिनिस्टर को चिट्ठी लिखी, लेकिन कुछ होता नहीं है। हमारी कोशिश बेकार जाती है। यह देखिये यह में आपको देता हूँ।

इनके यहां एक सुपरवाइजरी स्टाफ है, जिसके बारे में पे-कमीशन में बहुत एनोमलीज रह गई थी। वह बेचारे कोशिश कर के हार गये, जी०एम० ने और सब ने रिक्मेंड किया, लेकिन रेलवे बोर्ड वाले सुनते ही नहीं हैं। मैं मिनिस्टर से मिला, उन्होंने कहा कि संबंधित आफिसर्स से बात कहंगा। 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 ? ट्रांस्पोर्ट आफिसर्स ला-एवाइडिंग हैं, डिसिलिन्ड हैं, वह नहीं चाहते हैं कि स्ट्राइक हो, लेकिन क्या आप चाहते हैं कि वह स्ट्राइक करें ? केवल ड्राइवर्स से ही रेल का चक्का बन्द नहीं होता है और भी कमचारी हैं जिनसे चक्का बन्द हो सकता है। आप लोगों को कैम्पल 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 द्रास्पात्र आफिसर्स के बारे में मंत्री जी को देता हूँ, राज्य मंत्री जी उनकी मोटिंग में गये थे, इन्होंने कहा था कि जो जायज वाले 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 जटपत्र पर बोलते हुए कहा था कि सोनपुर में डी०एम० 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 पुरे स्तर का मंडल बनने का कोई औचित्य 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 वहां खोल दिया। मैं जैनना चाहता हूँ कि यह डिस्क्रिमिनेशन क्यों ? वहां दस्तर खोलना अच्छा था, लेकिन यहां के मेम्बर्स और मेम्बर्स में इस तरह का डिस्क्रिमिनेशन क्यों करते हैं, क्या हमारा चेहरा ऐसा है जिससे डिस्क्रिमिनेशन किया गया गया है ? या मेरे चेहरे

में कोई ऐसी बात है या मेरा अवहार ऐसा है, जिस से आप भड़क जाते हैं और वे लोग शायद ऐसे हैं या उन के चैहरे आप को इन्हें प्रिय हैं कि आप उन की बात को मान लेते हैं।

रेल मंत्रालय में राज्य मंत्री श्री (शिवनारायण) : खूबसूरत है।

श्री डी०एन० तिवारी : वह चिट्ठी में आप को दें रहा हूँ यह। मई की लिखी हुई है और जून में आप सेवान करते हैं।

श्री शिव नारायण : अब तो खोल दिया गया है।

श्री डी०एन० तिवारी : खोला गया है, लेकिन यह डिस्क्रिमिनेशन क्यों ? क्योंकि आप का गलत एडवाइस मिली।

श्री शिव नारायण : यह बात नहीं है, आपक चीफ मनिस्टर ने हिंद्रेस किया था।

श्री डी०एन० तिवारी : हिंद्रेस तो पीछे हुआ था, उस बक्त नहीं हुआ था।

श्री शिव नारायण : वह हम ने खुलवाया है।

श्री डी०एन० 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 किनी मनमानी करते हैं। एन०ड०आर० के छपरा स्टेशन के पास रेलवे की कुछ जमीन थी, उस का बन्दोबस्त नहीं करना चाहते थे। पहले जो बन्दोबस्त हुआ था, उस का कैनिसल कर के उस जमीन का ले लिया गया। एक आदमी ने एप्लाई किया कि हम को वह जमीन दे दी जाए, उस 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 की धोखा दिया, जनता को धोखा दिया और मनवाने द्वा रे बन्दोबस्त किया। यह चिट्ठी भी आप देख लीजिए।

उपाध्यक्ष महोदय : तिवारी जी, सब चिट्ठी यां आप इकट्ठी दे दीजिये।

श्री डी०एन० 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 अवहार कर रहे हैं। इस में कोई शक नहीं, हमारे मंत्री लोग वहां भेजन तरह करते हैं, लेकिन जब तक इन को इन के अक्सरों 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 चाहिए, वह अच्छा काम करता है। लेकिन अब मालूम होता है कि वे लोग किस तरह से काम करते हैं, अब हम लोग

भी दी० ए० तिवारी]

भी यह विमाण करना शुक्र कर देंगे कि इन को एक-सिय करो। जब इन के अक्षर ही इन को कोपारेशन नहीं देंगे, तो कैसे काम जलेगा....

■ एक भालनीय सदस्य : ये लोग कह रहे हैं कि इन को कोपारेशन मिल रहा है।

भी दी० ए० तिवारी : आप इन के आफिसर्ज का विवेचित देखिये—मैं एक और पर्व इन को दे रहा हूँ, पहले मैं यह बहुत प्रश्न लगेगा। आप के सोनपुर के भूतपूर्व दी० ए० और गोलपुर के जनरल मैनेजर का इस में कच्चा-चिट्ठा है....

भी शिवलालालक्षण : उन को हटा दिया है।

भी दी० ए० तिवारी : उनको दूसी के लाय में भी चुरा और सुन्दरी भी बहुत चाह रही है—यह पर्व उसी सम्बन्ध में है। मैंने कहा था—यदि हिम्मत हो तो उन पर्व का छवियां बालों पर केम करो, लेकिन कृष्ण नहीं हुआ। इन भी भी आप देख लीजिये।

अब मैं कैज़ियन लवर के बार में कृष्णा चाहता हूँ। मिनिस्टर साहब के घोषणा की है। मैं कुछ मांग नहीं करता हूँ—इन से। मैं इन के यहाँ जो खामिया चल रही हैं उन्हीं का उल्लेख कर रहा हूँ। त्रिय में ये लोग चूर जाए, अन्यथा रेल की पट्टी कब बद्द हो जायेगी, का कोई टिकाना नहीं है।

SHRI P. M. SAYEED (Lakshadweep) 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.

भी दी० ए० तिवारी : उपाय्यक भी, कैज़ियन लेवर के मार्केट 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 देंगे—लेकिन कितने लोगों को बहाल किया गया। बहाल हो कर जाता है—इतना पैमां दो, तम को बहाल कर देंगे, तो नहीं करेंगे। अब वह मारा मारा कहिना है और कहीं कोई मूलवार्ष नहीं होती। मैंने कई चिट्ठायां कई लोगों के बारे में निखाईं।

भी दी० ए० तिवारी : जवाब आया।

भी दी० ए० तिवारी : जवाब आया है कि हम देख रहे हैं। चार ही मैंने एक केस भेजा है, जिस में वह आस्ती लेन्सप्रेस लेवर पर या और करी 20 रिय, करी 25 रिय लक्ष में काम किया। चार महीने तक काम नहीं करते हैं, लीच में चार, छः या छह रिय की नाशा कर—वैसे और फिर कहीं कि एक सत्य चार महीने काम नहीं

किया। परवरोका का बहुत कैस है। उस के बारे महीने के प्रधिक काम किया है लेकिन वह मारा मारा किया है। आप की घोषणा के भनुसार उस की काम मिलती चाहिए लेकिन उस की मिलता नहीं है। अब वे घोषणा के भनुसार आप काम नहीं कर सकते, तो घोषणा करना बहुत कर देती चाहिए। घोषणा कर के लोगों को दोबे में मत रखिये। जो आप की नीति है, उस का कार्यान्वयन होना चाहिए।

उपाय्यक महोदय : आप प्रधिक समय ले रहे हैं, इसलिए मैं आप समाप्त कीजिए।

भी दी० ए० तिवारी : हमारी पार्टी का जो कोटा है, उस में 5 मिनट का समय दे दीजिए।

उपाय्यक महोदय : आपी और बहुत से लोगों को बोलना है, इसलिए अब आप समाप्त कीजिए।

भी दी० ए० तिवारी : मैं यह कहूँगा कि मैंने बहुत सा फट कार कन्मिनेशन दे दिया है, बहुत से काम आप को दे दिये हैं। इन पर आप तिवारी कीजिए और यह देखिये कि आप वो गलत मलाह न मिले। मैं कैशल मेन्टन करता हूँ और जो काम वह मैं इन तरह के मिलते हैं, उन के बारे में एक्वायरी करना हूँ और उन को पढ़ना हूँ और भी आप के यहाँ पेश करता हूँ। मेरा कहना यह है कि रेलवे कर्मचारियों की मासि न मिलन पर उतनों रोक नहीं होता। बिना गोलबद्दल हर के अमाव वर। होना क्या है कि आज किसी के लेवर में काम करना है, तो एक राक्षसर इस हो जाता है, एक आदमी के सबकच्च में एक सक्षमर इस हो जाना है और जब उस का काम हो जाता है तो वह गर्भलग्न रिट्रैट हो जाता है और इन तरह से दूसरों का काम नहीं होता है। इन तरह का एक्स्ट्रोनिमेशन लोगों ने भी दिया बताया है। जो भी होना चाहिए, वह न्याय पर आधारित होना चाहिए। इस पर नहीं होना चाहिए कि कौन क्या कहना है और इन पर होना चाहिए कि क्या कहा जाता है और जो कहा जाता है, वह सही है या नहीं। यिन नारायण जी अगर कह दें, तो काम हो जाएगा और द्वारिकानाथ तिवारी कहें, तो नहीं होगा। जो भी हो वह मदुद्धि में होना चाहिए। तभी आप का एक्स्ट्रोनिमेशन ठोक से बल सकता है इन बादों के साथ मैं समाप्त करता हूँ।

ओमती अहिल्या दी० रायमेकर (बम्बई उत्तर-मध्य) : उपाय्यक महोदय, भगवर हमें भी भी तिवारी नारायण के पास लड़े हो कर भावण करने की आप हजारत दे दें, तो हम भी उन को बहुत से पेपर्स दे देंगे।

भी द्वारकानाथ तिवारी : आ जाए इधर।

ओमती अहिल्या दी० रायमेकर : रेलवे के बारे में सब से बड़ा सवाल यह है कि हमें वह सोचना चाहिए कि हमारी ये रेलवे कर्मचारियां कम्पनी हैं या एक्सीट यूटीलिटी कम्पनी हैं। इस के बारे में जब तक वह एक बुलियाही एजेंस नहीं लेंगे तब तक सबर एक्सीट या कम्पनी, तो लोगों के द्वारा ही उत्तर जाए द्वारेकम

होगा। इस के लिए एक कलेक्शन कमेटी एपाइट की गई है और अभी तक उस की रिपोर्ट नहीं आई है। उन को यह व्याहट रेलवे विभाग द्वारा है कि रेलवे नमस्कार कम्पनी है या पब्लिक यूटीलिटी कम्पनी है। इस के बारे में कुछ सोचना चाहिए। कमेटी का जवाब प्रगत जल्दी आ जाएगा, तो आपने आपने बाले दिनों में कुछ बदल ही जाएगा और फेट चार्जिंग का बोक्स भी लोगों पर कम ही जाएगा और कई नवे सुधार हो जाएंगे। हमारे रेलवे मीठी जी ने जो नवे तरीके का नया विचार दिया है, उस के किसी कोई आगामी नहीं है और इसलिए उन्होंने कोई अच्छा काम निकाला है, उस के लिए मैं उन को धन्यवाद देती हूँ। कोकन रेलवे जैसी बहुत सारी जीं उन्होंने कोई भी और मैं उन को बोहराना नहीं चाहती हूँ क्योंकि उसके लिए टाइम नहीं है। उन्होंने कहा है कि जो बाढ़ प्रार्द्ध, उस के लिए उन को 30 करोड़ रुपये खर्च करने पड़े, रेलवे एम्सलाइन को 125 करोड़ रुपये देने पड़े और 64 करोड़ रुपये को लेनी देनी पड़ी और किर भी 38 करोड़ रुपये का सरलकार उन्होंने बनाया है। इनका सरलकार होते हैं भी कोई नया भार जनता के 3 पर डालने की कांकित करना शुरू है। और यह करने की ज़रूरत नहीं है। मैं देखती हूँ कि एक तो हमारी रेलवे इकोनोमी स्टेगेन्ट हो रही है। पिछले दो दिन का हम देखते हैं कि दो साल में दो हवार किलोमीटर नयी रेलवे लाइन ढानी गयी लेकिन विलंड डॉक साल में केवल 73 किलोमीटर ही नयी रेलवे लाइन ढाली गयी। रोड ट्रास्पोर्ट इनका बढ़ गया है लेकिन रेलवे ट्रास्पोर्ट उनका ही रह गया है। रेलवे ट्रैकिंग की भी आपको बढ़ाना चाहिए। रेलवे इकोनोमी में दूसरी मालाख पूँजी बांध रखनी चाहिए। वे नहीं बढ़ते जो रहे हैं। जो प्रोडक्शन कमेटी बैठी थी उस कमेटी ने आपकी रिपोर्ट दी है कि 1-1-78 तक 3 हजार 4 सौ कोचिंग बढ़े हो गये हैं, आवर एजड हो गये हैं। हम उन कोचिंग की भी व्यवस्था कर रहे हैं। इस कमेटी ने यह भी कहा है 1. 75 से 80 हजार तक 6 हजार, 30 कोचिंग और नाकाम ही जाने वाले हैं। इन कोचिंग गे हमारा दिया नाकाम ही रहा है। इन कोचिंग गे उपराने लाइन नहीं गये हैं और जब वे आप करते हैं तो उनसे १५००-२०० भी हो जाने हैं। आप आप नवे कोचिंग नहीं बनवायेंगे और इन्हीं से काम चलायेंगे तो आपकी प्रोडक्शनिंगटी नहीं बढ़ती और आपकी आमदानी भी नहीं बढ़ता। इनका इतना बढ़ गया है, प्रगत उसे ट्रैकिंग को शोट करने के लिए आगे उतानी ही सब्ज़ा में कोचिंग नहीं बढ़ते हैं तो रेलवे में एक बहुसंसाधन आ जाएगा। इस बात को आपको ध्यान में रखना चाहिए।

फेट के बारे में आप देखिये। 50-51 से 77-78 तक 268.8 परसेट फेट किलोमीटर में बढ़ा है। इनका प्राप्त हुआ है लेकिन उसके मुकाबले में बेगम 90 परसेट बढ़ते हैं। यह आपकी इयर बुक में दिया गया है। जब फट इतना बढ़ जाएगा और बेगम १०० ही बढ़े तो आप कैसे मेंकरप करेंगे। इस कोचिंग की भी आपको देखना चाहिए।

हम देखते हैं कि हमारी नवकंपनी के कोल, ल्हील और रेलवे विपाठमेंट में हमेशा जगड़ा रहता है।

बेगम किस को देने चाहिए, जिस को नहीं देने चाहिए ऐसे बारे में हमेशा जगड़ा जाता करता है। हमारे महाराष्ट्र में कोपले] जी की तो कारण वरमल 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 स्टेशनेशन आया है।

लोकोमोटिव्स की एक कमेटी बैठी थी। उसने कहा था कि हमें स्टीम इंजन बन्द कर देना चाहिए और दूसरे इंजन लगाने चाहिए। उसने कहा है कि जब तक हम ऐसा नहीं करेंगे तब तब हमारी केपेसिटी नहीं बढ़ेगी। इसके बारे में भी आपको सोचना चाहिए। जापान और दूसरी कंट्रीज में जहा ईजल और पावर नहीं है, वहां उन्होंने तीन हजार होर्स पावर के नवे स्टीम इंजन बनाये हैं। इसके बारे में भी आपको सोचना चाहिए। हम देखते हैं कि हमारे यहां जो इंजन बने हैं उनमें कुछ मिकेनिकल फाल्ट है। उसको कारण ये ज्यादा दिन नहीं चलेंगे। इसके बारे में इकावायरी होनी चाहिए और उस फाल्ट को दूर करना चाहिए।

हमारे यहा जा कोचिंग है उनमें हम देखते हैं कि वे जल्दी बराबर हो जाते हैं। मैंने को जा कोचिंग हम देते हैं तो उन 1.5 परसेट से ज्यादा बेगम भाइने में दुर्स्त करने पड़ते हैं। इस तरह रो तो जो बोझा है वह आपनो व्याप्तिकृत के उपर डालना पड़ेगा। आपको चाहिये कि आप तरीके को बदले। इससे नुस्खान होता है। तीन बार लाइन से ज्यादा का नुस्खान होता है। इस नुस्खान को काम कर दें, इसका १४८ कर दें तो आपको आमदानी बढ़ जाएगी और संकेत टिकटो के ऊपर, गोरब नामों के उपर आपकी बोक्स डालना नहीं पड़ेगा। इस पर आप गम्भीरता से मोर्जे।

इंडियानस्ट्रम को दो। कटेंग नाम देने हैं। इसकी आप जाकर करा ति दो बड़ेर मावन न डॉस्ट्रिपरिटर द्वारा का निनामा नामापा मिनाना है। तो यह नहीं कंग्रेस उनका इस ये करेशन देने हैं। गह जो बड़े लोगों को आप फायदा पहुँचाते हैं उनका करेशन देते हैं इनको आप कर देना। इस तरह की जीवी को आपने कम रिया या बन्द किया तो आप देखेंगे कि आपकी आमदानी बढ़ जाएगी प्रोर आम जनना के उपर बोक्स डालने की आपका बहुत कम जहरल पड़ती है। आप कहते हैं कि ऐसा कहां से आएगा आपर हन दरों को न बढ़ाया जाए। मैं कहती हूँ कि यहां से पैसा आएगा और आप ठीक तरीके से देखेंगे तो आपको पैसा मिल जाएगा। और भी बहुत से बच्चे हैं जिन को आप बन्द कर सकते हैं।

आपने फेट और सीजन टिकटो की दरें बढ़ाई है। लेकिन आप यह भी देखें कि आप ने कितनी सहूलियतें उनके लिए मूल्या की है। 1965-66 से ले कर 1977-78 तक के आकड़े आप देखें। पैसेजर इनकी ही है 335 परसेट यह आपकी रिपोर्ट कही है लेकिन इसके मुकाबले में पैसेजर लेवे की भी कम्पेनी

## [बीमती भवित्वा वी० राशनकर]

है इनस्प्रिंग स्टैंडिंग, खदा रह कर भी वह खादी सत्र प्रतिशत बढ़ी है । क्या देखे आप यात्रियों को ? बम्बई की हालत को मार देवें । और भयु बदलते ने बहां रेल से खादी की है । वह जानते हैं । माननीय विव नारायण भी भगव बहां द्वेष में जाए तो इनको भगव खाने के लिए जगह नहीं प्रिलगी, इनकी भी वहां हीती है । फर्स्ट क्लास में भी वे नहीं जा पाएंगे । भगव किसी तरह से इनको भद्र जाने के लिए जगह मिल भी जाएंगी तो इनको एक पाव पर खदा रह कर यादा पूरी करनी पड़ेंगी । जब उत्तरना होगा तो उत्तरने तक को जगह नहीं मिलगी और किसी तरह से उत्तर भी नहीं तो ऐसा ही नहीं भक्ता है । यह जितनी ही विना हाथ पाव फ्रैचर करवाए ये उत्तर जाएं । इस तरह से लोग बहा गायियों में यादा करते हैं । औरतें यो यादा करती हैं उनकी भी इसी तरह की हाती होती है । एक औरका वा महे मालूम है । वह आकिस जाती भी । वह चढ़ने की कोशिश कर रही थी लेकिन बड़ु नहीं सकी और पिर गई और वही खन्म हो गई । इस तरह की एकरीडेंट बदा रोज होने रहने हैं । क्या एमेनेटीज आप वहां यात्रियों को देते हैं । पीक आरक्ष में जितनी किपेसटी एक इन्वे बोहाई है उससे पांच टाइम्स उस में भेज होते हैं, पाव गुना लाग उस इन्वे में होते हैं । खदा रहने तक के लिए जान नहीं मिलता । है । चुकि डिव में बड़ा होने के लिए जगह नहीं मिलता है इस वास्ते दो डिवों के बीच में खड़े हो कर लोग यादा करते हैं, खिर्दांधा के साथ लटक कर यादा करते हैं । उन पर बंध कर यादा करते हैं और अगर उनको कुछ लग जाता है तो वे भर भी जान हैं । यात्रियों को पता नहीं होता है उनको भरसा नहीं होता है कि उनके पति जिन्दा भी यात्रिय द्वा आ गये या नहीं । यह हातन वहा कम्पूटर्ज़ चा है ।

और भी आप देखें । शाम की सात बजे जब कम्पूटर स्टैंडेशन पर आते हैं उनको कई बार ढोड़ लगा हुआ मिलता है कि द्वेष बंसल हो गई है । कई बार तो प्लेटफार्म बदल दिया जाता है और उनको बड़ी ही कठिनाई का सामना करना पड़ता है । कुछ उनको एमेनेटीज नहीं दी जाती है । सीजन टिकटों की दरें आपने बढ़ा दी हैं ।

आप देखें कि आपको आगदानी कहा से होती है, किस क्लास से होती है । क्लास दीन और क्लास चार के जो कम्बारी है वे ज्यादातर सीकिंड क्लास में यादा करते हैं । अफरर 10 24 परसेट फर्स्ट क्लास में और 2 46 परसेट सीकिंड क्लास में जाते हैं । अगर सब आप देखें तो आपको पता चलेगा कि बिकिंग क्लास, हाकर, कार्मर की सज्जा कुल यात्रियों की सज्जा का बम्बई में 90 37 होता है । कलकत्ता में 99 31 परसेट, और मद्रास में 96 22 परसेट है । इसका भलतव यह है कि रेल से जो कम्पूटर्स चलते हैं मेजोरीटी में वह सेकेन्ड क्लास से जाते हैं । यहां आपने आगदानी भी है । 1 ह. से ले कर 250 तक और 251 से ले कर 500 ह. तक जिनकी आगदानी है वह 75 परसेट कम्पूटर्स हैं । 1 से ल कर 250 तक 19.83 परसेट, 251 से 500 तक 46 परसेट और जिनकी कुछ नहीं मिलता है उनका 10 परसेट है । जिसका

भलतव यह हुआ कि मेजोरीटी में 1 ह. से ले कर 500 रु. तक 75 परसेट सेकेन्ड भलतव से जाते हैं । आपने कहा है कि भालिक सोगों को कहेंगे । लेकिन इनमें से बहुत से मनमानोनाइज्ड हैं, फैक्ट्रीज में नहीं जाते हैं, फैक्युल्ट वर्कर्स हैं, औरतें सबसी भार मछली बेचने के लिये ले कर जाती हैं, उनका कोई ऐसलायर नहीं है । छोटे छोटे छात्रे करने वाले, 1 ह. या डेढ़ ह. कमाने वाले जो हैं उन पर 100 से 120 परसेट तक आपने बोका डाला है । यह अन्याय है और आपको इस बोका को पूरा कापस लेना चाहिये क्योंकि आपका बजट डिफिसिट बजट नहीं है । जो 88 करोड़ का सरलस है उसमें से भगव यह बोका आप पूरा कापस भी ले लेंगे तो भी 36 करोड़ का फिर भी सरलस रहेगा । इसलिये आपको डेली कम्पूटर्स पर पड़ने वाले बोका को पूरा कापस लेना चाहिये ।

आपने एमेनिटीज कोई नहीं दी है । सरलस में कोई वर्क नहीं पड़ता है । इनमें से 20 करोड़ बकेले बम्बई का है । और बम्बई की जनता ने पूरी लोक-शाही को रक्षा के लिये गाय दिया है । लेकिन आपने इन्हीं का गला काटा है । बम्बई, कलकत्ता और मद्रास की जनता मदा आगे रही है, उनका आप गला काट रहे हैं जो सर्वथा अनुचित है ।

लेवर रिलेशन्स के बारे में आपको इतन रखना चाहिये । आपका जो कर्वर है वह सब स कम्पेड और पब्लिक ऐटरप्राइजेज में । इमीनियरिंग डिस्ट्रिक्ट में 510 ह. मिलता है, जट में 475 रु. की एच.ई.एल में 484, सीमेंट में 485, टेक्नोटाल म 440 ह. टी में 449 रु. कोल में 437 ह. रेनव में 308 रु. मिलता है । इन ही नहीं आपने तुछ नवे काम का बोका रखा है, वह तो थीक है । लेकिन नई सर्टीफिकेशन की है? काम का बोकी प्रेसेज़िडिक्टोर के हिसाब से आप तक नहीं हैं । लेकिन न्यूफ की स्टैच्यून आपने किनकी बड़ायी है? आफिमसं ग्रूप ए, बी में 44 परसेट और क्लास नन्स ग्रूप (भी) में 20 परसेट और रेलवास चार में 3 परसेट । इसको भलतव साफ़ है कि अधिकारी लोग बढ़ रहे हैं । इसको भलतव चाहिये और रेलवे कम्पनीरायों पर जो काम का बोका बढ़ रहा है उसको कम कीजिये ।

आप इतनी कम भलतवाह देते हैं कि फिर भी बोका नहीं देते हैं । माननीय फार्मिल एर 15 दिन बाद ऐसान करते हैं कि वे एंडेटी और रेल कम्पनीरायों को बोका भलतव मिलने वाला है । आप ऐसा ऐलान न करो । देता हो तो हो । नहीं देंगे तो लड़ कर ले लेंगे आप से । इतना ही मुझे आपसे कहना है ।

भी जोतीजाई आर० बीधरी (बलातकाठी) : उपायक महोदय, भारत के आम आदवी की नजर में रखते हुए हर साल जो रेलवे बजट हृष पेश कर रहे हैं, इस के प्रति दोसरे वेष में हर बजट हृष पर सब लोग चुक हैं । संसद में भी सभी पक्ष के भागों ने किसी न किसी प्रकार से इस बजट भी सराहना की है । मैं भी आपकी ओर से रेल भलती की अच्छा बजट पेश करते के लिये शम्पशाद देता हूँ ।

इतना बड़ा देश है और बहुत जमीं रेल लाइनों में और भी बहुत सुधार की ज़रूरत है। समय पर गाड़ियों चलती नहीं है और लोको का प्रबल्ल करने की भी ज़रूरत है। पिछले लोको में नई रेल लाइनों के लागे के लिये बहुत काम करना चाही है। बहुत सब इन की नज़र में है, किंतु भी हम सब लोकों में जल्दी हो और इस मारे में छाले से छाले सुधार होते रहें, ऐसा हमारे रेल मवी मोबाल होने, ऐसी में आगा करता है।

आग कर जहा रेलवे स्टेशनों के बिजली देने का प्रावधान इस बजट में दिया है। इसलिये मैं रेल मंत्री में किंतु भी हमारी आग करता है कि जब सभी लाइनों को बिजली देने की ज़रूरत गई है, उसी तरह से कई रेलवे स्टेशनों पर ऊपरी पाव पुर की बहुत प्रावधानका है। उस की ओर भी वह आग दें। इस मामले में होता यह है कि जब हमारी ओर से इसी मारे होती है, तो रेल विभाग से जबाब दिया जाता है कि लोकल बाड़ीया या स्टेंट गवर्नर्स पैसा देने को पायाहों तो हम कुट भोवर विज बनाने की तीव्रार हैं। यह यह जातीक नहीं है। हर सात सैकड़ों की संख्या में नोग रम जाते हैं रेलवे एकलीडेंट चालू के कारण यानायान में अव्वरोध होता है। इसलिये इन कुट भोवर विज को बनाने पर पैसा रेलवे की ओर से ही लाभ होना चाहिये। कुल हजार रेलवे स्टेशनों में से 500, 700 में ज्यादा मैंसे रेल स्टेशन नहीं होते जहाँ कि कुट भोवर विज की ज़रूरत हो और एक विज पर 3, 4, 5 लाख से ज्यादा लखी भी नहीं होता। तो सभी स्टेशनों पर भोवर विज बनाने के लिये मेरे खाली में 5, 10 लाख में ज्यादा की ज़रूरत नहीं होती, रेलवे के लिये यह कम ज्यादा ही है, किंतु भी यह रकम के लिये नहीं दी जाती है। हर साल रेलवे के भोवर विज न होने में एकलीडेंट होते रहते हैं और सैकड़ों की संख्या में लोग नहीं रहते हैं। और इन भोवर विजों के लिये रेलवे की ओर से एक भी पैसा नहीं दिया जाता है, यह अच्छी बात नहीं है। यिस तरह से बिजली के बारे में प्रबल्ल किया गया है; कि सब जगह पर बिजली दी जायेगी, उसी तरह से जल्दी मधीं रेलवे स्टेशनों पर भोवर विज के लिये भी प्रबल्ल रेलवे की ओर से होना चाहिये, ऐसा प्रावधान हो, इस पर मंत्री महोदय सोचें। पालनपुर इंजीन पर कुट विज जल्दी किया जाए यही मेरी मांग है।

हर जगह रेलवे में रिजर्वेशन में अप्पालाचार आपत है। लेकिन स्पेशल ट्रेन के बारे में ट्रेवलिंग एकेंट रेलवे परिवारियोंके साथ सॉन्ट-गाठ करते हैं। उसी बजह से यादा अप्पालाचार हो रहा है। रेल मधीं ने किसानों को नीरंग धारा जाने के लिये रेलवे में दियायते थी है लेकिन जब स्पेशल ट्रेन में जाने के लिये यात्रियों की ज़रूरत हो तो उन को स्पेशल ट्रेन समय पर नहीं निलंबी है। ट्रेवलिंग एकेंट जो होते हैं वह सारे वर्ष किपाइट जगा करते रहते हैं और अधिकारियों से भिल कर स्पेशल ट्रेन की सब रिजर्वेशन द्यपने पास ले लेते हैं। जब स्पेशल ट्रेन में किसानों को, विद्यार्थियों को, भ्राता ज़रूरत होती है तब लोकी धारा पर जाने की तो उन को स्पेशल ट्रेन नहीं निलंबा है क्योंकि ट्रेवलिंग एकेंट सब रिजर्वेशन धारा में हाथ से लहजे से ने रखते हैं। यह सब तरफ प्रशिक्षकरियों के साथ सॉन्ट-गाठ होने पर यह अप्पालाचार

बलता है और किसान असली उपचालका को स्पेशल ट्रेन की ज़रूरत होनी से वह उत को समय पर नहीं मिलती। इस तरह से प्राप की ओर से रियायत का लाभ जो इस बजट में दिया गया है वह उन को होने वाला नहीं है। इसलिये मैं चाहता हूँ कि स्पेशल ट्रेन के बारे में देखा जाये और जो विचारी 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 में यह कर रहा हूँ कि कोयले की बजह से जो ट्रेन बन्द हुई है और अभी तक चालू नहीं हुई है। उन को फौरन चालू किया जाय। यह हमारे लिये बड़े बाधे की बात है। रेल मंत्री जी ने इह संसद में आवधान दिया था कि सभी रेल गाड़ियों की जो कोयले की बजह से बन्द हुई है, उन को चालू किया जायेगा, लेकिन ग्रामी भी बहुत सीज़े चालू नहीं हुई है। इसलिये ऐसी सभी गाड़ियों को चालू किया जाये। प्राप जितना अच्छा काम कर रहे हैं, उस से यह कलंक की बात है—इसलिये इसका जल्द से जब निवारण होगा, ऐसी भी आगा करता है।

कई सालों से हम ने एक नई रेलवे साइन की आपसे मांग की है। कांसा से चिलडी लाइन का 1966 में सबूं द्याया था, इस में सिर्फ़ 20 किलोमीटर का कासला है। इस लाइन के बन जाने से गुजरात और राजस्थान के साथ जोड़ी एक समानांतर लाइन मिल सकती है। इस समय को रेलवे लाइन अग्रहमदाकाद से अग्रवर, अग्रपुर हो कर चिलडी जाती है—इस में बहुत ज्यादा भीड़ चालू होती है। जिस तरह से बड़े शहर के साथ उस के उपनगरों से जो गाड़ियां जाती हैं, उन में जितनी भीड़ होती है, लोग लटकते हुए उन में याकां करते हैं, वही हालत इस लाइन की है। यदि आप इस 20 किलोमीटर की लाइन की बना दें तो यह भी एक कम हो जायगी और न केवल एक समानांतर लाइन आप को भिल जायेगी ताकि राजस्थान और गजरात का बनासवाड़ा जल, जैसे हमारे गुजरात का बनासवाड़ा जल है, और राजस्थान का सांचोर और जैसलमेर जिला है वह मिल सकती है। इनका ही नहीं, डिफेन्स की दूरिय से भी यह लाइन बहुत महत्वपूर्ण है, क्योंकि गुजरात और राजस्थान का जो बाईं-दर एरिया है, जो पाकिस्तान के साथ जुड़ा द्याया है, यह लाइन उस को जोड़ने जाती है। इस दूरिय से यह रिफ़ैन्स के लिये भी बहुत महत्वपूर्ण है। मेरा अनुरोध है कि इस के लिये जल्द से जल्द सांचा जाय।

भ्रहमदाकाद से दिल्ली की लाइन को ब्राइगेज 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 भ्रातिक प्रावधान किया गया है और दिल्ली से रियायी तक उस के बदलने की बात कही गई है। लेकिन जैसा मैं पहले निवेदन कर चुका हूँ—यह बहुत भीड़ चालू वाली लाइन है, साथ ही गुजरात तथा राजस्थान के मुख्य बहरों को जोड़ने लाइन है, इस लाइन के नज़दीक वही सीज़ेट फैक्ट्रीज़ी बन रही है इस लिये इस लाइन की शीर्ष ब्राइगेज में बदलने की ज़रूरत है—लेकिन ऐसा ही नहीं रहा है, साथ ही इस बजह से इस पर उपर-कास्ट लाइन का काम भी नहीं हो पर रहा है, वहाँ चुपर-कास्ट

[भी जीती भारी पार० बोर्डरी]

देवन भी नहीं बलाई जा सकती है, क्योंकि लाइन की कीपिंटी नहीं है। इस सम्बन्ध में हमारे गुरुराम और राजस्वान को भीर से बहुत जोरों से मांग की गई है, वे आप से बानूरोध करता कि इस को जल्द से जल्द बाहर बैज में बदलने का प्रावधान किया जाय। वे यह भी निवेदन करता बाहता है-जिस तरह से आप ने दिली से रिकाई तक की लाइन को बदलने का प्रावधान किया है, उसी तरह से ब्रह्मद्वाराव की ओर से भी इस काम को हाथ में लिया जाय, ताकि इस को जल्द से जल्द बाहर बैज में बदला जा सके।

बेहताना तक इस समय बदलन-लाइन है, इसी तरफ कलोल से भीड़ी दूर तक बाहर बैज है, जो बाहता है कि बेहताना से पालनपुर तक बाहर बैज का काम हाथ में लिया जाय। इसको का जो कारबाहा है, वहाँ तक तो बाहर बैज आया है, वहाँ से कलोल जंक्शन स्टेशन का कुल दो किलोमीटर का फासला है; यदि इस को बड़ा दिया जाय, तो साबरमती में जो ट्रांशिप-बैटर करना पड़ता है और जिस में जाया समय लगता है, उस में सुविधा ही सकती है। और कलोल जंक्शन होने की बजह से माल और रेलवे पैसेजर्स के यातायात में और सुविधा हो सकती है। यो किलोमीटर के फासले का सवाल है। इस काली से जल्दी दूरी किया जाएगा, ऐसी में आशा रखता हूँ।

दूसरी बात हम कही सालों से यह मांग कर रहे हैं, लेकिन इस तरफ व्याप नहीं दिया जाता है, कि डीला से पालनपुर तक जो गाड़ी चलती है, उस को रावनपुर तक लान्नाया जाए। रेलवे की पट्टी है और वहाँ पर डिब्बे भी हैं, इंजिन भी है और कुल 25 किलोमीटर का यह फासला है। प्रगत को आप बड़ा देते हैं, तो तीन, चार और तहसीलों के जो लोग हैं, उन को डिला हैडवाटर में आने में सुविधा हो सकती है। दिन में जबने वाली कोई दूसरी गाड़ी नहीं है और सुबह को सिर्फ़ एक गाड़ी चलती है। प्रगत डीसा-पालनपुर बीच बदलने वाली देन को आप रावनपुर तक बढ़ा दें, तो बहुत से लोगों को इस से सुविधा मिल सकती है। इस और व्याप नहीं दिया जाया है। वहाँ पर रेलवे लाइन है, इंजिन भी है और डिब्बे भी हैं और रावनपुर में इंजिन बदलने की सुविधा भी है। इस को पूरा किया जाए, ऐसी में आशा रखता हूँ।

हमारी और एक मांग बहुत सालों से वाली भा रही है कि पश्चिम रेलवे का जो हैडवाटर बम्बई में है, उस को वहाँ से हटा कर किसी बीच के स्थान पर से आया जाए। अंग्रेजों के जमाने से वह चला आ रहा है और यह न्यायसंगत नहीं है। वहाँ से हैडवाटर बीचों नहीं बदला जाता है। और सब यहकी बातें की जाती हैं लेकिन इस बात की ओर सरकार की नज़र नहीं जाती है। कहा यह जाता है कि वहाँ पर कम्बारियों के रहने के लिए चर रहे हैं और दूसरी सुविधाएं वहाँ पर हैं। आप जानते ही हैं कि बम्बई में बहुत भीड़-भाड़ रहती है और जैसा हमारी बहन जीमीटी रोनेकर ने बताया कि वहाँ पर लोगों को चर नहीं मिल रहे हैं और इसलिए उप-नगरों में जा कर रहे रहे हैं। प्रगत हैडवाटर बीच में, जीकीनगर, बड़ीदा

ग रातकाम, जो भी ग्रान्टकल जगह हो और बहाँ पर भी ज्यादा सुविधाएं प्राप्त हैं, ले जाया जाएगा तो इस से बम्बई में जो भीड़-भाड़ रहती है, वह बहन ही जाएगी और लोगों को भी बहुत सुविधा होती है कम्बारियों की सुविधाओं को बेकर कर बदलने की जात है यह भी भी है। लोगों की सुविधा को बेखाना चाहिए। इनको ब्राह्मणता देनी चाहिये। आप क्या हो रहा है, वह आप दें। उन को हृषीरी जगह भी सुविधा हो मिलती है। इसलिए मैं यह कहूँगा कि पश्चिम रेलवे के हैडवाटर को जो भी बीच के निसी स्थान पर लाने की मांग वर्षों से जल्दी भा रही है, वह बहुत न्यायसंगत है और इस पर आप को व्याप देना चाहिए। इस पर जल्दी से जल्दी निर्णय किया जाएगा, ऐसी में आशा रखता हूँ।

एक बात और कहना चाहता हूँ। छोटे लोगों और लोगों की ओर सरकार की नज़र है। फिर भी जो छोटे लोग हैं, उन को रेलवे बेगनों की जो सुविधा मिलने चाहिए वह उन को नहीं मिल पाती है। मैं आप को बताऊँ कि सांतलपुर रेलवे स्टेशन है और वहाँ पर छोटे लोगों पर बहुत से लोग नमक पका रहे हैं लेकिन रेलवे के बेगन न मिलने की बजाए से उन को कोई जायदा नहीं होता है और जो दाम उन को उन के माल का मिलना चाहिए वह नहीं मिल पाता है। इस तरह को छोटे लोग हैं, जो नमक को पका रहे हैं, उनको जल्दी से जल्दी और पूरी यात्रा में रेलवे के बेगन मिलने चाहिए जिस से उन को पूरा रास्ता मिल सके।

आखिर मैं एक बात और कहूँ कर समाप्त करता हूँ। छोटे लोग और मीटर रोज़ में जो दूध ले जाने के लिए रेल के टेंकर होते हैं, उन के केट एक बीसे हैं। छोटे लोग के एक टेंकर में 20,000 लीटर दूध से जाया जा सकता है और मीटर रोज़ में केवल 10,000 लीटर ही दूध ले जाया जा सकता है और रेट समान है। इस से उन लोगों को बहुत नुस्खान होता है जो दूध रेल से बेगन चाहते हैं।

माननीय उपायकारी जी, हम को ऐसा बहाया जाता है कि मीटर रोज़ बदलने में जायदा बार्चा आता है बनिस्त बाहीरी बदलने के जिससे उसान रेट रखा जाता है। तो इसलिए हमारी मांग है कि आप मीटर रोज़ लाइनों को बाहीरी लाइनों में जल्दी से बदल दीजिए। मीटर रोज़ लाइनों पर जो दूध ले जाया जाता है उसका भी उतना ही भाड़ा लिया जाता है जिसना भाड़ा बाहीरी लाइनों पर लिया जाता है जब कि बाहीरी लाइन के एक टेंकर में 20 हजार लीटर दूध आता है और और मीटर रोज़ लाइन पर एक टेंकर में वह हजार लीटर दूध आता है। भाड़ा दोनों लाइनों पर बदलाव लिया जाता है। जब तक आप मीटर रोज़ लाइन को बाहीरी लाइन में नहीं बदल देते तब तक आपकी मीटर रोज़ लाइन पर दूध का भाड़ा कम करना चाहिए। यह हमारी मांग है।

मैं अपने रेल बंडी जी को बहाई देता हूँ कि उन्होंने बहुत में आप आदमी के प्रति नज़र रखी है। महात्मा गांधी ने हम सब को यह बताया था कि हमें आप आदमी की हत्या नज़र रखनी चाहिए। मैं रेल बंडी जी की इसके लिए बहाई 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 Cottars by meter gauge, and while you are waiting for transhipment, 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. Vajpeee 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. Inspite 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 flunkies 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—332. 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.

श्रीमती प्रकाश गोरे (बम्बई उत्तर) : उपायक गहोदाय, याक के इस रेलवे बजट पर बोलते समय मेरे नन में सर्वियरित भावनाएँ हैं। जैसे कि एक आम अच्छा चिल कलाकार की तरफ से वेज ही जाये, उसमें रंग संगति अच्छी है, उसी जैसे वह राहीं कहते हैं वह अच्छी है, एम रहना चाहते हैं कि वह युवावर चिल है जैसी जितना काल उस पर कोई एक सारांश का अवलम्बन नह जाये, उसी तरह से रेलवे बजट में सारी बातें अच्छी रहकर भी एक बराबर चीज होनी चाही है।

यह रेलवे बजट कई भावनों में, जिसके बारे में लोग कह सकते हैं कि अच्छी बजट है मैं वह कहाँही कि 1924 से लेकर आज वहसी बार कैपिटल एसेपी-बर को सेकर रेलवे के बारे में वहसी ने बृक्षियाँ ही तीर से सोचने का जान सुक किया है। जो एकपट्ट कोटी नियुक्ती ही है और इसके कारिये वो बड़ी बातों का चिप उड़ाने के लियाँ चाहता था। पहसी दो वह

है कि पूरी बिलीडें देने के लिये जो बोल्स बनरल रेस्यू से लेना पड़ा वह इसके बारे नहीं होगा।

"The accumulated interest portion of the loan liability under Revenue Reserve Fund amounting to Rs. 93.95 crores will be written off."

तो यह दो चीजें बनने से हम जहर यह अपेक्षा रखते हैं कि अब कैपिटल इन्वेस्टमेंट के लिये कुछ जावा स्कोप रहेगा और इसके बारे पूरे देश में अलग-अलग जो रेल की नई सुविधाएँ हानी चाहिएं, उसके लिये जो इन्वेस्टमेंट चाहिये, उसके लिये रास्ता बुल जायेगा, ऐसा मैं मानती हूँ। यह 1980 का एन्ड्रायल प्लान है 650 करोड़ रुपये का। इस के बारे में मैं वह जहर कहना चाहूँगा इसके का, इस में जो नई लाइंगों के लिए, उन के सर्वे के लिए और पूरी रेलवे के विकास के लिए जो बिल्ड रखी गई है, वह उसीसों के विकास की दृष्टि नहीं बर्सिक प्राम विकास की दृष्टि है और इस देश के पिछ़े हूँ, जो भाग है, उन के लिए जो दृष्टि रखी गई है, उस के लिए मैं मंत्री भी की मराहना करती हूँ। किसानों को भी सुविधाएँ दी गई हैं और कोई यह कह सकता है कि यह तिरंगे विकास के लिए किसानों के लिए ऐसा कर रहे हैं लेकिन मैं समझती हूँ कि देश में प्रोडक्शन बढ़ाने के लिए, किसानों के एक नई दृष्टि से काम करने के लिए ब्रेंटिक करने का एक अच्छा तरीका बजट में रखा गया है।

दूसरे दर्जे के विकासों के लिए जो सुविधाएँ दी गई हैं उन के बारे में मैं वहीं बोलनी चाहोंगी मंत्री जी बदल उस के बारे में बोले हैं और सभी लोगों इन की जानते भी हैं। असल में बजट की अच्छी चीजों के बारे में आपोनीजन के लोगों ने जितना कहा है और जी अपनेजन ने बजट की अच्छी चीजों जो हैं, उन के बारे में कहा है, इस काल में समझती हूँ कि उन के बारे में जावा बोलने की जहरत नहीं है। बालालैस ट्रेन्स के बारे में कही जाती है कि दूसरे दर्जे में जाने वाले सामान्य वालियों के मन में एक विकास रैवा करने का कान सुक हुआ है।

रेलवे कलंचारियों का काफ़ी काम हुआ है और 1974 की दूसराल को से कर उस बक्त के जो काफ़ी सवाल पढ़े हुए थे, उन सवालों को हल करने का काम भी सुक हुआ है जैसिन हिर भी मैं यह बतार कहना चाहूँगी कि यह लोगों की यह उम्मीद रही है कि रेलवे के कर्म वालियों को बोनस देने का काम जो आद्यार रहा है, उन को पुराना प्रूफ करना चाहिए। मैं बायती हूँ कि रेलवे के मंत्री महाराज अवैष्णो इस काम को नहीं कर सकते हैं। लद-केटी फैब्रिनेट की इस के लिए नियकत हूँ है और वह अच्छा होता अगर बजट के समय से पहले ही इस का फ्रैंसिला कर लिया जाता। यादी भी मैं यह कहूँगी कि बहसी है बहसी इस का फ्रैंसिला कर के रेलवे के कलंचारियों को बोल्स देने का काम आप के बरिये से हो जाएगा, ऐसी उम्मीद हम करते हैं। वह बात भी सही है कि अगर आप इस को पूरा नहीं करतों तो रेलवे कलंचारी कूप नहीं बढ़े रहेंगे, वे तो इस को से ही रहेंगे। वे बड़ाकूप ला कर इस को से जाएंगे, इस में बुजे बक

## [ श्रीमदी शृंगार सोरे ]

नहीं है लेकिन मैं आप भी यह आका करती हूँ कि मधु दंखते जी इस को पूरा नहीं भल गये हैं और वे इस को शिलाने की पूरी कार्यश करेंगे।

सेफटी के बारे में गये दो माल में वे देख रही थीं काफी एक्सीडेट्स होते रहे हैं और एक्सीडेट्स को कम करने के लिए रेलवे प्रोटोकॉल को सोर्स को कम करने का अच्छा काम आप ने किया है। सेफटी प्राटोकॉलिक बानिंग मिस्ट्रिप जो रेलवे के ड्रीनियस ने दिया है, उस पर कार्यवाही बरते के लिए आप ने तुरस्क नुक्त कदम उठाए। उस के लिए मैं आप को धन्यवाद देना चाहूँगी योगी कि यह प्रकार से दो, तीन बड़े एक्सीडेट्स हुए हैं उन को हम भल नहीं सकते हैं। जब एक ट्रेन ट्रूसरी ट्रेन पर बली जाती है तो किस तरह से 40, 50, 60 और 70 लोग मारे जाते हैं। किस प्रकार से बर्स है, मलाइ और मलोग में एक्सीडेट्स हुए हैं, उन सब जगहों पर आ कर हमने देखा है। इसलिए मैं यह कहूँगी कि सेफटी बानिंग के लिए जो काम आप ने किया है, वह बहुत धन्यवाही है और ऐसा करना बहुत जरूरी था।

इन सब बातों के कहने के बाद, मैं उप-नगरों की रेल सेवाओं और उन के किराये के बारे में कुछ कहना चाहूँगी। इसली अच्छी बातें करने के बाद आप ने जो धन्यवाद बोला आल दिया है उप-नगरों के रेल बातियों के अंतर, उस के लिए एसे मली महोदय से यह कहना चाहूँगी कि बरबाई के लोगों को जो आप के बजट में अच्छी भी जी है, वे विरास्त नहीं पढ़ रही हैं और वे इस विचार में हैं जियह बोला कैसे बहन करे।

मैं यह भी कहना चाहूँगी कि बम्बई में कोई भी आपसी केवल आपान्द के लिए प्रवास नहीं करता है। उन्हें मजबूरी है, रोटी कमाने की मजबूरी है। इसी मजबूरी के लिए उन्हें जाना पड़ता है। बम्बई की औपांकिक परिस्थिति ही ऐसी है कि वहाँ रेल से सफर करने के सिवाय दूसरा आरा नहीं है। रेल में चलने से समय भी कम लगता है इसलिए लोग रेल से चलते हैं।

मैं आप से कहना चाहूँगी हूँ कि पराजये कमेटी ने जो शाकड़े दिये हैं उनके घन्सार रेलवे में सफर करने वाले यात्रियों में से 68 परसेट यात्री 1 रुपये से 500 रुपये तक की आपान्दी लाले जाते हैं। ऐसे लोगों की मजारिटी है। इस कमेटी ने डिस्ट्रेट्स का एवरेज निकाला है वह 18 किलोमीटर एवरेज विस्टेंड है। करीबन 38 से 40 लाख लोग हर दिन रेलों से प्रवास करते हैं।

बम्बई के बारे में मैं एक बात आप से कहना चाहूँगी हूँ कि एक जमाने में मजबूर और कट्टकारी जोग सेन्ट्रल बोर्ड में रहते थे। यह अपास से ज्यादा मजबूर सेन्ट्रल बोर्ड से हटा कर उपनगरों में लेज दिये गये हैं। बम्बई में जहाँ कहीं मकान गिर जाता है, वरसाव के सबसे में अक्सर ऐसा होता है और हजारों मकान गिर जाते हैं, उन मकानों में रहने वाले लोगों को दूर-दूर बहे उपनगरों में लेज दिया

जाता है। विराट तक आ कर लोग यह रुक्की लगे हैं। वहाँ रह रहे लोगों को काम के लिए बम्बई तक आने में पहले बस का किराया देना पड़ता है, उसके उपरान्त रेल का किराया देना पड़ता है। रेल के किराये को भी आपने दुगला कर दिया है। 128 फीमीटी बोला आपने उन लोगों पर आल दिया है। वे लोग इस सहन करने की स्थिति में नहीं हैं। यह बोला उन पर जायदा है। उन रेलों में केवल बड़ी कम्पनियों के बड़े-बड़े धर्थिकारी ही मफर नहीं करते हैं, उनमें स्माल स्केल इडल्ट्रिज के, लाटे उद्योगों के मजबूर और हाँकेसी भी सीपर करते हैं। वे लोग इस बोली को सहन नहीं कर पायेंगे। कृपा करके ऐसी कल्पना न कीजिए जो अधिकार में न आये। यह वैसी ही कल्पना है जैसा कि आपने कहा था कि बम्बई शहर में जो नये उद्योग लगायेंगे उनमें काम करने वाले मजबूरों के लिए मकान बनाने की जिम्मेदारी उनके एम्सलायर पर होगी। आज तक बम्बई में एक भी इडल्ट्री ऐसी नहीं दिखाई पड़ती जिनके एम्सलायर ने अपने बासों के लिए मकान बनाये हों। इन प्रकार के कामन प्रगर आप बनाते हैं जिनका इडल्ट्रीमट्रान न हो ता। उसका क्या कायदा है। इन सम्बन्ध में येरा कहना यही है कि आप इन पेसेजर्स पर इतना बोला न डालिये जो कि आप बसूल न कर सके।

दूसरी बात में यह कहना चाहूँगी है और मधु भी भी उसे धन्यों तरह से जानते हैं कि यह बात नहीं है कि बम्बई में तिर्क बड़े लोग ही रहते हैं, जैसा कि कहीं लोग कहते हैं। एकोनोमिक एड विलिटकल बीकली में प्रो. राजकृष्ण जी ने आपके दिये हैं कि हरल एरियाज में 48 परसेट लोग बिलो पावर्टी लाइन हैं और शहरों में 41 परसेट लोग बिलो पावर्टी लाइन हैं। बम्बई में भी काफी लोग बिलो पावर्टी लाइन रहते हैं जो रोटी कमाने के लिए रेलों से प्रवास करते हैं। ऐसे लोगों के अपर भगर आप यह बोला डालते ही तो यह उनके लिए असहाय होगा। आप बड़ोंरी हैं जो लेंगे। 18 किलोमीटर तक का नो भी ने आपको बड़ा ही दिया है। अब आप आगे देखें। 20 किलोमीटर के लिए भारी तीन महीने का यात्रा 22 रुपये 65 पैसे में बनता है। अब 51 रुपये में बनेगा। प्रांजये कमेटी ने जो सुधार दिया था, उस में मली भी जो जो सांघर्ष दिया है, सुधार किया है उस के बाव इतनी बढ़ि होगी। यह कहना कि आप यात्री एवरेज 18 किलोमीटर ही प्रवास करते हैं और उससे दूर जो रहते हैं उन में प्रवास परसेट के बिलो यात्री आप कामी नहीं हैं तीक नहीं होगा। एवरेज के लिये 23 रुपये 40 पैसे के स्वाल पर 63 रुपये का पड़ेगा। मलाड के लोगों को 28 रुपये 65 पैसे के बिलो 69 रुपये देने पड़ेगे, बसीन के लिए 42—90 के स्वाल पर 93 रुपये देने पड़ेगे और विराट के लिए 45-50 के स्वाल पर 102 रुपये देने पड़ेगे। ये तीन महीने के यात्रा के यात्रा के हैं। विराट से एक यात्री को बदली है और आ जार यात्रा से तक कमाता है क्या यह 55 रुपये की बढ़ोत्तरी तहत कर लकड़ है जबकि यह 1 मध्य एवं शीतकाल दो-चौथे यात्रा रुपये है। जोर्ड बदला हो सकता है जिस की कमीज़ तक

होता है, और बूँदि पास में कालेज नहीं है इस बाते उसको भी पास बढ़ावा न पड़ता है। अस्पताल में कोई जानार है तो अस्पताल में जाने के लिए और कोई जाना नहीं सिवाय जाड़ी से जाने के। पास से कर ही उसको जाना पड़ता है। इस तरह से हर घर में एक योगदान हो रहे हैं। उनके बड़ट में एक महीने में इस तरह से 30—35 रुपये की बढ़ावाती आप कर रहे हैं। सामान्य मजदूर जो तीन घार या पांच से जाना है इसमां भार सहन कर सकता है? दूसरी जीजों की ओर मिलते बड़ीयों और उस कारण से जो उस पर घार पड़े वह बहलत है। आपने तीन महीने के पास की कुछ सहायता दी थी। इसको भी आप बापिस लगा चाहते हैं। हर महीने जाकर उसका पाम बनवाने के लिए अब क्यूँ में बड़ा होना पड़ेगा। इस के लिए आपको काफी स्टाफ बढ़ाना होगा। हर महीने हर व्यक्ति भवर पास बनवाने के लिए जाएगा तो काफी स्टाफ आपको इम काम के लिए बढ़ाना होगा। युस मालूम नहीं आपने इसका हिसाब जोड़ा है या नहीं। आपको तो चाहिये या कि आप तीन महीने के बाजार क्ष के यहीं का पास बन सकते इस प्रकार की सहायता उसको देते। इससे हो सकता है उतने ही स्टाफ में या उससे भी कम स्टाफ में आपका काम हो जाता। हम रिट्रैंगेंट के विषय हैं। हाँ आपको ज्यादा स्टाफ लगाने की जो आवश्यकता पड़ती वह नहीं पड़ेगी।

उपनगरीय ट्रैक्टर में जो कठिनाइयां होती हैं उसका विवरण देने की जरूरत नहीं है। आप स्टैटिंग रेक्स निकालने की सोच रखे हैं। उन में तो गाय भैंस को जिजों में भर कर ले जाते हैं। विराट से चर्च घेट तक जाने में पीने दो घटे लगते हैं। आप चाहते हैं कि सब लोग उस में बढ़े हो कर जाएं। वह भारतीय जो बढ़े बढ़े जाता है कच्छीयी में या फैक्ट्री में जा कर स्था काम करेगा। आपको चाहिये या कि बैठने की जगह ऐसे बढ़ाई जा सकती है इसको आप दें। उसके बजाए आप बैठने की जगह को निकालने की बात सोच रखें हैं। उनका जैवन में हम इसकी विवरण देखा करते हैं कि यह तरह से स्टैटिंग रेक्स में जोड़ों को भर भर कर कंस्ट्रक्शन फैस्स में ले जाया जाता था। इन में अन्दर जाने के बाद लोग बाहर नहीं आ पाएंगे। पिक पाकेटिंग अधिक होंगी। यह हिक्कूल बलत चीज़ है। ट्रैक्टर यूनिवर्सिटी कमेटी ने एक राय से इसका विवरण दिया है। इसके बादकूल आप स्टैटिंग रेक्स ला रहे हैं। कृपा करके इसको न लाएं तो नहीं तो उपनगरीय रुक्मायियों को ज़ब जो एक बड़ा होना पड़ता है। कितरह से बैठने के बावजूद साथ स्टैटिंग एकमोडेशन बदलने की जात ही सकती है इसके बारे में बास बैगन में कम्बनी का एक लैटर आपके पास पड़ा हुआ है। उस नए तरीके से उड़ी दिल्ले में किस प्रकार से जगह नहीं सकती है यह बताया गया है। महाराष्ट्र की स्टेट ट्रांसोर्ट ने सिग्नल ईंकर के साथ द ड्रेल ड्रकर की सेवा सकते हैं इसका यह लगाया है और इसके माडर भी आपको बर्फीयां को दिए हैं और बहार की कीमिय करते हैं। आपको द्वितीय उपचार कराया जाएगा।

स्टैटिंग की जगह कम न हो सकत उसके साथ-साथ सिंटिंग एकमोडेशन बढ़ जाए।

मैं जानती हूँ कि आपने सबरदन पूँजी पर इतना सब कुछ बढ़ाया है लेकिन किर भी इनको कोई नई सुविधा नहीं दी, न रोनग टाइम के बारे में और न ही आप दूसरी सुविधाओं के बारे में। आप कहो कि यह करें, वह करें। लेकिन उससे हमसी हालत मुपरने वाली नहीं दी। एक भी नई रेक्स नहीं आ रही है 1982 तक आप आप चाहते हैं कि बढ़ाया है कि बढ़ाया है उसी तरह से चले तो तुरन्त आपको रेक्स बढ़ाने के लिये कुछ करना चाहिये। नहीं तो आप मरी भाँति जानते हैं कि कम्प्यूटर्स जब असेट्रॉट हो कर अनली ही जाते हैं तो मबसे पहले उनका गुस्सा रेलवे प्राप्टी पर ही उतरता है। आपने 6 करोड़ रु रखा है लेकिन 1982 तक यह रेक्स आने वाली नहीं है। किर आप बताइये कि कैसे काम चलेगा। इसलिये इस तरफ रेक्स बढ़ाने के बारे में आपको तुरन्त ध्यान देना चाहिये।

मैट्रोपालिटन ट्रांसपोर्ट के लिये आपने 1 करोड़ 60 लाख रु. रखा है। इन्हीं बड़ी योजना पर इतना कम रुपया रखेंगे तो पता नहीं इस गति से हमारे पांते भी उसको देख पायेंगे कि नहीं। मंविरी से बोदरा तक जो नई लाइन को कहा था, कबल बोदरा में पलाई और बताने से क्या कायदा है? जमीन आपका पास है इसलिये नई लाइन डालने का काम आप तुरन्त कर सकते हैं। 25 करोड़ की योजना है। आप आपके पास एकदम नहीं है तो ऐस्ट्रलिपस थीरे-थीरे लेने के बजाय आप एक दम उनके इकट्ठा पैसा ले कर यह काम कीजिये। ताकि बम्बई के रेल यात्रियों की तक्षीक दूर हों। उनकी तकलीफों को दूर करने के तमाम इन योजनाओं को आपको हाथ में लेना चाहिये। बिना इसके काम नहीं चल सकता है।

आपके यहाँ आरपी.एफ. और जी.आर.पी. हैं। उनका यह हाल है कि जब कोई गुंडा यिक पाकेट करता है, हमला करता है और पुलिस वालों से कहते हैं तो आरपी.एफ. वाले कहते हैं कि यह उनका काम नहीं है, जी.आर.पी. का काम है। और जब जोरी होती है, देखते ही पुलिस वाली है, और थोटे-थोटे लड़के आ कर के सामान चुराकर ले जाते हैं पुलिस वाली है और हम कहते हैं कि वक़ूते कर्मों नहीं तो वह कहते हैं कि यह आरपी.एफ. का काम है तो इन दोनों में कोप्राइवेशन योगी चाहिये तभी जा कर के कुछ काम होंगा और जोरी से रेलवे को जो काफ़ी नुकसान होता है वह भी होंगा। इसी तरह स्लैप डिस्पोजल में काफ़ी नुकसान होता है। अब तभी दोपहर डिस्पोजल हो तो आपको काफ़ी पैसा भिल सकता है। इसलिये इस तरफ आप ध्यान दें।

पैसेंजर एमेनिटीज के लिये आपने कुछ बदल कर दी जोकिं भी तक नये डिस्ट्रॉक्मेंट बनाने हैं, नए बिज बनाने हैं, नई बिक्कोज बाजारी हैं, आप बहुत कुछ कर सकते हैं, सेमिन यह द्वारा कर्मी लड़ी हुमा है। बास्टर वै डिस्ट्रॉक्मेंट कहा जा सकता है वह

## [भीमती भूमतल गोर]

कौन सा काम किया है, यह हमें मालूम हीना जाहिये। रेलवे यूजर्स और सरबंन यूजर्स अमेनिटीड भूमतल में कौन सा काम किया है इसका ठीक डंग के विवरण हीना जाहिये। मैं सरबंन यूजर्स के बारे में इतना ही कहूँगी कि आपको सरबंन यूजर्स की भावनाओं का व्यापक रखना हीना, नहीं तो बहुत बड़ी लोगों की प्रतिक्रिया हीना है। योग कहते हैं कि 100, 125 ए. बड़ा याता, लेकिन एक भी नहीं गांधी उनकी सुविज्ञान के लिये नहीं बड़ी है। तो क्या रेल मंत्री जी बन्धुई को भूल गये हैं? यूजर्स लगता है कि आप नहीं भूलेंगे, इसको रीकॉर्डर करें और आपने उत्तर में इसके बारे में कुछ कहेंगे। इतना कह कर मैं आपने बात समाप्त करती हूँ।

**भी भी० एस० विधि (लिंगवाडा) :** उपायक भूमोदय, जब मैं ने रेलवे का यह बजट पढ़ा तो मुझे ऐसा लगा कि हमारे समाजवादी मंत्री भी मधु और सिर्फ इस बात के लिये आवाद प्रयत्नकोशी वें कि मुनाफे का बजट बनावें। यही एक इच्छा उनकी मालूम पहचानी थी, पर यदि सन् 1978-79 के रिवाइज्ड बजट की ओर देखें तो दिखाई पड़ेगा कि रिवाइज्ड बजट के एस्टीमेस्टस में 65.48 करोड़ की संप्रेक्षा 27.73 करोड़ की ही बजत हीनी जाहिये। मानवती बाले भावातात में 17 मिलियन टन की कमी हुई, यारी 120 करोड़ रुपये का नुकसान हुआ और करीब 90 करोड़ बजट की बदों में दिखाया ही नहीं गया था, लेकिन बर्बंड हुआ, अर्थात् जनरल बजट कुछ विलम्ब से आया था।

इस प्रकार लगभग 230 करोड़ का पिछले बजट का भाटा था, वह पूरा हुआ था तो नहीं हुआ और मंत्री भूमोदय ने इस बर्बंड का मुनाफे का बजट पेश कर दिया। यह कौन सा जाहू है, वह कुछ समझें, लेकिन कुछ जाहू जकर किया है।

**भी भयु दंडवते :** भांकड़े दिये हैं।

**भी भी० एस० विधि :** भांकड़ों वें ही तो कुछ न कहूँ जाता है। इतना भारी भाटा भरने के लिये बप्पा कहाँ से आयेगा, समझ में नहीं आता। यदि पिछले बर्बंड का ही मुनाफे का भावना था, तो इस बर्बंड 178 करोड़ आवाद उभारने की बजरत कहा गया है?

[Shri N. K. SHEJWALKAR IN THE CHAIR]  
16.00 hrs.

जीसा भीमती गोरे ने कहा सीजन टिकेटवारी, जो उत्तरायणी यात्री है, उन पर इतना बड़ा भोज सामग्री की कमा बजरत की? 50 किलोग्राम के हिरिये भेजी के बालियों पर क्यों इतना बोझ भाला याता? भी कम्बिजन पिछले करीब 20 बर्बंड के दिया याता इसकी आपने हटा दिया, इसकी आवश्यकता

कहा भी जब कि आपके पास मुनाफा था रहा था, कृपा कर यह कहाँ है। इसका भरतवाल यह है कि जो भावने दिये हैं, इनमें कहीं न कहीं कोई दिक पर जातुआदी है। यह आपने भरना प्रोफेसर बाला हिंसा किया।

**भी भयु दंडवते :** मधेमेटिक्स गलत नहीं है।

**भी भी० एस० विधि :** आप जो फिजिक्स बाले हैं, मैं भेजेमेटिक्स में जगती कर सकते हैं।

सही आपनों में जो यह पिछला बाटा है, जो पिछली रकम कम हो रही है, इसको आपने भरने वर्ष के लिये टाल दिया और बजट को मुनाफे बाला बनाने के लिये जो बेट्टीनेस्ट का बर्बाद है आपने उसको बटा दिया। इसका भरतवाल यह होता है कि अगर आपको ट्रेक बेट्टीनेस्ट हीं होगा, पुल, कोंबेड बेट्टीनेस्ट नहीं होंगे, तो उनकी रिपेयर नहीं होगी और इससे एस्टीडैट्स बढ़ेंगे।

आज ही देखिये एस्टीडैट्स की संख्या कितनी है? आपने बहुत कम बनाया है, लेकिन दरसल आपके आंकड़े कहते हैं कि प्रतिदिन 30 एस्टीडैट्स आपके यहाँ होते हैं। यह गलत नहीं है, इस किताब का पृष्ठ 3 देख लीजिये, इसमें 30 का एवरेज आता है प्रति दिन का। ग्रन्ट आप कहते हैं कि कार्यवालता बढ़ गई, लेकिन हमारे मिनों ने कहा है कि रेलों की कमा हालत है।

रेलें लेट बलती हैं, अधिकांश ट्रेनें आपने बन्द कर दी हैं। बन्द इसलिये कर दी है कि कोयला आपके पास नहीं है। कोयला इसलिए नहीं है कि आपकी ट्रेनें कोयला ला नहीं रही हैं। ऊर्जा भंडी कहते हैं कि बदानों वें कोयला पड़ा हुआ है, लेकिन बैगन नहीं मिलने के कारण कोयले का उठाव नहीं हो रहा है। इसलिये ट्रेनें बन्द हैं। यह बाहुगरी और गोलबद्धन्वा कुछ तो सकारात्मक है। आप में यह भी कहा कि बेनेंड 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। ग्रन्ट वर्ष तिर्यक नार्थ ईस्टने जोन में ही करीब 2,000 मैनडेज का नुकसान हुआ था, आप पता सकारात्मक है। यदि यह गलत हुआ, तो मैं अपनी गुलती भंडूर कर सूना।

16.00 hrs.

**अष्टावार किस सीमा पर पहुँच गया है,** उस के बारे में हम क्या कहें। आप कहीं रेल में भंडी का ताम-जाम छोड़ कर एक साकारण मुसाफिर बन कर पता लगायें, ऐसा करना जरूरी भी है। आप तो समाजवादी हैं भी जाता की इस तरह से सकार भी करना जाहिये और भरना जाहिये और यह सब देखना जाहिये। हम ने आप को इन्वेंटेशन भी दिया था कि आप हमारे यहाँ आए और मैरे यहाँ आ कर लोही लाइन की गाड़ी लेकर जैं। आप के 'हो' कहा था, लेकिन बाल में लिख दिया कि समय नहीं है। समय होने से बाल भी समय नहीं है तो यहाँ होना कि आपते हुए भी तो रहे ही, उसे उठाया नहीं जा सकता। अष्टावार भी कमा हालत है, यह आप आरक्ष में जा कर देखिये, लेकिन आप नहीं जाते हैं। वही बिना बिज्ञान दिये हुए आरक्ष नहीं होता है। देखन वर्षों नहीं नित रहे हैं। देखन जीसुमेंद के

लिए एसोसिएट के लिए सबस्य लगता है। आप बानाते हैं और वहीं बानते, तो आप को बानाना चाहिए। जहाँ तक रेलवे की प्रोटर्टी का सवाल है, रेलवे का कोयला वहाँ भी वहे स्टेन है, वहे घड़ल्से से बिक रहा है और कोई रोक-टोक नहीं है। रेलवे प्रोटेक्शन फोर्स, जिस को रेलवे प्रिलिफरेज कार्स कहते हैं, आज भी बैरी है और वह इस पर नियांग नहीं रख रही है। आज रेलवे को सामान बहावारियों से बिकता है और इसका सामान बहावारियों से बिकता है।

एक बालनीय सबस्य : यह पहले की बात कर रहे हैं या अब की? . . . . . (बच्चाओं)

बी बी० एस० मिश्न : पहले की नहीं, पहले आप यहाँ पर नहीं थे। आज की बात कर रहा है।

बी बधु बंडल्से : पहली सरकार में हम नहीं थे, यह हमारा सौभाग्य रहा है।

बी बी० एस० मिश्न : सब में सौभाग्य रहा और हमारा दुर्भाग्य यह है कि आज की सरकार में आप हैं।

रेलवे का एक विशेष उत्तरदायित है समाज के प्रति। उप नगरों में जो अभियंत वर्ष रहता है वह बहर में जो रोडी रोटी कमाने जाता है और दिन डालते फिर बास बचा जाता है, उसे सुविधाएं देना रेलवे की जबाबदारी है, यह उस की सामाजिक जबाबदारी है। युवाह साना और जाम को लौटने वाले लोदों की संस्का रोजाना सफर करने वालों लोदों के मुकाबले में पांच, सात तूहा है। जो लोग वाहियों में इस तरह से भर भर कर सफर करते हैं कि बहुत से प्रति दिन यपनी जान तंका देते हैं। इस पर उन के ऊपर आर्थिक बोझ बालने का कोई अभियंत नहीं है। 50 किलो-मीटर दूरीय जेली के मूल्यांकिनों को जो विमान कूट ही गई थी, उनको बन्द करना सार्वजनिक सरकार है। सुन लौकिए ये सुविधाएं कांसेस पार्टी के बासन से बीत वर्ष पहले दी थीं। आपने जो वर्ष में उनको छीन लिया। इसी प्रकार बनाज, फार्टिलाइट और जाने के तेज आविष्कारों के द्वारा देखा जाना जाता है। इसके बाद वर्ष पहले जो रेट ट्रैफिक के स्पष्ट में मंजर किया जाया था। उसको भी आपने बहल दिया। आप किसानों की बात करते हैं। आपने कांटालाइजर पर केट जावा बाजार बिकाया। उस केट में आप पांच से दस ब्रिटिश लौंग कर रख रहे हैं। इसका सारा बोल कितान मध्यम वर्ष और कमजोर वर्ष पर पड़ता। यहीं आपका बर्तीविहीन समाज होता, यहीं आपकी बर्तीविहीन समाज की कहनारा है। काले जावर का समाजकाव का एक भावर उत्तेज है। जैकिन रेल मंडी जो से काले जावर लो नहीं आपने आप की रेल मार्स्ट बना दिया है। जो काले जावर लो नहीं कर सके वह रेल जावर में कर दिया। जावरक दम्भुर्ज बनता गाड़ी की बात कही जाती है। बनता गाड़ियों से

पहले भी बलती भी लेकिन अब आपने उनका नाम बदल दिया है। आपने उनको बर्तीविहीन कह दिया है।

जहाँ तक यूनियन का साबल है, आप AIRF यूनियन को तो खुद बला ही रहे हैं लेकिन जिन इमानदार कर्मचारियों ने आपका हड्डियाल के सबस्य साथ दिया था, उनकी हालत आज क्या है? उनके साथ क्यादायियों हो रही हैं। आप अभियन्तों के प्रति बड़ी सहायतापूर्ति की बात करते हैं। 1974 में जो बैत देने के प्रबल पर आपने बहुत कुछ कहा था। अब आपको उस पर ध्यान देना चाहिए। आजकल तो आप का बजट भी मुनाफा दे रहा है।

लालो कर्मचारियों के पास रहने को मकान नहीं है। आपने कही कोई ऐसा प्रोग्राम नहीं बनाया कि मास स्केल पर आप रेलवे कर्मचारियों को मकान बना कर दे सकें। यह आपको करना चाहिए। यह जो आप उनके प्रति लिपि सिम्पेली, जबानी देम दिक्काते हैं, उससे काम नहीं बलेगा। मज़दूरों के लिए आप कुछ काम कीजिए।

एक बात में बेरों के बारे में कहना चाहता हूँ। आपने शायद उनकी हालत को नहीं देखा होगा क्योंकि आप तो एपर माइन्ड हैं, आप तो हमारी जहाज से ही बाहा करते हैं। कभी रेल से जाकर भी देखिये।

बी बी० एस० मिश्न : मैं रेल से जाता हूँ।

बी बी० एस० मिश्न : आपके आकड़े में बताऊंगा, आप ज्यादातर हवाई जहाज से जाते हैं। उन बेरों के पास ठंड में बेरों में जूते नहीं हैं।

एक बालनीय सबस्य : इसके लिए आपको मुमारक-बाव गिलनी चाहिए।

बी बी० एस० मिश्न : आपने क्या बात कह दी, जूतों के लिए मुमारकबाव दे दी। वही आशोजनीय बात आपने कही है। आप तो जूता समझते हैं—गरीबों की परेतानी को समझ नहीं सकते।

मैं आपको बता रहा था कि उनके पास ठंड में बर्फ करने वाले नहीं होते, जूते नहीं होते। उन्हें पैर, सूती कपड़ों में हम उन्हें देखते हैं। बेरों को बालने का सामाजिक बाव आप लेकर सुबह ठंडमें बोका बढ़ता देखता है। आपने दो ईंजिन बालनी लब्जी लगिया बढ़ा दी है। आपको इस बात को भी दोषिता करायिए। मैं यह बात मानक में नहीं कह रहा हूँ, वही संजीविती के कह रहा हूँ। मैं यह नहीं कहता कि यह आप इन्डियन्स बालनी कर रहे हैं। यह आपकी नजर से रह जाएगा। आप इसे करिये।

एक बात मूले वह कहती है कि आपकी कबीली और कल्पी में बड़ा विदेशीभाषा है। आपकी मूल पुस्तिका, वह सूक्ष्मा जो आपने हूँस देखा है, वह हमारे पाव है।

[श्री चौ. एस० मिश्र]

इस में पहला पाठ और दूसरा पाठ नहीं लाइनें बिछाने और कम्बवर्णन 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."

बहाने नहीं लाने या कनवर्शन आप करेंगे। लेकिन हमने और कुछ बात देखी है। पारिंगमेंट की दो दो कमेटियों ने सिकारिश की है, एक भारतीयोंने विकल बांध लाइस करेंगे तो 1969 में सत्तुमुदा रेलवे लाइन ताउथ इस्टने रेलवे की नीरो-रेज को ब्राइट-रोज वै कनवर्शन लाने की ओर उसके द 1976 में नवम्बर महीने में कमेटी आग पैटीज ने अपनी 34वीं रिपोर्ट के पाठ आठ 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 ब्रेट में कही भूल से, गलती से भी इसका उल्लेख नहीं है। यह लाइन महाराष्ट्र और मध्य प्रदेश दोनों ही प्रान्तों में से हो कर गुजरती है। दूसरी उसकी सिक्किरिय 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 जिसों में से हो कर यह सुनसारी है। आदिवासियों के प्रति आप वड़ी सहानुभव विकारते हैं। इसको आप हासि में भी कही जातेहैं। आदिवासी सहानुभव कोई भी रख सकता है। इसमें कोई कायदा नहीं होता है।

नहीं रेलवे लाइंसें बनाई आ रही है। एक धारपटा है। देरे बायाल में यह आपकी कंस्ट्रक्टर्सेसी के कहीं आसपास है। इनको स्ट्रक्चर के बहुत कितनी ज़रूरत होती है? मंवियों की कंस्ट्रक्टर्सेसी की कहीं होती है तो सब बन जाता है और अपीलिशन—के लिये सदस्यों की होती है तो कुछ नहीं बनता है और बना हुआ भी बिगड़ जाता है।

प्रो. गग्नु दंडवते : ज्यादातर ये नाम जमाता गवर्नरमेंट स्टेट्स में हैं। एक केरल की है, एक मैसूर की है और तीसरी बंगाल की है।

श्री जी० एस० विज्ञ में मतपुदा की बात कर रहा है।

प्रो० माला दंडवते : यह पोलिटिकल नहीं है ।

श्री श्री० एस० विभ० : यह पोलिटिकल नहीं है लेकिन इकोनोमिक ट्रिक है, इसको सो आप मंजूर कर लें।

प्रो. मधु दंडते यह सरपलम का हैट टिक

श्री जौ.० एस० विद्य॑ : टिक है आप मज़र  
करते हैं। नीरोगेज में जो यातायात होता है उस  
में जो आप्रेशनल कास्ट होती वह ड्राइवर्ज से पांच  
ग ना अधिक होती है, इसलिए लासिस होते हैं, इस  
पार आपका शायद व्यायान नहीं बनता है।  
आपका व्यायान तो आपटा की तरफ का था संतुष्टा की  
तरफ करता था।

तरक कहाया । किसानों का मुकुबला का धारणा वात हो गया । माप बताइये कितने किसान भाषपक्ष नमाइले देखने आये ? वह आप धांका बता दीजिये क्षोकि पिछला आपको मालूम होगा ? कितने किसान भाषपक्ष नमाले देखने आते होगे ? मैंने मार्ग की बी कि परासिया, भाषपक्ष-भाषपक्ष एक प्रधम-कम-हितीय भेजी स्वीपर धू कीच भाषपक्ष जाय । सेकिन आपने कहा कि असम्भव है क्षोक । 15 माल पहले देखिये कम था । लेकिन आज तो यह रिप्टि हो गया । आज 8 बजे चलती है । इस तरह से छिपकाका शहर में रोजे लाइन पर आर फाटक पर रोजे लिंग बनना आवश्यक है । उसकी आप मता न कोजिये । ऐसे गेज गविहियों की स्पीड 9, 10 भील से ज्यादा नहीं है । आप उनकी स्पीड बढ़ाइये, एक्सप्रेस बांकियाँ बचाइये । आपने नई बांकियाँ देकड़ी की तादाद में बचा दी आप जब कहते हैं कि नई बांकियाँ बचा दी । बरसतल में ऐसा है कि इन बांकियों के भ्रोजेक्ट कई साल पहले चिये रखे थे और फेज ग्रोवल में बचत रहे हैं । आप बताइये कि आपने कितने ग्रोवेज रखे, उनका ज्ञान है ?

श्रो० नवू दंशते : ऐसे तो ऐसे युक्त करने  
शा फिल्मा लानेवों ने निया था ।

वही जी० यहू० विष्य : लोटपार्व शहौर-भूसंपार-  
आनों की बात आपको कह थी ५०,५० लाख रुपयी

बने थे। लब से वाप सुना देखिक वह गया है। इसको देखते हुए वह मुसाफिरकाने पूरे नहीं हैं। कम से कम बाष्प एक रात उन मुसाफिरकानों में रेल मंडी की हैसियत से नहीं बल्कि मात्र दंडवते की हैसियत से पुजारिये और देखिये वहाँ क्या हाल है। कम से कम सुबह वहाँ की संडास का आनन्द लीजिये और किर बताइये कि आपने वहाँ विहीन समाज के लिये क्या क्या किया है? किर हम आपकी तारीफ करेंगे। संडास ही ही माइंग जिसी दिन सुबह।

बाने पीने की बस्तुओं को लीजिये। यह सब है कि रेलवे बोर्ड के स्वर पर टेके दिये गये हैं। आप टेकेवारों की लिस्ट पेज कीजिए टेकेवार कर कर रहे हैं? कार्ड्रेसिंग सब-कार्ड्रेसर, बेटी कार्ड्रेसर करके दी जाती है और बाकरों से महीना बाष्प लिया जाता है। उन में खाना भज्जा नहीं मिलता है। बायक का क्या कहना? बैक ब्राइड और लिपटन ब्राइड भलग है, लेकिन रेलवे की बायक का ब्राइड कुछ भलग ही है। इसी तरह से पीने के पानी की बात है। वह कर्टई पोटेबिल नहीं है। रेल का पीने का पानी भद्दा है। आपने दो मालों में दूसी हालत कर दी है। आपने अब सुराही देंगे, लाप देंगे। हमारा तो गनभद यह है कि जब ग्वालियर स्टेशन पर पानी भनने का उनरे तो सुराही का ऊपर का हिस्सा हाव में और गीचे का हिस्सा जमीन पर गिर पड़ा। अब आप गाड़ी में पानी का मटका रखेंगे, और जहाँ आपकी गाड़ी चली और घड़ा उलट याता तो सारे बिल्ड में पानी ही पानी होगा। यह तो आपने अपने दोस्त माननीय फार्मार्डीस के कहनी पर गिर किया। और वह कर रहे हैं कि बाहर के प्रोजेक्ट में बेस्ट जमीनी से कोलेक्शन कर लीजिये वह भी आपको करना पड़ेगा। आप करेंगे।

फसल में आपको चाहिए कि रेलवे पिलकरेज फोर्स जो है, जैसा कि आप पहले कहा करते थे कि रेलवे प्रोटेक्शन फोर्स नहीं बल्कि रेलवे पिलकरेज फोर्स, उस पर थोड़ा अंकुर लगा देंजिये। मैं तो उसे रेलवे प्रोटेक्शन फोर्स ही कहने आया हूँ।

आप चोरी हो रही है, डाकेजनी हो रही है और आपका रेलों का सामान सब कुछ बाकारों में बिकता है, उस पर आप कहीं अंकुर लगाये मैं आप से इतना ही कहना है, किर आप देखेंगे कि आपका बजट जैसा आप बाहर से है, जैसी आप अपेक्षा रखते हैं कि आपके आकिसर्स बनाकर दें, उससे कहीं अच्छा बनेगा, उसमें 4 बांद लग जायेंगे।

इन गवर्नरों से मैं रेल बजट का विशेष 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 1965. 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 his 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 khana 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 agis 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 CHAKRABARTY: 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-

[Shri V. M. Sudheeran]

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-Kulippuram 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 18th 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 unsientific 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 भानु कुलार शास्त्री (उदयपुर) :** सभापति महोदय, आज पहली बार इस रेलवे बजट पर बोलने का अवसर प्राप्त है। मेरे भित्ति कांग्रेस पार्टी के विरोध सदस्य ने रेलवे के विकास के बारे में जो कुछ कहा था वह उस के बारे में पूरा कहना चाहिया तो अपनी बात नहीं कह पायेंगा। इसलिए मैं उस के बारे में कुछ नहीं कहना चाहता। इस के बारे में सीति बतक का एक श्लोक है:

“नोन्को यदि पश्चते यदि दिवा

सूर्यस्य कि वृश्चिम्”

एक पक्षी है, जिन को उसे सूर्य नहीं दिखाई देता तो उस में सूर्य का क्या दोष है? रेलवे का जितना विकास कुछ है वह उस को कुछ दिखाई नहीं देता तो उस के बारे में क्या कहा जाय?

रेलवे बजट प्रस्तुत करते हुए भानुनीव रेल बंडी जी ने जिस सहृदयता, कुशलता और कार्यकालता का परिचय दिया है, उस के लिए मैं उन्हें धन्यवाद दिये बिना नहीं रह सकता। मैं एक बात कहता चाहूँगा—सरकारे आतो हैं, नये दैवत बड़ा कर कर, किराये बढ़ा कर, रिसोर्सें जोड़ कर कुछ नये कार्यक्रमों का आयोजन करती है। लेकिन इस के साथ-साथ यह भी विचार करने की बात है कि ये सरकारे इस बात पर भी विचार करें कि हमारी कार्यकालता, हमारी कार्यकुशलता पहले से बड़ी है या कम है? आज हमारी रेलों में आमदानी का जो सब से प्रतिक्रिया है, वे मुक्त ट्रेन्स हैं, मालगाड़ियाँ हैं। मैंने आज की किताब में लेखने का प्रयास किया, मुझे मिला नहीं, हो सकता है, इस में कहीं पर होगा, मालगाड़ी का एक डिव्हार, हमारे देश में लगभग 4 लाख डिव्हार हैं, एक दिन में पहले कितने बढ़ते बलता है। महि बहुत अपनी एक्सिसेंसी बढ़ा कर उस डिव्हे का बलता 5 प्रतिशत भी बढ़ा दें, तो हमारी आमदानी अपने आप बढ़ जायगी। इस का एकरेज मुझे इस किताब में मिला, लेकिन वह इस में जार कहीं पर होगा, उस से आमदानी का पहा लगाया जा सकता था। आज स्थिति यह है कि यदि कोई मालगाड़ी से माल मार्गे, तो मान लीजिये बाजार ये या लोगों से डिव्हार रखाना होता है तो एक महीने के बाद राजधानी के दूसरे कोने में पहुँचता है। इस लिये मेरा अनुरोध है कि डिव्ह की गति को बढ़ा दिया आय, तो उस से हमारी आमदानी बढ़ सकती है हमारी एक्सिसेंसी बढ़ सकती है और दैस लगाने का साधन हम को जुटाना नहीं पड़ेगा :

हमारे भंडी महोदय ने बजट प्रस्तावों में लिखा है कि 500 किलोमीटर तक भाल ढोने के कर-भार में हम 5 प्रतिशत की बढ़ोतरी करते हैं। इस सम्बन्ध में मैं यह कहता 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 साम नहीं होंगा। 500 किलोमीटर तक तो साधारणतया वह रोड-ट्रांसपोर्ट से माल भेजना पसन्द करेगा, जो उस के घर से माल उठायेंगी और दूसरी जगह उस के घर पर माल को पहुँचा देंगी, रेल द्वारा भेजने में उसे कोई साम नहीं है।

एक बात मैं भीटर रोज गाड़ियों के सम्बन्ध में भंडी महोदय से कहना चाहता हूँ—सारे देश में जितनी भी भीटर रोज गाड़ियाँ लाई हुई हैं, भंडी महोदय दत्त के लिए एक माट्टर यान बनाय और उस माट्टर यान के आधार पर आप योजना बनायें कि किस प्रकार देजहद से जल्द उस उन लाइंगों को जाह-जोग में परिवर्तित किया जाय। मुझे यह कहते हुए बड़ा संकोच होता है—जिस स्थान से मैं यहां आया हूँ, उस की आलकारी मैं भंडी महोदय को देना चाहता हूँ—वह एक बहुत लिज़ा दृष्टा दृष्टा इताका है। मेरे जिते की 18

## [भी भालु कुमार कास्टी]

लाल आवादी में से 10 लाल बनवासी हैं। हमारे यही इस प्रकार का कही कोई आनंदनन शायद आज की बतावी में नहीं सुना होगा, जिस में प्रकाशन के लिलाक रेल के दिव्ये जलने गये हों, जैसा बहवाई में एक द्रेन के कैन्सिन हो जाने पर होता है। वहां पर दंसा हो जाता है, स्टेलनो जला दिया जाता है—ऐसी स्थिति राजस्थान में कभी नहीं थाई है। लेकिन इस का अर्थ यह नहीं है कि हमारी उपेक्षा की जाय। हमारे रेल भंडी महोरप की जो दृष्टि है, वह राजस्थान पर कम पड़ी है।

मैं कहना चाहता हूँ—हमारा उदयपुर बेवाड़ राज्य की राजधानी रहा है, राजस्थान का विविजनल-लेस है, लेकिन वहां से बिल्ली आने के लिये एक भी इण्डिनेन्ट नहीं नहीं है। चेतक एक्सप्रेस चलाई गई है, लेकिन वह भी इण्डिनेन्ट नहीं है, उदयपुर में बिल्लीही ही कर बज्जहा तक आने के बाद उस के दिव्ये दूसरी गाड़ी जैसे जाते हैं तब जा कर हम बिल्ली पक्कते हैं और यह गाड़ी भी ऐसी है—दो बचों में कभी भी ऐसा नहीं हुआ कि आधा बच्चे से लेकर उसे तक सेट न हुई हो। मैं ने कितनी बार यादी की है, लेकिन कभी भी समय पर नहीं पाई। इस का आप के यहां कोई भी हिसाब रखने वाला नहीं है। ऐसा लगता है कि आप के कार्यालय के अन्दर कोई भी इस पर विचार करने के लिये तैयार नहीं है। जो सुविधाएं उस में थीं, उस को भी समाप्त करने में आप लोग लगे हुए हैं। उस में एक रिक्षा ५० सौ० लाला हुआ था, मूँह आवार्य होता है—तामिलनाडू एक्सप्रेस और दूसरी एक्सप्रेस गाडियों में आप ने एधर-कहींजन के दिव्ये लगाये हैं . . .

श्रो० भालु बालवाली : दो दिन पहले मैं अवधि गया था और आप जो कह रहे हैं, उन सारे परिवर्तनों का ऐसान हम ने समयबद्ध कर दिया है।

17.00 hrs.

जी भालु कमार शास्त्री इस के लिए मैं माननीय भंडी महोरप की अवादाद दंगा कि उठाने वह ऐसान कर दिया है और यह जल्दी चालू हो जाएगी लेकिन इस के बारे में महा यह कहना है कि गाड़ी इण्डिनेन्ट हो और उदयपुर से लै कर यहां तक आने के लिए आप के इण्डिनरों ने पालम पर दो महीने पहले इस का स्टापेज किया है। पालम से बिल्ली आने के लिए आपको गाड़ी दो जाना जाता है। पालम से बिल्ली तो लाग बतों में आ होती है, उस के लिए एक्सप्रेस गाड़ी को बहा पर रोकते ही यह आवार्य होता है। यही हस्तबद्ध पर, पटोडी पर, राजाड पर लगती है तो आक्षी दो बार स्टेलन लोडने से आप कामदा होगा। इस को बिल्कुल ऐसेन्डर गाड़ी बना कर रख दिया है।

उः अब चल कर दूरे दिन आप को उः बजे बिल्ली उदयपुर से आप, तो कितना समय इस में लगता है, यह आप के दिव्ये। इसलिये मेरा आप से यह निवेदन है कि एक ऐसी गाड़ी बत्ते जो कम से कम आमिल्स

आवसं से पहले यहां पहुँचे। हमारे माननीय सदस्य श्री भल्लोदेश्वर ने कहा था, “इक बेवर इव ए लिंग बेवर इव ए थे। इक बेवर इव थे लिंग, देव लर्वे”। यह भंडी बात उन्होंने कही है। आपने एक सबै उदयपुर का दे दिया है लेकिन मैं आप को बताऊं कि उदयपुर जानिज पदावी की बात है। राक फास्टेट उदयपुर के अन्दर बिल्ली होता है। अभी मैं दिव्यज भारत गया था, कोईन और तमिलनाडू में जितनी राक फास्टेट पर बलने वाली कम्पनियाँ हैं, वे उदयपुर जौकि हिन्दूनान के अन्दर हैं, तो राक फास्टेट नहीं भासी हैं बाक ये जार्डन और भोराओं को से इस को भगाती हैं। इसलिए भगाती है कि उदयपुर के अन्दर राक उन्हीं हैं। उदयपुर में जो द्रुते पर उस का लोडिंग भालोडिंग करेंगे, तब वह उन्हीं, किर उदयपुर के स्टेलन पर ते जाएंगे और लोडिंग भन्लोडिंग करेंगे, तब उन्हीं। उस के बाद किर रखलाम में या अहमदाबाद में उस का लोडिंग भन्लोडिंग करेंगे, तो किर भाल छोड़ा। इसलिए उदयपुर से राक फास्टेट का भगाता उस के लिए बहुत भगाता पड़ जाएगा और बहुत पर हमारे लोगों के लिए जीवोपालंगे से सधन नहीं है। हम बिंदेश भुदा भी इस पर बच्चे करते हैं और हमारे भगाते जो जानिज पदावं है, उन का उपयोग नहीं होता। इसलिए मेरा पहले से यह सुझाव था कि जब बड़ी लाइन डाली जाए, तो कम से कम आमर कोट्टरा, जो उदयपुर से ८ किलोमीटर पर ही और उस के पास एक स्टेलन चार किलोमीटर पर आरद्वान बन्दा है, उसको उस से जाओ दिया जाए जिस से दिव्ये सीधे आ जाएंगे। इस बन्दन क्या होता है कि ३०, ४० मील का उत्तर लगाना बनता है। इस में यही तो होता कि आप को ५, १० लाल शये खर्च करने पड़ेंगे लेकिन इस बन्द आरद्वान बन्दा जाने के लिए जोहाई रास्ता नहीं हो और न कोई द्रेन ही है। इसलिए मेरा सुझाव यह है कि जब तक आप कोई बड़ी अवधार नहीं कर सकते, तोटी अवधार तो आप कर दें। इससे लोटों को बहुत लाप्त होगा।

आप ने आपने प्रस्ताव में एक सबै लाइन कोटा और बिंदेश की रखी है सीमेंट को लोड करने के लिए वह सबै जो आप ने दिया है, उस के लिए आप को अवधार, लेकिन वह सबै बेकार होगा जब तक आप उदयपुर से उसे नहीं जोड़ेंगे। इसलिए उस को जोहाई का काम आप को करना चाहिए और इससे उदयपुर बिंदेश और कोटा का विकास होगा।

जब मैं बनवासी लोड के बारे में कुछ कहता बनवासी लोड में आप मैं एक गाड़ी मारवाड एक्सप्रेस के भास से थी है। इसके लिए मैं आप को अवधार देना हूँ। उदयपुर एक बहुत बड़ा ट्रूस्ट लोड है और एक एंटिहासित स्थल है। जब आप उदयपुर एक लोडने सामाज जाते हैं। हुजारों बाहर के बिंदेशी लोग बहुत पर भ्रमण के लिए आते हैं। जो मारवाड एक्सप्रेस चलती है, यह आम को ७ बजे बहुत से लोटों है और सबैरे ६ बजे पहुँचती है। अहमदाबाद के १२ बजे जाती है और शाही जी जाने उदयपुर पहुँचती है। उन के बीच का अन्दर कितना है? २५० किलोमीटर है।

श्री भद्र बैंडवते : नहीं 300 किलोमीटर है।

श्री भानु कुमार शास्त्री : 300 किलोमीटर तो आप ने लिख रखा है और इनना वह है नहीं। ऐसा कर के आप इबल किराया बसूल करते हैं। 1962 में एक नई लाइन बनी थी।

श्री भद्र बैंडवते : सर्दी की वजह से कॉटिक हो गई होगी।

श्री भानु कुमार शास्त्री : किसी भी वजह से हो। वह अतिरिक्त भाड़ा इसलिए लिया जाता था क्योंकि नई लाइन थी। इस के बारे में गत वर्ष मैं ने इस प्रति पूछा था और आप ने आश्वासन दिया था कि अतिरिक्त भाड़ा हम हटा देंगे। यह लगाने का कोई विविधत्या नहीं है। यह इधीश किराया आप बसूल करते हैं। मैं गमताना हूँ कि यह किराया आपको उतना ही लेना चाहिए जितना कि लेने का अधिकार है।

उदयपुर से जोधपुर जाने के लिए कोई गाड़ी नहीं है। उदयपुर से जोधपुर जाने के लिए मारावाड जबलन पर चार बड़े हमें रकन पठना है। अगर वहा नहीं रखें तो जोधपुर नहीं पहच सकेंगे। कम से कम एक गाड़ी तो हमें आपको जोधपुर के लिए देनी चाहिए। हम कोई नयी लाइन नहीं मांग रहे हैं, कोई नया विकास नहीं किए नहीं कह रहे हैं। लाइन बिल्डर्स हैं, उस पर गाड़ी देने से आपको क्या कठिनाई है? केवल टाइम ट्रेवल एंड जस्ट करने में यह ही सकता है। हम यह नहीं कहते कि हमें दो इजन बाली गाड़ी दे दो। हमें एक ही इजिन बाली गाड़ी समाप्त दे दो। अगर आप यह कर देते हैं तो हमारा समस्या हल ही हो जाएगी। आजकल तो लोग उपर बैठ कर जाते हैं। वहाँ टार्हने की कोई जगह नहीं होती है। 28 दिन की बैटिंग लिस्ट रसी है। इसलिए मेरा यह निवेदन करना है कि आप उदयपुर से जोधपुर के बीच एक गाड़ी हमें दे दीजिए।

प्रभमदावाद के बारे में हमारे एक लहरोंगी अस्त्र ने कहा कि प्रभमदावाद और दिल्ली के बीच उदयपुर और राजस्थान के प्रमुख स्थान थारते हैं। इन स्थानों के लिए कोई युपरफॉन या लोडोवेज देन नहीं है। कोटा का विकास कैसे हुआ? वह जाडोवाल पर होने के कारण अवधारण में बढ़ गया, उत्तर किकास हो गया। अगर, आप इस लाइन को भी लोडोवेज बना दें तो इस प्रमुख स्थानों का विकास भी ही हो जाएगा। मैं आप से निवेदन करता हूँ कि आप प्रभमदावाद की लाइन की बाया उदयपुर, बाया चित्तोडगढ़, बाया मारावाड हिल्ली तक कर दीजिए। इससे राजस्थान का विकास होगा। इस विकास की ओर आपका ध्यान जाना चाहिए।

एक बात मैं यह कहता चाहता हूँ कि नामधारा एक दीर्घस्थान है। उसके बारे में एक सर्वे हो चुका है। वह सर्वे चारभुज और जालना के बीच में हुआ है। वह सर्वे कोल्ड स्टोरेज में बाला चाया है। मैं चाहता हूँ कि आप उस सर्वे को कोल्ड स्टोरेज से निकाल कर उसका दुग्धीकण करें। वह नामधारा, बारावा, ज्ञालना का रास्ता 40 मील का भी नहीं है लेकिन पूँज कर

जाने में 150 किलोमीटर का अस्तर आ जाता है। आप आप उस सर्वे को कोल्ड स्टोरेज से निकाल कर एक लाइन बना देंगे, एक गाड़ी दे देंगे तो हमें बहुत बड़ा लाभ होगा और उस लील के द्वारा वाले सभी लोग भी इससे लाभ उठा सकेंगे।

अन्त में एक बात रिजर्वेशन के बारे में कह कर समाप्त करता है। मैं ने पहले भी यह बताया था कि आपने इमें बारे में प्रवास किया है, अच्छा प्रयास किया है, वह प्रशसनीय है। लेकिन जितनी आपने गोकथाम की है उतना बहुत लाभ नहीं है। मैं स्वयं अपनी कलकत्ता गया था। वहा रिजर्वेशन विन्डो के बाहर लिया दुआ है कि रिजर्वेशन नहीं है। बाहर लोग बहुत हैं। उनसे कहा जाता है कि वह दस रुपये दो, तुमको टिकट मिल जाएगा वे यह नहीं जानते हैं कि मैं एम. पी हूँ। मुझे आठ टिकट लेने थे, मुझ से भी यह कहा गया। मैं कमरियल सुपरिलन्डेट के पास गया था और उसको कहा कि ये टिकट कहाँ से आते हैं, कोन उन लोगों को टिकट देता है। भूमि तो वहाँ रिजर्वेशन मिल गयी सेकिन बूलमधुला कलकत्ता में दस-दस रुपये में टिकट बिकता हुआ मैंने देखा है। इस प्रकार वहे बड़े शहरों में यह गड़बड़ी अभी भी हो रही है। हमारे यहाँ राजस्थान में, जोधपुर में, उदयपुर में, भजमें में मैं ने इस प्रकार की कोई गिकायन नहीं मिली, इसके लिए आपका धन्यवाद। लेकिन आपको इन बड़े शहरों के बारे में भी ध्यान देना चाहिए जो इस तरह ऐसा ले कर रिजर्वेशन दी जाती है।

अब मैं अधिक न कहता हुआ इतना कहा कि आप ने जो सुलिल 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 potatos 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 master 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.

श. रामचंद्र तिहार (भागलपुर) : सभापात्र महोदय, मध्ये आमी हमारे बानीय रेल मंत्री जी जब अनुचित थे तो श्रीमती पांडीती कृष्ण उनके बिलाफ़ एक महायितेय प्रस्तुत कर रही थी। वह महायितेय यह था कि उनका हुया श्रमिकों के प्रति सबैदानहीन हो गया है।

मैं अपने मंत्री जी के प्रति कृष्ट कहना नहीं चाहूँगा, लेकिन यदि उन्होंने 3 बच्चों में कोई एक सफलता नहीं है तो वह आधिकारिक खेत्र में शांति और समन्वय की सफलता पाई है।

1974 और आज का अंगर हम तुलनात्मक अध्ययन करे तो 1974 में मजदूर सम्बंध किस प्रकार से विस्तृटक में ग्रोर इस बाताब्दी के इतिहास में रेलवे के 15 लाख मजदूरों के साथ किस प्रकार का उपीड़न 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 आमी तक वह नहीं मिला, लेकिन यह भी तो आमी तक नहीं हुआ है कि हम बोनस नहीं देंगे। सरकार में यह कर कई बातों की ओर व्यापार देना पड़ता है। आज के अब्दाबाद में आपने देखा होगा कि पोस्ट एंड टेलीफोन के मजदूरों ने भी बोनस की मांग की है। नरकार के डारा किसी एक के साथ पक्षपात और दूसरे के साथ विषयासामान नहीं हो सकता। इन बारे सम्बन्धों पर विचार करते के लिये मतिमंडल की प्रबल समिति विचार कर रही है, इसलिये यह आमी तक नहीं हुआ है। ऐसी स्थिति में इनको सबैदानहीन कह देना किनता बड़ा असमियोग है और किनता न्यायसंगत है, यह देखने की बात है।

जैसा कि रेल कर्मचारियों का इतिहास बताया गया, 1974 में लाखों लोगों को नौकरियों से भूस्तित कर दिया गया, लेकिन जब यह सरकार आई और बासकर इस आधिक वर्ष में जो मजदूरों के साथ कामयान की बाते हुई है, उसमें किसी को भी गोरब हो सकता है। आमी भर्ती 15 करोड़ येत्रे मजदूरों को दृष्टिशाय दी गई है। 1 लाख लोगों की ओर दृष्टिकोण से बढ़ाकर 30 प्रतिशत की गई है। अंगी 4 के 50 हजार कर्मचारियों को प्रबल येड में उपलिति दी गई है। लिकदाराबाद और गोहाटी में नये रेल सेवा आयोग की स्थापना की गई है। अनुचित जन-आतिहासी और अनुचित जन-आतिहासी के 128 घकसरो और येड-II के 3619 लोगों को पदोन्नति दी गई है। उच्चतर येड के 2 लाख कारोगरों को उपलिति दी गई है। कारबातें को कर्मचारी थे, उनको भी प्रोत्साहन बोनस मिला है, जिसमें 1 लाख लोग लाभान्वित होंगे। तीसरी अंगी के 2 हजार पदों का येड उंचा किया गया

## [दा० रामजी तिह]

है। प्रत्येक बेतवः-मात्र से विभिन्न बेड के लिये निर्धारित प्रतिशत के आर्थिक समय की समीक्षा की जा रही है। इतने पर भी यह कहता कि इनका हृदय सबेदनहीन हृषा है, ये तो कहता कि सबेदनहीन हृषा है या संबेदनशील हृषा है इसी से सीधा जा सकता है। इतना ही नहीं कि रेलवे भजद्वारों को बल्कि लाइसेंस प्राप्त कुली और खामचे वालों को भी बाल्टी और शिशा की सुविधाएँ प्रदान कर के इन्होंने करणा का विस्तार किया है।

10 वर्षीय अधिकारियों को भी, जिनको 20 बद्दों 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 भजद्वारों और कम्चारियों के प्रति इनका हृदय सबेदनहीन है। अगर यह सबेदनहीन होने का प्रमाण है तो मैं इसे स्वीकार करता हूँ और इस दृष्टि से मैं सबेदनहीन हूँ। कुछ वय पहले जब हमारे माननीय मंत्री जी विषय में ये और हनुमत्वांया जी रेलवे बजट पर बोल रहे थे तो उन्होंने रेलवे मंत्रालय को प्रवाल का उत्तराधिकार दिया था। प्रवाल कितना डिस्कोंटेड हो गया है उस जारी है, इसलिए हम इन से कोई प्रवाल की बात नहीं कहना चाहते हैं। हम तो इन से यह भी कहेंगे कि ये डा० लोहिया के शिष्य हैं और लोहिया जी सप्त ब्रान्ति की बार कहते थे तो ये सप्त ब्रान्ति लाए हैं। हम कांति शन्द को भी इस्तेमाल नहीं करता चाहता हूँ। मैं तो यह कहता चाहता हूँ कि शन्द-मिन्दि उन्होंने प्रदान की है रेलवे बजट में। अगर यह रहता तो एक एक का विस्तार किया जाए तो काना था। लेकिन नियमित स्टूडर्टिय प्राक रेलवे 125 बद्दों में प्राप्त तक नहीं हृषा और पहली बार सरकार ने यह सकल किया है कि यह हम जनरल रेवेंग से कुछ लगे नहीं, अगर कभी जरूरत पड़ेगी तो उस को लोटा देंगे। 125 बद्दों में इस प्रकार के आर्थिक दायित्व का पालन नहीं किया गया था। रेलवे का बजट जनरल बजट से 1924 में भलग हृषा। लेकिन उस के बाद से बराबर एक विलगवृद्धि की तरह जलता रहा है। हम समझते हैं कि यह उन की एक बड़ी तो उस को लोटा देंगे। 125 बद्दों में इस प्रकार के आर्थिक दायित्व का पालन करेगा ताकि रेलवे बहु बच्चों की तरह दूसरों की पीछे न रहे, बल्कि स्वाक्षरमंडी और स्वामी रहे।

इन्होंने केवल रेलवे की विस्तीर्ण संरचना ही नहीं की है बल्कि और भी किया है। यह डबल सरप्लस है; लोग कहते थे कि इन्होंने सरप्लस कहां किया है? ठीक है, यदि सरप्लस की बाटा मानते हैं तो किया यह बोटे का बजट है। लेकिन कोई एक बच्चे की बात नहीं है, लगातार तीन बच्चों तक सरप्लस बजट उपरियत करने का इतिहास रेलवे के अंदर इस से पहले कभी नहीं रहा है। तब कहा जाता है कि यह सरप्लस तो केवल बोटे हैं। यह ठीक बात है कि यह बहु दण्डते या और कोई मंत्री होंगे तो वह अपनी पाकेट से नहीं देंगे। किसी से देंगा हीगा। लेकिन किस से लिया है और

यह अपनी भर्ती से लिया है? अच्छी तक जहाँ से लिया गया है उस की आप देंगे। और अब की तो जब इस तरह की विलगवृद्धि ऐतिहासिक बाद की लियाज लीला हुई तो हम उसी एक दिन पहले तक सीधे रहे ये कि नियमित रूप से इस बार मधु दण्डते जो को घाटे का बजट प्रस्तुत करना होगा। 30 करोड़ रुपये की अंती बात से हुई और तीन महीने तक उत्तरी भारत का रेलवे अस्त स्थान रहा, 30 लाख वैग्नन्स पैरालाइज़ रहे। उस के बाद भी उन जातूगरों ने लगता है कि एक जादू किया है। जो बोटे का बजट होना चाहिए वह एक बड़ातरी के बजट के रूप में प्रस्तुत किया गया है। कोई आज इस के लिए भी उन को धन्यवाद नहीं दे तो ठीक है।

विरोधी दल की सारी भालोचानाओं से हम लाभान्वित होते हैं और होते रहते। लेकिन कहा जाता है कि इन्होंने बहुत मार दी है। हमारी बहन चली गई, बहन शहिल्या जी ने कठा और मृणाल जी ने कहा कि इन्होंने न सबवन लोगों को बहुत मार दी है, जो भरत में आने वाले हैं उनको मार दो हैं। मध्य रहता तो मैं पराजये कमटी की रिपोर्ट और नव्य उपर्याय करना कि क्यों यह किया गया। अभी 1974-75 में पांचवीं कृष्णन जी के ही सहयोगी श्री रामावादार शास्त्री ने कहा था कि मवरेन पर 13 करोड़ का बाटा हृषा क्यों महे? वह जो इन्होंने दस बद्दों तक मूलवंश रखी और दस बद्दों के बाद एक प्रवर समिति ने तथा का आकड़ा दिया है, उसे आप देखे तो पवा चलेगा कि क्यों यह किया गया। जो सबवन चलने वाले हैं सीजन्ड टिकट के बे किस बद्दों के हैं, उन में कौन किस प्रतिशत में कठा पर है, यह समझना होगा। तब जा कर आप इन से इसके लिए कुछ कह सकते हैं। रेलवे ईफिक एन्कवायरी कमटी की रेकमें-ड्वेन के विषय में अबाबारों ने जो इतिपूणी दी है वह मैं बताना चाहता हूँ—

If the RTEC recommendations had been accepted in toto the burden on the communites 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 फर्स्ट ब्लास में तो 3 टिकट ही महीने भर तक बढ़े हैं। उन को धोसा-सा त्याग और बिलान करने के लिये कहा जाता है तो कहते हैं कि यह बड़ा जातक प्रहर रेलवे मंत्रालय ने लिया है। सभापति महोदय, समय रहता तो मैं यह बतलाता कि इस से कौन लोग प्रभावित हुए हैं, किसी भी जितना कुछ कह सकता हूँ बतलाने का प्रयास कर रहा हूँ।

इसी लिये अख्यारालालों ने रेल मंत्री जी के इस साहस के लिये उन को शब्दवाद दिया है। यह पापु-लिस्ट बजट नहीं है, क्योंकि हमें दायरिल लेना है— समूर्ख राष्ट्र का। यह रेलवे मंत्रालय सरकार के द्वारा मंत्रालयों जैसा नहीं है, यह राष्ट्र की ओज़ है, इस में क्लैब्रियवाद या पार्टीवाद नहीं आना 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 आज वे प्रकालन कर रहे हैं। यदि वह ऐसा माहम नहीं बटोरते तो यह पैसा कहाँ से आता, क्या अमरीका से कर्ज़ लेने की बात करते? हम जैनरल-रेलवे से वह दिन देखना चाहते हैं कि जिस दिन रेलवे को एक पैसा भी उस से न लेना पड़े। सोशल बैंडन की बात आती है तो 30 करोड़ रुपए का फलहर से नुकसान हुआ, जो ओज़ बाड़ के समय रेलवे से भेजी जाती है—उन पर रेलवे का 50 करोड़ रुपए हर साल लगता है, रेलवे स्कूल चलानी है, अस्पनाल चलाती है, ये सब क्या हैं? सोशल बैंडन ही ही तो है।

सभापति महोदय, लोग सोचते हैं कि रेलवे के पास बहुत पैसा है कि रेलवे के पास बहुत पैसा है, वह बड़ा प्रिंम है, बड़ा भवयक है। आज यह मरुलस बजट है, लेकिन इस साल के बाद आपो के लिये बहुत कहता है कि आप आपो की ही व्यवस्था होगी। ऐसे समय में अगर साहृदारीक आमदानी बढ़ाने का उपाय रेलवे नहीं करेगी तो सबमुक्त में आगे चल कर रेलवे का दीवाला निकल जायेगा। इस लिये इस बात को गम्भीरता से सोचना चाहिये और यही कारण है कि आज देश के सारे अख्यार, जो विरासी विचारों के अख्यार हैं वे भी, रेल मंत्री जी के बजट के मनुकूल राय दे रहे हैं। काफीनेल 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."

सभापति महोदय, समय नहीं है, बरता सारे राष्ट्र के अख्यारों के विचारों को यहाँ पर पड़ कर

सुनाता। द्रिघ्यन ने प्रपने 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 है—

"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 कहता 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.

सभापति महोदय, हमी लिये तो मैं ने कहा है कि उन को उपलब्धिया बहुत है। मैं ज्यादा समय नहीं लेना चाहता, लेकिन इस बजट की 8 लिंगिया हैं, 8 सक्सेसेज है—पहला—Restructuring of Railway finances. दूसरा—The budget of double surplus तीसरा—मैंने कहा था कि यह याती बजट है—People's budget.

इस में पैसेन्जर्स के किराये से बढ़ि नहीं है, जब कि पहले कम्ही 10 परसेन्ट, कम्ही 20 परसेन्ट किराये बढ़ाये गये, अनेक बार सारे देश के टैकिक को भी बढ़ाया गया, लेकिन इस बार पैसेन्जर्स के किराये में कोई बढ़ातरी नहीं हुई है। यही कारण है कि इस को हम जनता का बजट भी कह सकते हैं।

यह वर्ष तुर्भटनामों से मुक्त वर्ष है, यह वर्ष जो रेलवे का भीता है, इस में कोई भेजर सेबोटाइक की तुर्भटना नहीं हुई है, लेकिन इस के लिये किनारा प्रबल्ल रेलवे को करता पड़ा। बाबद मैंने एक बार देखा था—जब राज्य सभा के माननीय सदस्य भी प्रकाशबीर शास्त्री जी की बृत्य हुई थी, मैं उन के डेंगे पर बया था, एक घब्बा लगा कि अपने घर का कोई आदमी बसा बया, इतनी चित्त थी। यही कारण है—साप देखते हैं कि आज जी.आर.पी. और आर.पी.एफ. 850 ट्रेनों में चल रही हैं। 11,000 आर.पी.एफ यांड कान कर रहे हैं और 14,000 गैरमैन कान कर रहे हैं। इसलिए यह साल तुर्भटनामों से मुक्त वर्ष है। मार्टिक दूर करते के लिये यह सारा फिरा बदा था और जनता की सहायित के लिये 64 नई यात्रिया बसाई गई, 42 यात्रियों का आलम जेज बढ़ाया गया है। इस के

## [प्र० रामचंद्र सिंह]

अलावा 307 अतिरिक्त गाड़ियों बलाई गई और 117 गाड़ियों का बजट किस को कहते हैं? इन्होंने जो नई जनता गाड़ियों बलाई है, उन के नाम भी आप देखिये। एक का नाम गीतामरि है। यह नाम कितना अच्छा लगता है जानें ये एक क्या है? गीतामरि, नवजीवन, गांधीजीवन, कोणाक, मीनार और हिमगिरि, कितने अच्छे अच्छे नाम इन्होंने गाड़ियों के दिये हैं। इस के अलावा आप देखें कि कई और पहली बार हुई हैं।

He has many firsts to his credit.

दो मंत्रियों द्वेष हिमनृस्तान में चलाने का भेद भी हमारे माननीय मंत्री जी को है और गाड़ियों में पीने का पानी होगा। यह भी कस्ट टाइम इतिहास में आप देखें। रेलवे के इतिहास में यह इन के द्वारा ही हो रहा है और दूसी गाड़ियों में सस्ता और स्वाधिष्ठ जनता खाना भी मिलेगा। इस को जरा इन्स्प्रूर किया जाए।

इस के अलावा आप यह देखें कि क्लेम्स का जहां तक सवाल है, इन्होंने यह कहा है कि छ. सप्ताह में इन का निपटारा हो जाएगा। यह पहली बार हुआ है। पहले ही 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। भाज किसान भी घम सकता है। पहले सब लोग घूमते थे लेकिन भारत मां का प्रामाणी किसान नहीं घम सकता था। अब 20 या उस से अधिक किसानों को भारत दासन का अवसर इस बजट से मंत्री जी ने दिया है। और मंत्री तक औद्योगिक विकास की दृष्टि से बजट बनाया जाता था लेकिन पहली बार 31 वर्ष के इतिहास में कुछ विकास और आम विकास को ध्यान में रखते हुए लाइनों का विस्तार किया जाएगा। मंत्री जी को यायद पता न हो रेलवे जो कुल्हड़ों का प्रयोग भी होगा। मैं कल बिहार में था, तो वहां पर लोटों ने मुझ से कहा कि यह बड़ा अच्छा काम किया है। इस से हजारों लोटों को काम मिलेगा और डाक्टरों ने भी यह कहा है कि इस से स्वास्थ्य भी अच्छा रहेगा। यह सचमुच में किसानों की ओर पहली नजर है।

बाल वर्ष में बच्चों को भी इन्होंने उपहार दिया है। अन्तर्राष्ट्रीय बाल वर्ष में पांच वर्ष की आय के बच्चों का टिकट नहीं लगता। कुछ लोटों ने कहा कि इस को क्यों नहीं लगता। कुछ लोटों ने कहा कि इस को क्यों नहीं लगता। क्योंकि लोटों को आप नहीं देते हैं। वर्ष कार दिया जाए, तो अच्छा है लेकिन अबर इस को सात वर्ष की कार दिया जाए, तो हम और राम किंवर जी उस में नहीं आ सकते।?

मैंने रेलवे के लीन, बार वर्षों के बजटों को देखा है और मैं यह देखता हूँ कि पहली बार यह कहा गया है कि लोकीय भ्रस्तचारक जो गुप्ता है, डा. लोहिया के शिक्ष्य होने के नाले इन्होंने उच्चलोकन का उदार किया है उच्चलोकन किसे कहते हैं, नेचालय, लिपुरा, भ्रस्तचारक, मनीषुर, नानालैंड, निजोरम, ये उस में भागे हैं 31 साल ही ये और उस के लिए कुछ नहीं था। वहां

पर बीमी प्राक्तन दृष्टा वा बीमी प्रात् पहली बार 31 साल के अन्दर इस उच्चलोकन का उदार किया है।

प्रशासनिक कानून भी आई है। रेलवे बोर्ड को बाल करने के लिए कितनी बातें पहले भी कही जाती थी लेकिन उस समय भी, जब प्रोप्रेसर दबबते विरोधी दल में थे, जब रेलवे बोर्ड की आत्मेत्ता होती थी, तो इन का क्या कहता था, यह 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 बक्त मंत्री जी ने कहा था जब वे विरोधी दल में थे और यही कारण है कि आज न केवल कर्मचारियों का बल्कि प्रधिकारियों का बहुत सहयोग आप को मिल रहा है। अब आप रीस्ट्रक्चरर आफ रेलवे बोर्ड एडमिनिस्ट्रेशन भी कर रहे हैं। जब भी ए.पी. लर्ना, ग्राल इडिया कार्पोरेशन के थे, तो उन्होंने कहा था कि डिसेन्डाइजेशन होना चाहिये, विकेन्डीयकरण होना चाहिये। इन्होंने इडीजनल मेनेजर पर स्टर पर विकेन्डीयकरण का काम किया है और वह रेलवे बोर्ड जो हालांकि एलीफेंट की तरह था और जो रेलवे बोर्ड के प्रार्थितियल आइवरी टाबर में रहते थे, वे भी नीचे जमीन पर उतर आए हैं और यही कारण है कि ऐसी बात ही रही है।

मैंने ग्रान्ट-सिंडि की बात कही है और लिदोप बताने का अवसर नहीं है। आयुर्वेद में कां, पित और वाय, यह तीन लिदोप हैं। मैं शोका सा इसके बारे में भी कहना चाहूँगा।

समर्पित बहोदर : अब इस को किसी और के लिए छोड़ दीजिए।

प्र० रामचंद्र सिंह : ठीक है तो मैं दोष उनको भ्रस्त देंगा। लेकिन मैं इतना कहना चाहता हूँ कि इन्हें बाल साहब ने यह कहा था कि रेलवे में एक सी करोड़ लप्ते की ओरी होती है और मात्र करोड़ लप्ते का बाटा विना टिकट बालवे से होता है। बगर आप इसको बद कर देंगे तो रेलवे का और भ्रस्तिक बाटा नके में बदल जाएगा।

इसका कह कर मैं समाप्त करता हूँ। बहुत बहुत धन्यवाद।

SHRI K. OBUL REDDY (Cuddapah): 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 RPC 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, fertiliser 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]

trict 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, Prodatur, 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 Raliaseema could be converted into Ratnalaseema. 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 लक्ष्म लाल कम्पूरः** (पूर्णिमा) मानवीय सभापति जी, हमारे बिंद डा० रामजी तिह ने हमा रे कान्तिकारी रेल मरी जी को जितना साध्यावाद दिया है उमके बाद बेरे पास गव्ह नहीं है जिसमे उनको साधुवाद दिया है। लेकिन इनके डारा 1979-80 का रेल बजट देख करने का जो तीर तरीका रहा है जिसके लिये देश के कोने कोने से दृष्टि स्वायत्त हुआ है, मैं समझता हूँ कि भेरे लिये भी कोई चारा नहीं है कि मैं इसका स्वायत्त न कर। स्वायत्त योग्य है, एक नहीं दिला इन्हों दी है और इन्हिए मैं समझता हूँ कि इन्हों जो साधुवाद मिला है वह उचित ही है। उसके साथ सम्भव होने के कारण कोड दिया है। इन्होंने बताया कि वह दोष को व्यक्त नहीं कर मैं नमयामव का कारण। तो मैं उसकी पूर्ति कर दूँ। और हमारे मरी जी जो चाहते हैं कि दोष को बताया जाय तो सचमुच मैं इस बजट के बारे में ऐसा व्यापार या कि जिन्होंने अति हुई है उमकी राजनी में घाटे का बजट आयेगा। लेकिन इन्होंने 86 करोड़ 49 लाख का सरलस बजट प्राप्ति कर के लोगों को आवश्यक में डाल दिया है। बहराहान, नीन साल से जो बजट आ रहा है मानवीय दृष्टि और साहित्य और एक बच्चे की दिलाने के बजाने के बाये इन्होंने बजट के लिए जोगा की बात है जिन्होंने कहाँ से बाप लिया है और जोकसी बरती है और इन्हें सक्रिय रहते हैं। इसीलिए रेलवे में जो बाबावार आटा होता या उसको बदला है, और मैं समझता हूँ कि इससे और भी ज्यादा करिशमा वह दिलाये जिससे भारतवर्ष को लाभ होता रहेगा। इसलिए कि रेल देश की धन्यविद्या होती है और देश की अव्याहना और एकता के बनाये रखने में बहुत बड़ा पार्ट बदा 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 आप करे कि चिल्हन स्पेशल ट्रेन्स उत्तर से दक्षिण तक और पूर्व से पश्चिम तक चलाये जिससे भारतीय एकता और भी मजबूत हो और बच्चों में उत्साह और देखा हो उन्हें अनुभव प्राप्त करने का भौका मिले।

दूसरी तरफ जहाँ इन्होंने किसानों को रियायते दी है उसी के रादर्म में देना सुझाव है कि जैसे हिमाचल प्रदेश की समिक्षा कलकत्ता या दिल्ली आती है, या दक्षिण की समिक्षा उत्तर में आती है तो ऐसा देखा जाता है कि रेल की गति कम होने के कारण या प्रबन्ध की कमी के कारण किसानों की समिक्षा नहीं आ पाती है, ताकि आती है और उनको उचित

सम्भव नहीं मिलता है इसलिए आप बेंजिटेबिल स्पेशल ट्रेन्स बताइये, गढ़वाली की स्पीड बढ़ावाये ताकि समिक्षा समय पर पहुँच मर्क नाकि लोगों को समिक्षा सत्त्वी भी मिले और साथ ही किसानों को भी लाभ हो। डबल डकर ट्रेनों का जो सवाल है, हमारे सदून के बहुत से मानवीय मददों ने इस पर अपना मनन्य व्यक्त किया है। जिन्हें खबर में आप एक ट्रेन रन करने हैं, अब इसके बचने से उत्तरे ही खबर में दृगले देसेजर्नल भी आपने जा सकते हैं। उनके लिये आपने जो कदम उठाया है और इसके अनावा में लाइन एवं ग्राउंड ट्रक पर अगर इस नरह की गाहियाँ आप बताय तो इससे देश को बहुत लाभ होगा और यात्रियों को महसिलियत होगी।

हम इन बातों से इन्हार नहीं कर सकते हैं कि जिस प्रकार से आप किसानों को महसिलियत देते हैं कि सिंगल फेरी—डबल जर्नी जो कि आपने किसानों और यात्रियों के लिए कर दिया है, यह अच्छी बात है। लेकिन 7 हजार जो स्टेशनों पर, लाइसेंस होल्डर्स कुली है, जो वैडस है, इन्होंने क्या कर्तृत किया है कि इनको यह सहृदालियत नहीं मिलेगी। इनको भी यह सहृदालियत देंजिए। ये लाल भी रेलवे और समाज की बहुत सेवा करते हैं। इनका पी० टी० औ० देंजिए और अगर यह नहीं देते तो सिग्नल फेरी में डबल जर्नी की सुविधा इनको मिलनी चाहिये। जिससे ये लामार्गिवत हो सके।

हम लोगों का नैतिक दायित्व है, जब हम बहा बैठते थे तो हमने बार बार सरकार से मार्ग की है कि कमंचारियों को बोनस मिलना चाहिये, नीड बेंड मिनिमम बेंजर की बात हम करते रहे हैं ही साथ ही साथ कमंचारियों के पुत्रों को या सम्बन्धियों को उनके रिटायर होने के पहले या बाद में रेलवे में नौकरी मिल जानी चाहिये, जिससे वह उनके बुधपे में सहारा हो सके। इसलिये मैं मरी जी से प्रारंभना कहगा कि वह बोनस की बात मान ले। कम से कम फैक्टरी एस्ट में आने वाले मजदूरों को इनका भवित्वार है और हमारे अमर भी नैतिक भार है और इसको बहुत करने के लिये आपको बोनस की बोखाना करनी चाहिये और साथ ही साथ जो नीड-बेंड और मिनिमम बेंजर की मार्ग होती रही है, हम लोग लाठों और गोली खाते रहे हैं, जेलों में गये हैं, तो यह मजदूरों की जाग भी मार्ग है, उसको पूरा करने का दायित्व भी सरकार का है।

जहाँ तक रेलवे बोर्ड का प्रबन्ध है, मैं समझता हूँ कि रेलवे बोर्ड की आवश्यकता नहीं है। जिस रूप में रेलवे बोर्ड फ़क्तान कर रहा है, उम रूप में उसकी आवश्यकता नहीं है। बरसों में रेलवे बोर्ड के वर्तमान लाले, कारनामे और उनके काबों से हम नाखून रहे हैं और आवाज लगाते रहे हैं कि इसको बन्द करना चाहिये। अगर आप

]वी लज्जन बाल कपूर]

मुझार करता चाहते हैं तो हमें सेवर पार्टिसिपेशन की बात करती 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 संसद कार्य मंत्री की अध्यक्षता में एक कमेटी बनी थी, उन्होंने भी इसी तरह से

वर्तमान 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."

लक्ष्यान्ति भवोदय : अब आप अपना भाषण कर जारी रखिये ।

18.00 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday March 7, 1979/Phalguna 16, 1900 (Saka).*

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